



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 26, 2014

In reply refer to: R-14-15 through -17
R-12-03 and R-07-02 (Reiteration)

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
Washington, DC 20590

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, four to the Pipeline and Hazardous Materials Safety 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 three recommendations to the Federal Railroad Administration:

R-14-15

Promulgate a regulation for permitting a train to pass a red signal aspect protecting a moveable bridge that is similar to the criteria for allowing a train to

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).

cross a broken rail as contained in Title 49 *Code of Federal Regulations* 213.7(d) to ensure that the bridge has been inspected by a qualified employee before a train is authorized to proceed across the bridge.

R-14-16

Collaborate with the Pipeline and Hazardous Materials Safety 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 Safety software tool.

R-14-17

Collaborate with the Pipeline and Hazardous Materials Safety 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 two previously issued recommendations to the Federal Railroad Administration:

R-12-03

Require that safety management systems and the associated key principles (including top-down ownership and policies, analysis of operational incidents and accidents, and continuous evaluation and improvement programs) be incorporated into railroad's risk reduction programs required by Public Law 110-432, Rail Safety Improvement Act of 2008, enacted October 16, 2008.

R-07-02

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.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman