



U.S. Department
of Transportation
**Pipeline and Hazardous Materials
Safety Administration**

Administrator

1200 New Jersey Avenue, SE.
Washington, DC 20590

NOV 17 2011

The Honorable Deborah A. P. Hersman
Chairman
National Transportation Safety Board
490 L'Enfant Plaza, SW
Washington, DC 20594

Dear Chairman Hersman:

Thank you for your September 2, 2011 letter summarizing the NTSB investigation of a rollover accident that occurred on October 22, 2009, outside of Indianapolis IN. This particular incident involved a DOT Specification MC311 cargo tank motor vehicle carrying 9,000 gallons of liquefied petroleum gas. The accident resulted in multiple injuries to include the commercial truck driver and members of the general public. The accident also caused damage to a bridge overpass. In response to this accident, the Safety Board issued a recommendation to Department of Transportation (DOT). The recommendation along with DOT's response is discussed below.

H-11-1

Require all intrastate and interstate hazardous materials carriers to submit annually the number and types of U.S. Department of Transportation specification cargo tanks that are owned or leased in addition to data displayed on the specification plates of such tanks and, if necessary, modify the appropriate database to accept additional data fields.

The NTSB recommendation letter suggests that the absence of data on the number of DOT specification cargo tanks, limits the Department's ability to perform accurate trend analyses. According to the NTSB, the population of cargo tanks by DOT specification could be obtained by modifying either the Hazardous Materials Registration Statement (DOT Form F 5800.2), administered by PHMSA or the Motor Carrier Identification Report (MCS-150), administered by FMCSA.

Currently, FMSCA has a rulemaking action that proposes to replace the MCS-150 with a new MCSA-1 form as part of a consolidated registration system (May 19, 2005; 70 R 28990). Through a supplemental notice, FMSCA is also seeking public input on whether the MCSA-1 form should be revised to incorporate this NTSB recommendation (October 26, 2011; 76 FR 66506).

The Department is currently awaiting FMCSA's response to the public comments. FMCSA and PHMSA will continue to work together on behalf of the Department to notify NTSB on the progress of this rulemaking action.

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If you have questions, concerns, or comments, please feel free to contact me at 202-366-4433.

Regards,

A handwritten signature in black ink, appearing to read "C. Quarterman". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Cynthia L. Quarterman