



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 22, 2014

In reply refer to: R-14-18 through -21
R-07-04 (Reiteration)

The Honorable Cynthia L. Quarterman
Administrator
Pipeline and Hazardous Materials Safety Administration
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On July 29, 2014, the NTSB adopted its report concerning the November 30, 2012, accident, in which a Consolidated Rail Corporation train containing hazardous materials derailed, spilling vinyl chloride into Mantua Creek in Paulsboro, New Jersey.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number RAR-14/01.

As a result of this investigation, the NTSB reiterated Safety Recommendations R-12-03, R-07-02, and R-07-04 and issued 20 new recommendations, including one to the Consolidated Rail Corporation, one to the US Department of Transportation, three to the Federal Railroad Administration, two to the Association of American Railroads, two to the American Short Line and Regional Railroad Association, one to the International Association of Fire Chiefs, one to the National Volunteer Fire Council, two to the New Jersey State Police Office of Emergency Management, one to the New Jersey Bureau of Fire Department Services, one to the New Jersey Department of Labor and Workforce Development, one to the New Jersey Department of Health, and the following four recommendations to the Pipeline and Hazardous Materials Safety Administration:

¹ *Conrail Freight Train Derailment with Vinyl Chloride Release, Paulsboro, New Jersey, November 30, 2012, Railroad Accident Report NTSB/RAR-14/01 (Washington, DC: NTSB, 2014).*

R-14-18

Take action to ensure that emergency response information carried by train crews is consistent with and is at least as protective as existing emergency response guidance provided in the *Emergency Response Guidebook*.

R-14-19

Require railroads transporting hazardous materials to develop, implement, and periodically evaluate a public education program similar to Title 49 *Code of Federal Regulations* Parts 192.616 and 195.440 for the communities along railroad hazardous materials routes.

R-14-20

Collaborate with the Federal Railroad Administration and the American Short Line and Regional Railroad Association to develop a risk assessment tool that addresses the known limitations and shortcomings of the Rail Corridor Risk Management System software tool.

R-14-21

Collaborate with the Federal Railroad Administration and the American Short Line and Regional Railroad Association to conduct audits of short line and regional railroads to ensure that proper route risk assessments that identify safety and security vulnerabilities are being performed and are incorporated into a safety management system program.

The NTSB also reiterated one previously issued recommendation to the Pipeline and Hazardous Materials Safety Administration:

R-07-04

Work together to develop regulations requiring that railroads immediately provide to emergency responders accurate, real-time information about the identity and location of all hazardous materials on a train.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART, and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov.

By: