



Support, Connection, Advocacy

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Statement of RSI-CTC Regarding the Proposed Rule Going to OMB for Review

We understand that the Pipeline and Hazardous Materials Safety Administration (PHMSA) has taken the next step toward regulatory certainty by releasing its draft rule to the Office of Management and Budget (OMB) for review.

It is our expectation that the final regulations will include tank car requirements that will result in fewer product releases following a low speed derailment. However, it is critical that everyone involved recognize that there is no viable tank car design that can survive a high speed derailment such as the one that occurred at Lac-Mégantic. In fact, the data from the accident shows that the forces involved in that tragedy were so great that even the most robust of the proposed tank car designs would not have survived the accident.

Derailment studies highlight that the leading causes of derailments are operating errors and track maintenance issues. For this reason, the rule must also include a comprehensive focus on rail operations and track maintenance and inspection. Enhanced tank car structural requirements alone will not address the root cause of the problem.

The RSI-CTC continues to support the rulemaking process and the need for a rule that is harmonized with Transport Canada and contains aggressive but realistic time frames for achieving safety improvements for the transportation of flammable liquids.