

Securement Final Rule

54th Railroad Safety Advisory Committee Meeting

November 5, 2015
Washington, DC



Securement: Chronology

- July 6, 2013: Petroleum crude oil derailment, Lac-Mégantic
- August 2, 2013: FRA issued Emergency Order 28 (EO 28)
- August 27, 2013: EO 28 Amendment
- August 29, 2013: March 4, 2014: RSAC and SWG Meetings
- April 2, 2014: RSAC Recommendation
- September 9, 2014: Securement NPRM
- August 6, 2015: Securement Final Rule
- October 5, 2015: Effective Date

Securement: Summary

- Codifies the major provisions of EO 28 into Subpart B of 49 CFR Part 232.
- Remains faithful to the unanimously approved RSAC SWG recommendations.
- Except for the purposes of clarity and for more explicitly codifying existing guidance, the final rule remains unchanged from the proposed rule.
- Sunsets EO 28.

Securement: Summary

- Focused principally on the securement of trains transporting crude oil, ethanol, and other PIH materials.
- Some provisions apply more broadly and cover all unattended equipment.
- New exterior cab locking requirements for locomotives left unattended outside of a yard.

Securement: Definitions

- Defines “mechanical securement device” as a device that provides at least the equivalent securement that a sufficient number of hand brakes would provide in the same situation (i.e., skates, retarders, chocks).
- Changes the term “yard limits” to “yard” without any change to its definition.
- Defines certain types of covered hazardous materials freight trains and cars that are covered the requirements of the final rule.

Securement: Hazmat

- 232.103(n)(6)
 - Defines covered hazmat equipment
 - Any loaded PIH materials tank car or 20 or more loaded tank cars with the following materials: PIH, flammable gas, flammable or combustible liquid, explosive, or those listed at 49 CFR Section 173.31(f)(2).
- Different from HHFTs

Securement: Conditions

- 232.103(n)(7)
 - Provides “unattended” conditions.
 - Requires plan identifying “unattended” locations.
- Differs from EO 28:
 - Plan does not have to cover locations adjacent to yard.
 - Expands EO 28 by extending the securement and verification requirements to trains left in yards.

Securement: Verification

- 232.103(n)(8)(i)
 - Requires verification that the equipment is secured.
 - Communicative requirement to ensure compliance.
 - Differs from EO 28: Removes recordation requirement.

Securement: Cab Locks

- 232.103(n)(8)(ii), 232.105(h)
 - Operative locks installed by March 2017 on each locomotive left unattended outside of a yard.
 - Train crew to lock the controlling locomotive cab. If no operative lock, remove and secure the reverser from the control stand.
 - Lock repair at each periodic inspection or within 30 days.
 - Allows locomotives with inoperative locks to continue to operate (but reverser removed when unattended).

Securement: Chart

Securement of Unattended Equipment Defined by Section 232.103(n)(6)			
Paragraph	Equipment	Track Location	Requirement
(7)(i)	All	Main track or siding outside and not adjacent to a yard	Plan
(7)(ii)	Freight train	In or adjacent to yard	Verify (8)(i) and Apply Lock (8)(ii)
(8)(i)	Freight Train or standing freight car or cars	Main line outside yard	Verify (8)(i) and Apply Lock (8)(ii)
(8)(ii)	Controlling locomotive cab	Everywhere	Apply Lock
(8)(iii)	Locomotive	In or adjacent to yard	Exception to applying lock if locomotive not equipped, or lock not operable and reverser not removable

Securement: Operating Rules

- 232.103(n)(9)-(n)(10)
 - Requires implementation of operating rules and practices requiring:
 - Securement job briefing.
 - ✓ Must include sufficient means for a one-person crew to self-satisfy.
 - ✓ Communicative requirement to ensure compliance.
 - Securement after emergency response

Securement: Alternatives

- “Codifies” TB 10-01 into 232.103(n)(11)
- Applies to classification yards.
- Not otherwise affected by the commodities being handled, including equipment defined by paragraph (n)(6).
- Alternative means: “Mechanical Securement Device” (e.g., skates, retarders, chocks).
- Type and application of device dependent upon:
 - Equipment being held
 - Yard and grade characteristics (e.g., flat, bowl, hump)
 - Local conditions (e.g., weather)

Securement: Alternatives

- In classification yards, securement is not required for the end of the yard that is:
 - Is actively being switched
 - Is attended by the switch crew or hump tower operator
 - Has equipment on the opposite end of those tracks being actively switched are secure
- If no switching operation in the classification yard is occurring:
 - Equipment at each end of the track must be secured.
 - But cars in between the secured equipment would not have to be secured.
- Instructions required.

Securement: Bottling

- Also “codifying” “bottling of air” flexibility.
- When closing angle cock to take locomotives, must proceed “directly” to opposite end to either:
 - Couple locomotive to the cars, or
 - Open other end’s angle cock.

Questions?



FRA—Office of Chief Counsel



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