

“Proposed Rule”



Electronically Controlled Pneumatic

ECP

Brake Systems

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ECP Rulemaking



- ***Tradition Rulemaking Process***
- ***NPRM Published September 4, 2007***
- ***Proposes to add a new “Subpart G” to Part 232 – Power Brake Regulations***

ECP Rulemaking



- ***Public Hearings were held:***
 - ***Washington, D.C. October 4***
 - ***Chicago, IL October 19***

 - *The Chicago Hearing included a Technical Conference*

ECP Rulemaking



In 2005, Booze, Allen Hamilton was hired to conduct a study to assess the benefits and costs of ECP Brake Systems for U.S. railroads

ECP Rulemaking

- *March 21, 2007, FRA granted BNSF and NS a waiver to operate ECP brake systems on pilot trains to demonstrate the safety and efficacy of the technology in revenue service.*
- *Allows trains to operate up to 3,500 miles before another brake inspection is required.*

ECP Rulemaking



- ***Waiver also addresses parts of the regulations that are not conducive to the “stand-alone” ECP brake systems.***

ECP Rulemaking



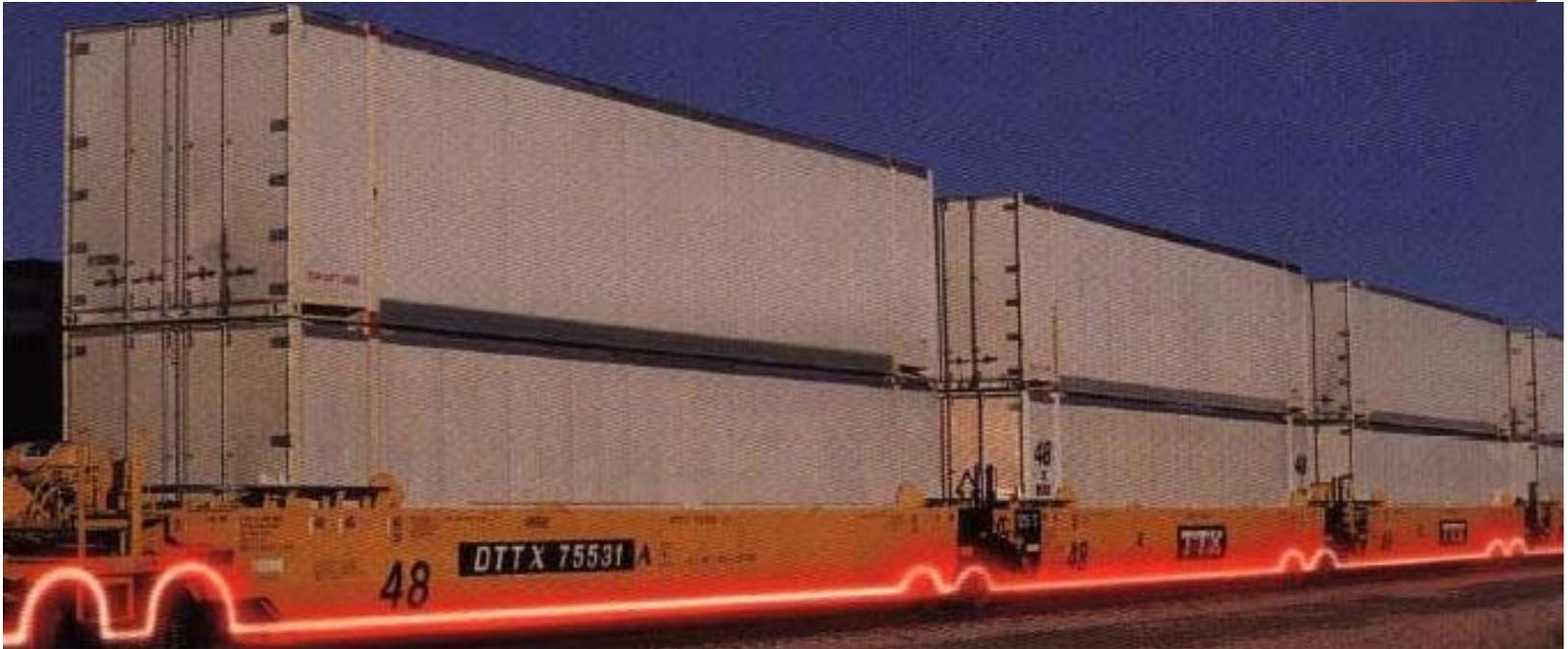
- *Comment Period Ends November 5, 2007.*
- *FRA will Review all of the written comments, along with the testimonies provided at the Public Hearings and the information obtained from the Technical Conference.*

ECP Rulemaking



- *Final Rule will be written by FRA*
- *Target Date for Final Rule Publication*
– **2008**

Questions ?



“Next Generation” - High Integrity Stopping and Train Handling

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MP&E Division
Federal Railroad Administration
US Dept. of Transportation

