



## **HAZARDOUS MATERIALS SAFETY TIP**

### **MOVEMENTS TO BE EXPEDITED (THE 48-HOUR RULE)**

#### **49CFR 174.14**

- (a) A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded), after acceptance at the originating point or receipt at any yard, transfer station, or interchange point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train.

#### **What this regulation means:**

- It applies to all loaded hazardous materials shipments in transportation.
- Transportation begins when a railroad takes physical possession of a rail car containing hazardous materials.
- Transportation continues until the rail car is delivered to a private track or siding.
  - A track is considered private only if a railroad has no control over or responsibility for the track or rail cars on the track.
- Saturdays, Sundays, and holidays are excluded.
- An exception to this rule is limited service:
  - For example, for locations that have only biweekly or weekly service, the shipment must then go on the first available train that services the location.
    - The first available train is the next train originating or completing work at the location, or
    - The next train that has the capacity or capability to move the rail car to the next yard or rail siding enroute to its final destination on the shipping document.
- Another exception is constructive placement:
  - The rail car is at its destination but cannot be delivered.
    - For example, the rail car needs to be switched or spotted into the receiver's facility, but the receiver does not have room for it.
    - The rail car does not have to be on private track when it is constructively placed.
- This regulation also requires that loaded tank cars containing Division 2.1 (flammable gas), 2.3 (poisonous gas), and Class 3 (flammable liquid) may not be held at any point subject to "forwarding orders".
  - This means that these shipments must have a destination and these materials cannot be stored by a railroad awaiting a final destination.