

C Harv Teitelbaum - Comment

This is a Comment on the **Pipeline and Hazardous Materials Safety Administration (PHMSA) Proposed Rule: Hazardous Materials; Amendments**

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Comment

I am deeply concerned that PHMSA does not have safe enough standards for transport of crude oil by rail.

Improving standards of railcars is not going to help the problem. Newer style DOT111 appear to be just as vulnerable. The accident in Lynchburg, VA had newer style tank cars and ruptured at a speed of only 23 mph. The recent crash in Galena, IL on March 5 also had the improved cars.

We need to seriously consider a ban on transport of oil by rail because it is too costly to people, wildlife, soil, and waterways if it derails. In 2014, PHMSA reported 117 oil spills and 535 hazardous spills and vapor releases from Dot111 tank cars in the U.S.

If we absolutely have to move oil by rail,
Mandate that crude oil be degasified to prepare it for safe transport.
Railroads must have adequate insurance to cover any potential accident (around \$11 billion would be a good place to start).
Make more safety inspections of the railroads.
Avoid highly populated areas and areas with rivers and lakes nearby (within 1-2 miles). Damages and devastation caused by a possible derailment would be too costly for the people, citizens, and residents of the United States of America.

We cannot continue to ignore the people, wildlife, and waterways that are going to be permanently affected by this dangerous transport.

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