

My husband and I live within 30 ft. of a CSX rail line. With respect to the security plans, at minimum, DOT/DHS should require that the plans be submitted for an adequacy review. With respect to identification of TIH materials, we strongly oppose removal of rail car placards and/or identification markings. In the event of an emergency, we would not want emergency responder reliance on paperwork in the possession of the engineer (which may not be available as a result of the incident) or on a corporate office hundreds or thousands of miles away. Further, there appears to be too much potential for mistakes associated with rail car switching areas and international transport. With respect to temporary storage, there should be a minimum specified time (24 hrs) and volume OR the imposition of recipient's responsibility for security should the current system remain in place. Finally, with respect to communication and tracking, it is inconceivable that shippers would not currently be able to readily identify the location of a specific rail car while in transit; regardless of security concerns, this would appear to be a desirable business practice to bring rail companies into the 21st century as well as address the needs of their customers! If UPS can instantaneously track millions of packages at any moment, why can't rail car shippers do so??

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