

#### U.S. Department of Transportation Federal Railroad Administration

National Transportation Safety Board Rail Safety Forum

### Transportation of Crude Oil and Ethanol Industry Standards and Regulatory Oversight

April 23, 2014 Washington, DC

Karl Alexy

Federal Railroad Administration



### Overview

#### FRA101

Philosophy regarding tank car safety

**Regulations vs Industry Standards** 

Railroad Safety Advisory Committee

**Enforcement Initiatives** 

**Specification vs Performance Std.** 

**NTSB Recommendations** 

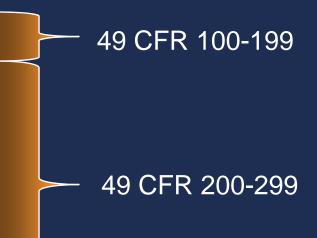






## Federal Railroad Administration 101

- 1 of DOT's 13 operating administrations
- Safety Disciplines
  - Hazardous Materials
  - Operating Practices
  - Motive Power & Equipment
  - Signal and Train Control
  - Track
  - Rail Integrity and Infrastructure
  - Industrial Hygiene
- Interface with PHMSA and AAR
  - Roles with respect to Class 3 tank car regulations
  - Tank Car Committee (Task force T87.6)





## Tank Car Safety

### Prevention of derailments

- Eliminate single point of failure
- Rail inspection frequency and operator qualification (Rail Integrity Rule)

### Mitigation

- Improve crashworthiness
- Decrease energy and increase energy dissipation
- Minimize effects of pool fire

### Response

- Training
- Communication
- <u>– Resources</u>

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## Regulations vs Industry Standards

- Industry standards
  - AAR Interchange Standards
- Voluntary actions
  - Secretary of Transportation's "Call to Action"
- Incorporation into regulations
  - Frequency of updates
  - Basis of changes
  - Delegations to AAR
- Enforcement of industry standards/voluntary actions
  - Tank car quality assurance program
  - Voluntary action are not enforceable

# Railroad Safety Advisory Committee

- March 25, 1996 FRA established RSAC
- Recommendations to FRA Administrator
  - New regulations
  - Review and revise existing regulations
  - Identify non-regulatory alternatives
- Task statements Working groups
- Emergency RSAC (49<sup>th</sup> meeting)
  - 13-02 Hazardous materials
  - 13-03/04 Securement and operational testing
  - 13-05 Crew Size



## **Enforcement Initiatives**

- Security and Securement Plan Audits
- Automated Track Inspection Program (ATIP)
- Penalty schedule (49CFR 209, Appendix B)
  - Guideline amounts
  - \$450 \$110,000
- Enforcement Tools
  - Civil penalties
  - Individual liability
  - Rail worthiness directive
  - Emergency order

## Specification vs Performance Std.

### **Specification Standard**

### • Pros

- Uniformity in design and construction
- Limit proof of compliance required

### Cons

Limited innovation

### Performance Standard

- Pros
  - Encourage innovation

### Cons

- Determining appropriate performance metric(s)
- Builder must demonstrate compliance



## **NTSB Recommendations**

- R-14-01 Route planning and selection requirements
  AAR commitment (crude oil trains)
- R-14-02 Program to audit oil spill response plans
  - Currently auditing basic plans in conjunction with Security plan audits
- R-14-13 Classification, security plans, and provisions for safety and security
- R-04-07 fracture toughness performance criteria
- R-08-12 crew/hazmat separation requirements
- R-07-02 accurate real-time information for First responders



### **Questions?**

Contact information:

karl.alexy@dot.gov

Office: (202) 493-6245

Thank you!