National Transportation Safety Board

Washington, D.C. 20594

Office of the Chairman

OCT 25 2002

Honorable Ellen G. Engleman
Administrator
Research and Special Programs Administration
Washington, D.C. 20590

Dear Ms. Engleman:

Thank you for the July 17, 2002, response to the National Transportation Safety Board's Safety Recommendation H-99-57, stated below, which was issued to the Research and Special Programs Administration (RSPA) as a result of the Safety Board's investigation of a hazardous materials incident that occurred on August 9, 1998, in Biloxi, Mississippi.

H-99-57

> Promulgate regulations requiring motor carriers that transport hazardous materials in cargo tanks to develop and maintain specific written cargo loading and unloading procedures for their drivers

The Safety Board is aware that in response to this recommendation and a similar recommendation issued to the Federal Motor Carrier Safety Administration (FMCSA), a joint-industry task force was convened with representatives from RSPA, the FMCSA, the American Petroleum Institute (API), the Petroleum Marketers Association of America, the National Association of Convenience Stores, the Society of Independent Gasoline Marketers of America, and the National Tank Truck Carriers. The work product of this task force was a consensus standard that provides written procedures for the loading and unloading of gasoline. This practice, *API Recommended Practice 1007—Loading and Unloading MC306/DOT406 Cargo Tank Motor Vehicles*, was published in April 2001, and according to the task force, has been widely distributed. The Board commends RSPA for its role in developing this recommended practice, which is considered an acceptable alternative to the intent of the recommendation. Consequently, Safety Recommendation H-99-57 is classified "Closed—Acceptable Alternate Action." The Board will continue to examine the adequacy of cargo loading and unloading procedures in future pertinent accident investigations, and we may re-visit the need for regulatory action in this area if we find that the recommended practice is not achieving the intended results.

We appreciate RSPA's ongoing efforts to respond to the Safety Board's recommendations.

Sincerely,

Carol J. Carmody

Carol J. Carmody
Acting Chairman

cc: Mr. Robert Clarke, Safety and Health Team Leader
Office of Transportation Policy Development