transportation accidents or reduce damage when such incidents occur.

A few examples:

- Corrosion-resistant linings protect their containers and vehicles from their contents.
- Gaskets withstand chemical attack, thereby protecting joints and fittings against leaks
- Chemicals foamed into place at the scene of an incident stop many tank car or tank truck leaks. □

Safety is a prime consideration in designing chemical tank trailers, which must meet stringent DOT specifications

Left: The chemical industry produces more than 250 million tons of chemicals annually. Most of that is shipped, with rail the principal means of transportation

RAILWAYS, HIGHWAYS SAFER

stronger cars and safer operations.

"Culminating years of cooperative effort, an Inter-Industry Task Force on Rail Transportation of Hazardous Materials was established by the chemical, railroad and associated industries in 1978."

In 1971, the first year of mandatory reporting, transportation interests reported a total of 2,255 incidents involving the unintentional release of hazardous materials By 1979, that number had grown to 17,524

DOT itself says one reason for the increase in reported incidents during the past nine years is a growing awareness of reporting requirements More products have been classified as "hazardous" since 1971, also increasing the number of incidents which must be reported And the number of shipments—the amount of hazardous materials being moved—has also grown in that period.

Small packages are important, and, as noted, receive constant attention. However, rail tank cars carry as much as 30,000 gallons of hazardous materials, often under pressure, and tank trucks may carry as much as 7,000 gallons Incidents involving such loads could be serious Because of this, the highest priority is given to increasing the safety of high-volume loads.

RAIL-INDUSTRY TEAMWORK

Culminating years of cooperative effort, an Inter-Industry Task Force on Rail Transportation of Hazardous Materials was established by the chemical, railroad and associated industries in 1978 The Task Force established subcommittees on transportation, equipment, accident response and systems safety analysis

Part of the Task Force's work resulted in expediting the installation of new protective equipment on specialized tank cars. Other recommendations included ways to improve emergency communications, identification of commodities involved in incidents, training programs and informational materials and broader industry mutual aid

The Task Force also set up a special group of experts to apply new, sophisticated analysis of rail accident data and to suggest new research areas

TRUCKERS ARE INVOLVED, TOO

Trucking companies and the chemical industry have been working hard to reduce incidents and risks

Since 1974, the chemical industry has been working with the National Tank Truck Carriers on a cooperative program to improve efficiency and increase safety. We estimate that while we move 35 percent of our volume of hazardous materials by truck, trucks offer nearly half of the exposure to damage

More than 450 carrier representatives had attended jointly developed safety seminars through 1978 A new series of such sessions was under development early in 1980.

The chemical industry-tank truck liaison group has established task forces to address safety data equipment design, emergency response and shipper-carrier cooperation. They are also working with the Department of Transportation to improve incident reporting so that DOT publications provide more information about the scope and effects of hazardous materials