

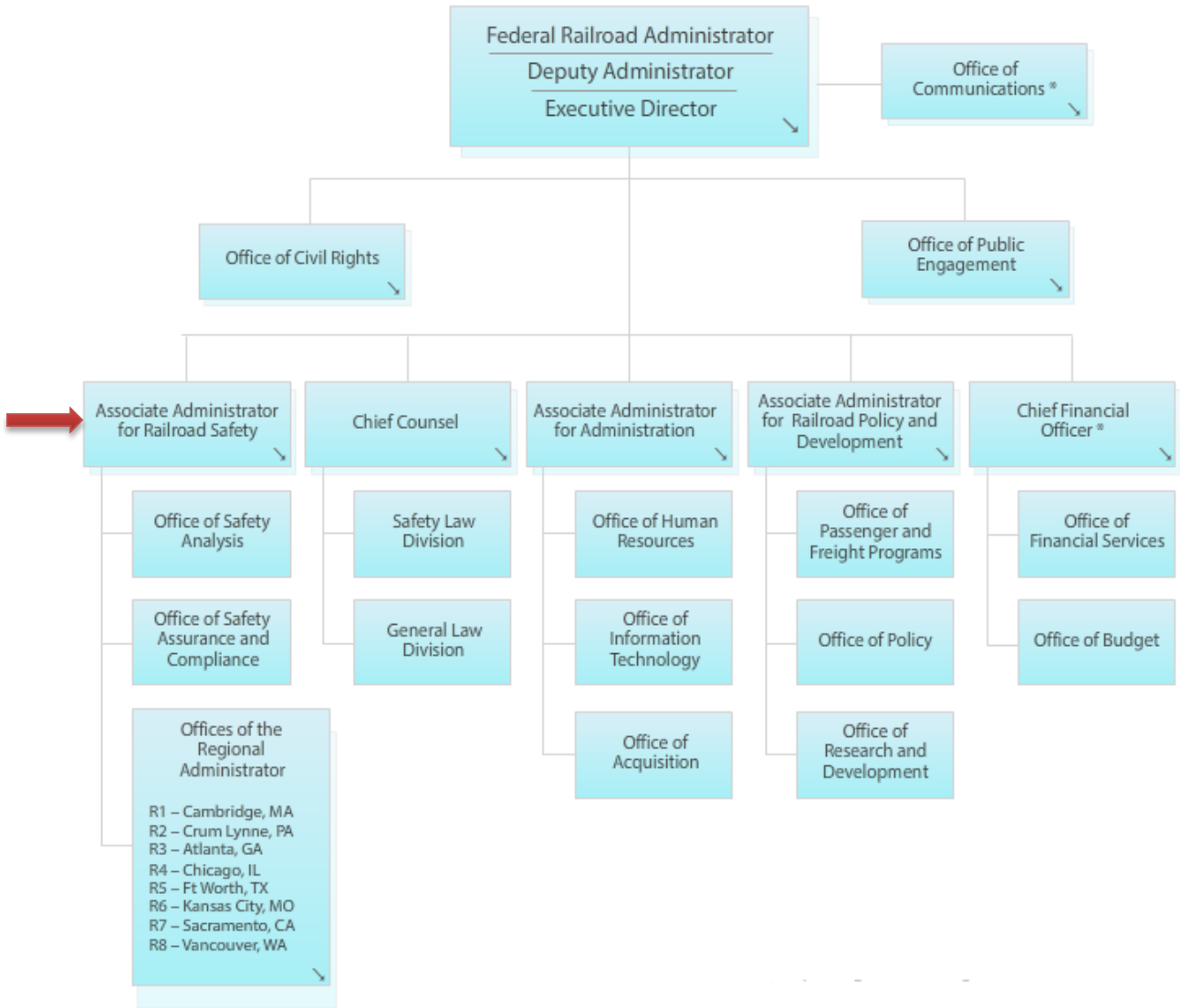
US DOT/FEDERAL RAILROAD ADMINISTRATION OVERVIEW

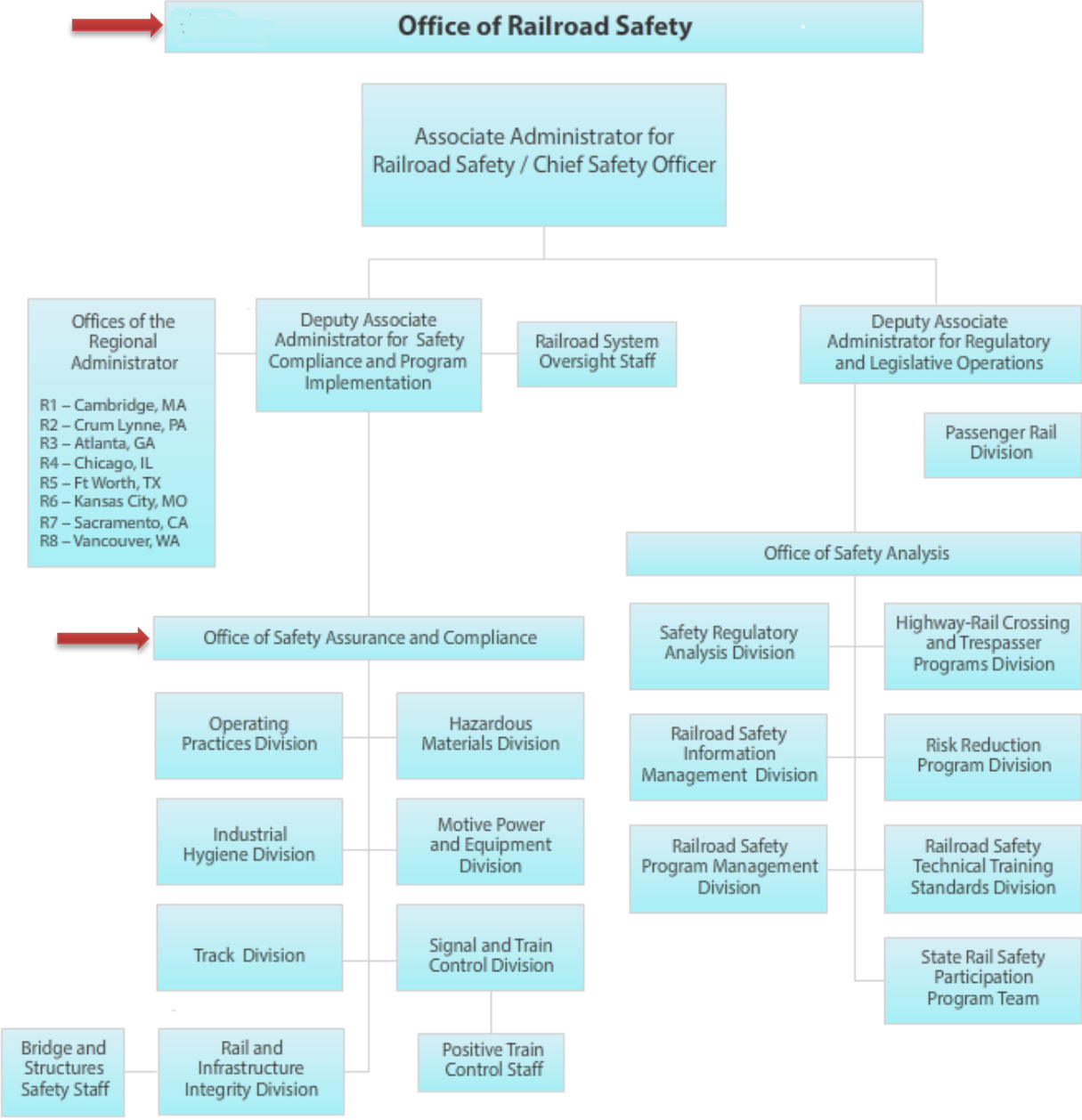
The Federal Railroad Administration (FRA) was created by the Department of Transportation Act of 1966. It is one of ten agencies within the U.S. Department of Transportation concerned with intermodal transportation.

Mission - The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

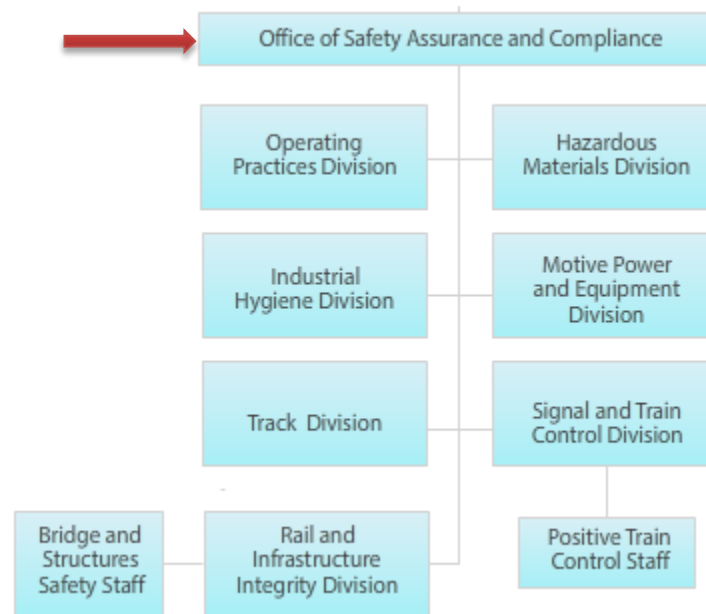
Organization Chart

Federal Railroad Administration





Office of Safety and Compliance



Operating Practices

The OP Division examines railroad carrier operating rules, employee qualification guidelines, and carrier training and testing programs to determine compliance with the Railroad Safety Act of 1970; railroad occupational safety and health standards; the Hours of Service Act; and accident and personal injury reporting requirements.

Title 49 CFR Oversight:

- 217-Railroad operating rules
- 218-Railroad operating practices
- 219-Control of alcohol and drug use
- 220-Railroad communications
- 221-Rear end marking device-passenger, commuter and freight trains
- 222-Use of locomotive horns at public highway-rail grade crossings
- 225-Railroad accidents/incidents: Reports, classification, and investigations
- 228-Hours of service of railroad employees
- 239-Passenger train emergency preparedness
- 240-Qualification and certification of locomotive engineers
- 242-Qualification and certification of conductors

Hazardous Materials

Under authority delegated to FRA by the Secretary of Transportation, the Hazardous Materials Division administers a safety program that oversees the movement of hazardous materials

(including dangerous goods), such as petroleum, chemical, and nuclear products, throughout the Nation's rail transportation system, including shipments transported to and from international organizations. The Division also has authority to oversee the movement of a package marked to indicate compliance with a Federal or international hazardous materials standard, even if such a package does not contain a hazardous material.

Title 49 CFR Oversight:

- 171-General information, regulations, and definitions
- 172-Hazardous materials table, special provisions, hazardous materials communications, emergency response information, and training requirements
- 173-Shippers-general requirements for shipments and packagings
- 174-Carriage by rail
- 178-Specifications for packagings
- 179-Specifications for tank cars
- 180-Continuing qualification and maintenance of packagings

Overview:

Tank Car Safety - As tank cars are the predominant vehicles for carrying hazardous material shipments, FRA has prepared Tank car guidance materials on maintaining, operating and securing this rail equipment:

- Ensuring Tank Car Safety
- Tank Car Committee Handouts
- Suggestions for Effective Railroad Tank Car Loading/Unloading Training Programs

Movement Approvals - FRA has the enforcement authority and responsibility to ensure the safe transportation of hazardous materials. Movement approvals are required for certain types of hazardous material shipments, such as a one time shipment of hazardous material carrying tank cars for repair and other non-conforming packagings designed, marked or otherwise represented for the transportation of hazardous material. On January 31, 2012, FRA issued HMG-127 and implemented a 4-tier approval process for such movements. HMG-127 was revised on March 27, 2012, resulting in a 3-tier approval process. The most recent version of HM-127 was issued October 7, 2014 and should be followed when applying for a one-time movement approval in accordance with 49 CFR § 174.50.

Hazmat Training and Outreach - FRA's hazmat training and outreach program consists of training seminars, interactive webinars, and guidance intended to increase regulatory awareness and compliance and reduce the frequency and severity of hazmat incidents. FRA will update this website with information about upcoming training seminars, public meetings, conferences, and webinars. You will also find past presentations and links to helpful reference materials and guidance documents here.

Industry Response to Safety Advisory: On July 6, 2013, a catastrophic accident involving a freight train with loaded tank cars of petroleum crude oil occurred in the town of Lac-Mégantic Quebec, on the Montreal, Maine & Atlantic Railway (MMA). To prevent a similar accident from occurring in the United States, the Federal Railroad Administration (FRA) issued an Emergency Order outlining measures railroads were required to undertake within 30 days, as well as a Safety Advisory recommending railroads take additional action to eliminate risk throughout the rail network. These actions, along with others identified in our Safety Action Plan, detail how we and our sister agency, the Pipeline and Hazardous Materials Safety Administration (PHMSA), are working to ensure the shipment of hazardous materials by rail is safe, reliable, and efficient.

LNG Tenders/Locomotives;

Abstract: A letter to the AAR, ASLRRA, and the American Public Transportation Association. The letter provides an overview of FRA authority to regulate LNG and CNG locomotives and tenders. The letter also summarizes the key elements of information necessary to facilitate timely evaluation and Approval by FRA of testing programs to evaluate the efficiency, feasibility, and reliability of LNG and CNG powered locomotives and fuel tenders.

Abstract: A letter to BNSF providing overview of FRA authority to regulate dual-fuel locomotives and fuel tenders. Specifically, the letter clarifies that FRA regulations apply to dual-fuel locomotives and fuel tenders containing liquefied natural gas (LNG) for the purpose of fueling the locomotive. The letter also clarifies that the hazardous materials regulations (HMR; 49 CFR Parts 171-180) do not apply to fuel tanks and tenders that provide fuel directly to power the locomotive during transportation.

Railworthiness Directive, McKenzie Valves: On March 18, 2015 FRA published a Railworthiness Directive applicable to railroad tank cars equipped with certain valves marketed and sold by McKenzie Valve & Machining LLC (formerly McKenzie Valve & Machining Company), an affiliate company of Union Tank Car Company (UTLX).



Recent FRA investigations identified several railroad tank cars transporting hazardous materials and leaking small quantities of product from the cars' liquid lines. FRA's investigation revealed that the liquid lines of the leaking tank cars were equipped with a certain type of 3" ball valve marketed and sold by McKenzie Valve & Machining LLC. FRA further found certain closure plugs installed on the 3" valves cause mechanical damage to the valves, which leads to the

destruction of the valves' seal integrity and that the 3" valves, as well as similarly-designed 1" and 2" valves provided by this manufacturer are not approved for use on tank cars.

FRA issued this Railworthiness Directive to all owners of tank cars used to transport hazardous materials within the United States to ensure they identify and appropriately remove and replace these valves with approved valves consistent with Federal regulations.

Industrial Hygiene Division

The Industrial Hygiene Division is responsible for evaluating compliance with rules and regulations governing railroad employee exposure to various workplace health risks such as diesel exhaust, and other harmful contaminants. Other activities include the assessment of compliance with EPA noise rules, and the use of fall protection for railroad bridge work. The division is also directly responsible for implementing internal OSHA compliance programs for the FRA employees and support staff.

Title 40 CFR Oversight:

- 201-Noise Emission Standards for Transportation Equipment; Interstate Rail Carriers

Title 49 CFR Oversight:

- 210-Railroad Noise Emission Compliance Regulations
- 227-Occupational Noise Exposure
- 228-Subpart E-Safety and Health Requirements for Camp Cars Provided by Railroads as Sleeping Quarters
- 229.129-Locomotive Horn

Motive Power and Equipment

The MP&E Division provides technical expertise and direction in the execution and administration of rail safety programs to ensure maximum safety in railroad operations relevant to motive power and freight, passenger, and commuter equipment. It promotes an understanding of and compliance with Federal standards to inspect locomotives, passenger and freight cars, and its safety appliances such as air brakes.

Title 49 CFR Oversight:

- 215-Freight car safety standards
- 218-Railroad Operating Practices
- 221-Rear end marking device
- 223-Safety glazing standards
- 224-Reflectorization of rail freight rolling stock
- 229-locomotive safety standards
- 230-Steam locomotive standards

- 231-Safety appliance standards
- 232-Brake system safety standards (freight)
- 238-Passenger equipment safety standards
- 239-Passenger train emergency preparedness

Track Division

The Track Division mission is to provide technical expertise and direction in the execution and administration of rail safety programs to ensure maximum safety in railroad operations relevant to railroad track.

Track Division Provides evaluation, direction, and technical advice for rail safety enforcement programs for FRA and State safety programs. The Division develops and issues compliance manuals and technical bulletins as guidance to FRA regional safety offices; participates in the development of rail safety program proposals, plans, rules and standards; and provides advice to, and coordinates with regional field enforcement staff and Railroad System Oversight Staff. It also has the responsibility for the administration of the Automated Track Inspection Program (ATIP), the Work Place Safety Program.

In addition, the division participates in accident investigations and directly investigates reports on complaints regarding railroad track conditions; conducts detailed analysis of requests for regulatory relief from standards administered by the Division; actively participates in development of industry and consensus standards useful for enhancement of railroad safety; and provides expertise to Railroad Safety Advisory Committee working teams in the development of railroad safety regulations.

Signal and Train Control

The Signal and Train Control (S&TC) Division promotes an understanding of and compliance with the various Federal regulations related to: signal and train control systems; highway-rail grade crossing active warning systems; and the hours of service laws applicable to signal employees. The applicable regulations primarily address the design, installation, maintenance, inspection and testing of these signal systems, and the necessary system components adjustment, repair, or replacement; as well as the associated recordkeeping and reporting requirements. The S&TC Division determines the level of understanding and compliance of these standards and requirements primarily through the conductance of inspection and investigation activities on the Nation's railroads.

A primary goal of the division is to assist in continually improving railroad safety by reducing the risk of train accidents and highway-rail grade crossing collisions that may be caused or contributed to by wrong-side failures in these safety-critical signal systems. Those failures are designated as "false proceed signal failures" within a signal or train control system, and

“activation failures” within highway-rail grade crossing active warning systems. Either of these type events are required to be reported to the FRA by the railroads; are investigated by FRA S&TC personnel.

Title 49 CFR Oversight:

- 214-Railroad Workplace Safety (Roadway worker protection)
- 228-Hours of service railroad employees
- 233-Signal systems reporting requirements
- 234-Grade crossing signal system safety and State action plans
- 235-Instructions governing applications for approval of a discontinuance or material modification of a signal system or relief from the requirements of part 236
- 236-Rules, standards, and instructions governing the installation, inspection, maintenance, and repair of signal and train control systems, devices, and appliances

Positive Train Control Staff

The Rail Safety Improvement Act of 2008 (RSIA) mandates that Positive Train Control (PTC) be implemented across a significant portion of the Nation's rail industry by December 31, 2015. Lines requiring PTC are essentially Class I railroad main lines (i.e., over which 5 million or more gross tons are transported annually) that handle any poisonous-inhalation-hazardous (PIH) materials; and, any railroad main lines over which regularly scheduled intercity passenger or commuter rail services are provided. PTC is expected to be implemented over a total of approximately 70,000 miles of track.

PTC refers to communication-based/processor-based train control technology that provides a system capable of reliably and functionally preventing train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through a main line switch in the improper position. PTC systems are required, as applicable, to perform other additional specified functions. PTC systems vary widely in complexity and sophistication based on the level of automation and functionality they implement, the system architecture used, the wayside system upon which they are based (e.g., non-signaled, block signal, cab signal, etc.), and the degree of train control they are capable of assuming.

Prior to October 2008, PTC systems were voluntarily tested or installed by various carriers, albeit at a slower pace. However, the RSIA (signed into law by then President Bush on October 16, 2008, as Public Law 110-432) has mandated the widespread installation of PTC systems by December 2015.

The Federal Railroad Administration (FRA) is supporting all rail carriers that have statutory reporting and installation requirements to implement PTC, as well as rail carriers that are

continuing to voluntarily implement PTC, through a combination of regulatory reform, project safety oversight, technology development, and financial assistance.

Regulatory Development FRA published the final rule addressing PTC requirements on January 15, 2010, primarily consisting of Title 49 Code of Federal Regulations Part 236, Subpart I. FRA published final rule amendments on September 27, 2010 and on May 14, 2012.

Rail Infrastructure Integrity Division

The Rail and Infrastructure Integrity Division promotes an understanding of and compliance with Federal standards concerning rail maintenance and bridge management. The general purpose of the division is to prevent accidents and casualties in rail operations that result from rail and structure degradation. In addition, the Rail and Infrastructure Integrity Division provides technical expertise and direction in the execution and administration of rail safety programs to ensure maximum safety in railroad operations relevant to rail inspection technology, rail inspection programs, bridge inspection and maintenance, and bridge management programs.

Through its field enforcement staff, it participates in rail failure investigations and bridge assessments, as well as providing direction and technical advice on bridge maintenance and management

Title 49 CFR Oversight:

- 213 Track Safety Standards
- 214 Railroad Workplace Safety

Bridge and Structures Safety Staff

Bridge and structure safety oversight is a key element to the efforts of the Rail and Infrastructure Integrity Division. Through its field enforcement staff, it participates in bridge accident investigations, performs bridge assessments and bridge management program reviews, and provides direction and technical advice in bridge inspection, maintenance, and management. In addition, the Bridge & Structures Section provides guidance on Railroad Bridge Worker Safety.

Title 49 CFR Oversight:

- 214 Railroad Workplace Safety
- 237 Bridge Safety Standards

Other Divisions within the Office of Railroad Safety

- Highway-Rail Crossing and Trespasser Programs Division
- Passenger Rail Division
- Rail and Infrastructure Integrity Division
- Railroad Safety Information Management Division
- Railroad Safety Program Management Division

- Railroad Safety Technical Training Standards Division
- Risk Reduction Program Division
- Safety Regulatory Analysis Division

Additional information can be found at: <https://www.fra.dot.gov/Page/P0397>