



Petroleum Transportation & Storage Association

## ***REGULATORY ALERT***

*June 6, 2006*

### ***U.S. DOT WITHDRAWS PROPOSED CARGO TANK WET-LINE RULE***

#### **PETROLEUM TRANSPORTERS WIN BIG REGULATORY VICTORY**

**Washington D.C.** - The U.S. Department of Transportation's Pipeline and Hazardous Material Safety Administration (PHMSA) announced this morning the withdrawal of a rule that would prohibit wet lines in cargo tank vehicles. Under the rule, wet-line and delivery hoses on cargo tank vehicles would have to be emptied after each delivery. PHMSA said the rule was necessary because of accident data showing a rise in traffic fatalities from fire and explosion due to wet-line rupture from side impact collisions. An expensive equipment retrofit estimated to cost as much as \$3000 per cargo tank vehicle would have been required to comply with the wet-line rule.

PHMSA withdrew the rule after being buried in a mountain of negative comments from the regulated industry. PTSA was part of a broad industry coalition led by the National Tank Truck Carriers that spearheaded the effort to kill the wet-lines rule. PTSA and the coalition challenged the accident data used to justify the rule as unreliable, beginning with the actual number of true wet-line incidents (release of product caused solely by loading lines on the cargo tank vehicle). PTSA and the coalition also attacked PHMSA data on the number of vehicles that would require retro-fit, the per-vehicle retro-fit cost and the lack of suppliers and proven technology necessary to remove product from wet-lines. In short, much of the data used by PHMSA to support the wet-line rule was proven incorrect.

The withdrawal of the wet-line rule is a major victory for petroleum transporters. The withdrawal saves petroleum transporters thousands of dollars in new equipment compliance costs and lost delivery time waiting for wet-line evacuation during loading and unloading of product.

Thanks to all the petroleum transporters who provided PTSA with technical advise and regulatory impact statements that were included in written and oral comments to PHMSA. Your effort helped defeat this onerous and expensive regulation.

***Got Questions? Contact Mark S. Morgan, Esq. (202) 364-6767 or [mmorganptsa@cox.net](mailto:mmorganptsa@cox.net)***