Safety Compliance Oversight Plan

“SCOP”

Tasks

• Operational Integrity
  Train Crew, Train Dispatchers, etc.

• Emergency Response
  Carrier Emergency Response Plans,
  Personnel Radioactive Awareness
  Training

• Route Infrastructure Integrity
  Track Geometry, Bridge Inspection, etc.
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Tasks
• Highway-Rail Grade Crossing Safety
  Highway-rail Grade Crossing Warning Devices

• Security
  Work with Stakeholders on Safety, Security, Safe Havens, etc.

• Miscellaneous
  Encourage FRA State Participation Program, Investigate Complaints Along Routes and Establish FRA SCOP Team

The SCOP was developed because of the nature of the potential hazards associated with radioactive materials and a high degree of public awareness and concern with safety and integrity of SNF and HLRW shipments by rail. This plan will emphasize and coordinate actions between the FRA, other Federal, State, local and tribal organizations and rail carriers, in order to promote the safe and secure rail transport of these shipments on the Nation’s railroads.
The SCOP was created to utilize the FRA's resources to enhance the safe transportation of High-Level Radioactive Waste and Spent Nuclear Fuel. FRA's Office of Safety has significantly enhanced its capabilities since June of 1998 when the SCOP was released. Since the time of the release the Office of Safety has evolved adding seven new specialized divisions that improved the agencies capabilities of identifying and analyzing non-conformities in the rail industry.

**FRA Office of Safety is comprised of:**

- Hazardous Materials Division
- Highway-Rail Crossing and Trespasser Programs Division
- **Industrial Hygiene Division**
- Motive Power and Equipment Division
- Operating Practices Division
- **Passenger Rail Division**
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.
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• Highway-Rail Grade Crossing and Trespass Division

The U.S. railroad system consists of over 750 railroads running on 140,000 miles of track. Every day trains travel across more than 212,000 highway-rail grade crossings.

A Grade Crossing is a location where a public highway, road, street, or private roadway, including associated sidewalks, and pathways, crosses railroad tracks at grade (same level as the street).

There have been about 270 deaths a year at public and private grade crossings. FRA, through the efforts of its Highway-Rail Crossing and Trespasser Prevention Division is committed to reducing that number. With the assistance of FRA’s programs, the number of fatalities has gone down by 54 percent over the last two decades.

Hazardous Materials

Trespassing along railroad rights-of-way is the leading cause of rail-related deaths in America. Nationally, more than 131 trespass fatalities occur each year, and nearly as many injuries, the vast majority of which are preventable.

The reality is that nearly every 180 minutes in America, someone is hit by a train. Combined, highway-rail crossing and trespasser deaths account for 95 percent of all rail-related deaths and most of these deaths are avoidable.
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• Motive Power & 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.

Hazardous Materials

- Freight car safety standards
- Railroad operating practices
- Rear-end marking devices
- Safety glazing standards
- Reflectorization of rail freight rolling stock
- Locomotive safety standards
- Steam locomotive standards
- Safety appliance standards
- Brake system safety standards (freight)
- Passenger equipment safety standards
- Passenger train emergency preparedness
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• Operating Practices Division (OP)

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.

217-Railroad operating rules
218-Railroad operating practices
220-Railroad communications
221-Rear-end marking device—passenger, commuter and freight trains
222-Use of locomotive horns at public highway-railroad crossings
225-Railroad accidents/incidents: Reports, classifications, and investigations
226-Hours of service of railroad employees
229-Passenger: Train emergency preparedness
240-Qualification and certification of locomotive engineers
242-Qualification and certification of conductors
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.
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• Rail & Infrastructure Integrity Division

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.

Hazardous Materials

213-Track safety standards
214-Railroad workplace safety
237-Bridge safety standards
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• 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.

Hazardous Materials

214-Railroad Workplace Safety (Roadway worker protection)
228-Hours of service railroad employees
235-Signal systems reporting requirements
236-Grade crossing signal system safety and State action plans
238-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
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• Track Division

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.
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• 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.

Hazardous Materials

• Passenger Rail Division

FRA's Passenger Rail Division provides technical expertise and direction in the development and implementation of rail safety programs applicable to Commuter and Passenger Railroads, as well as advice and oversight in the following areas: System Safety; Passenger Train Emergency Preparedness; Shared Use; New Start Commuter and Passenger Railroads; Procurement of Rolling Stock; High-Speed Rail; and Tourist, Scenic, Excursion, and Historic Railroads.
Hazardous Materials

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• Railroad Safety Information Management Division

The Railroad Safety Information Management Division plans and directs all activities relating to the management of the railroad safety and FRA’s information assets. The mission of the Division is to make railroad safety information readily available to a broad constituency which includes FRA personnel, railroad companies, research and planning organizations and the general public. In carrying out this mission it ensures the availability and accuracy of railroad safety knowledge resources.

Hazardous Materials

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• Railroad Safety Program Management Division

The Railroad Safety Information Management Division develops, plans, coordinates, and implements a comprehensive program of business functions in the areas of personnel management, budget, financial management, and real and personal property management for the Office of Railroad Safety.
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• Railroad Safety Technical Training Standards-Overview Division

The Technical Training Standards Division (TTSD) manages the Office of Railroad Safety’s Technical Training Program for over 650 Federal and participating State railroad safety inspectors and specialists of the six technical disciplines. To accomplish this mission, the TTSD designs, develops, and delivers specialized internal courses, in accordance with a rigorous model construct referred to as a Systematic Approach to Training (SAT). TTSD also administers contract training from external sources as necessary.

• Risk Reduction Program Division

The primary mission of the Risk Reduction Program Division is ensuring the safety of the nation’s railroads by evaluating safety risks and managing those risks in order to reduce the numbers and rates of accidents, incidents, injuries and fatalities.
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• Safety Regulatory Analysis Division

The Safety Regulatory Analysis Division plans, develops, and administers cost effective solutions to railroad safety problems; develops, updates, and analyzes rail safety performance goals; and distributes critical rulemaking information to FRA decision makers and staff. The Division carries out FRA’s responsibilities under Executive Order 12866 and the Regulatory Flexibility Act mandate for safety regulations.

Hazardous Materials

Because of the advancements in technology implemented throughout the rail industry and the Office of Safety’s expansion to keep up with these developments since the introduction of the SCOP in 1998, the plan is being reviewed and applicable revisions will be applied in concert with these implementations.

Some examples of areas of advancement are,
• Positive Train Control
• AAR S-2043 Standards
• Rail Routing Regulations
Hazardous Materials

Questions?