



FRA Railroad Safety Regulatory Update

Association of State Rail Safety Managers

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September 2014



Safety Regulatory Program



FRA's regulatory program supports the following:

- Rail Safety Improvement Act of 2008 mandates
 - General safety rulemaking authority
 - High-performance rail
 - Crude by rail operations
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FRA Published Rules



Track Safety Standards; Improving Rail Integrity – Final Rule

- Established minimum qualification requirements for operators of rail flaw detection equipment
 - Revised requirements for effective rail inspection frequencies, rail flaw remedial actions, and rail inspection records.
 - Implemented Section 403 of the RSIA.
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FRA Published Rules



Roadway Worker Protection, Adjacent Track – Final Rule

- Responded to petitions for reconsideration of the 2011 final rule requiring adjacent-track on-track safety procedures for certain roadway work groups.
 - Required on-track safety on an adjacent controlled track when a roadway work group with at least one of the roadway workers on the ground is engaged in a common task with on-track, self-propelled equipment or coupled equipment on an occupied track.
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FRA Published Rules



Critical Incident Stress Plan – Final Rule

- Defined “critical incident” and required certain railroads to develop and implement critical incident stress plans.
 - Responded to Section 410 of the RSIA and set minimum requirements for the railroads’ plans, including requirements for providing appropriate support services and limited relief from an employee’s normal tour of duty to railroad employees who are involved in a “critical incident.”
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FRA Published Rules



Passenger Train Exterior Side Door Safety – NPRM

- Intended to improve the integrity of passenger train exterior side door safety systems and reduce the number and severity of injuries involving passenger train exterior side doors.
 - Proposed new standards for both powered and manual exterior side doors and door safety systems on passenger trains.
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FRA Published Rules



Revisions to Passenger Train Emergency Preparedness Regulations – Final Rule

- Required that initial and periodic training, operational efficiency tests, and inspections of certain railroad personnel apply to on-board crewmembers, control center personnel, and railroad's emergency response communications center personnel.
 - Clarified that railroads must develop procedures to address the safety of passengers with disabilities during actual and simulated emergency situations.
 - Limited the need for FRA to formally approve certain purely administrative changes to approved emergency preparedness plans.
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FRA Published Rules



Signal Systems Reporting Requirements – Final Rule

- Eliminated the regulatory requirement that each railroad file with FRA a signal system status report every 5 years.
 - FRA believes the signal system status report is no longer necessary because FRA receives more updated information regarding railroad signal systems through alternative sources.
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FRA Published Rules



Control of Alcohol and Drug Use: Coverage of Maintenance of Way Employees, Retrospective Regulatory Review-Based Amendments – NPRM

- Proposed to expand the scope of FRA's alcohol and drug regulations to cover employees who perform railroad maintenance-of-way activities as required by Section 412 of the RSIA.
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FRA Published Rules



Positive Train Control Systems – Final Rule

- Addressed exceptions to regulatory requirements to install and implement Positive Train Control (PTC) systems.
 - Reduced the number of miles of track and the number of locomotives on which a PTC system must be installed and implemented.
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FRA Published Rules



Securement of Unattended Equipment - NPRM

- Enhanced the requirements concerning the securement of unattended rail equipment.
 - Codified most of the requirements of FRA's Emergency Order No. 28 (EO 28), which was issued in August 2013, in response to the catastrophic derailment of an unattended train carrying crude oil in Lac-Mégantic, Quebec, Canada.
 - Proposed to apply the verification and securement requirements of EO 28 to trains left unattended in yards as well as outside yards
 - Proposed that each locomotive left unattended outside of a rail yard be equipped with an operative exterior locking mechanism and that such locks be applied on the controlling locomotive cab door if the locomotive is part of a train transporting certain quantities of certain hazardous materials.
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Upcoming Rules



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- **Risk Reduction Program**
 - **Training Standards for Safety Related Railroad Employees**
 - **Railroad System Safety Program**
 - **Train Crew Staffing**
 - **Passenger Equipment Safety Standards**
 - **Safety Glazing Standards**
 - **Railroad Workplace Safety; Roadway Worker Protection**
 - **National Highway-Rail Crossing Inventory Reporting Requirements**
 - **Qualification and Certification of Locomotive Engineers**
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Collaboration with the Pipeline and Hazardous Materials Safety Administration



Hazardous Materials: Enhanced Tank Car Standards and Operational Controls for High-Hazard Flammable Trains – Proposed Rule

- In coordination with FRA, PHMSA proposed:
 - New operational requirements for certain trains transporting a large volume of Class 3 flammable liquids.
 - Improvements in tank car standards.
 - Revision of the general requirements for offerors to ensure proper classification and characterization of mined gases and liquids.
 - These proposed requirements are designed to lessen the frequency and consequences of train accidents/incidents involving certain trains transporting a large volume of flammable liquids.
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Collaboration with the Pipeline and Hazardous Materials Safety Administration



Hazardous Materials: Oil Spill Response Plans for High-Hazard Flammable Trains – ANPRM

- In consultation with FRA, PHMSA published this rule to seek comment on potential revisions to its regulations that would expand the applicability of comprehensive oil spill response plans to high-hazard flammable trains based on thresholds of crude oil that apply to an entire train consist.
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Questions?