

SUPPORTING JUSTIFICATION REMOTELY CONTROLLED RAILROAD SWITCH OPERATIONS

- 1. EXPLAIN THE CIRCUMSTANCES THAT MAKE THE COLLECTION OF INFORMATION NECESSARY. IDENTIFY ANY LEGAL OR ADMINISTRATIVE REQUIREMENTS THAT NECESSITATE THE COLLECTION. ATTACH A COPY OF THE APPROPRIATE SECTION OF EACH STATUTE AND REGULATION MANDATING OR AUTHORIZING THE COLLECTION OF INFORMATION.**

This collection of information is a request for an extension of a currently approved submission. FRA has revised the information in this collection – where appropriate and necessary – to reflect the most current data, and FRA’s experience over the past three years in implementing the requirements of Part 218.

Background

BLUE SIGNAL PROTECTION OF WORKMEN

Under the "Federal Railroad Safety Act of 1970, “the Secretary of Transportation was given authority to prescribe, as necessary, appropriate rules, regulations, orders, and standards for all areas of railroad safety.” On January 15, 1974, the Federal Railroad Administration (FRA) issued an advanced notice of proposed safety regulations (FR Vol. 39, No. 10) that would require railroads to take certain protective measures to assure the safety of railroad employees engaged in the inspection, repair, and servicing of trains, locomotives, and other rolling equipment. Most railroads had issued rules corresponding to established Association of American Railroads' (AAR) Standard Code of Operating Rules. However, application, interpretation, and observance of these rules differed greatly from railroad to railroad, and, in many cases, from location to location. This situation resulted in confusion and uncertainty as to the procedures to be followed in a given situation. Moreover, the railroads' failure to strictly enforce these protective rules had contributed to a number of serious injuries and fatalities to railroad employees working under or about rolling equipment. The purpose of the advanced notice was to solicit public participation and comment on the nature of the rules to be developed by FRA to protect employees who must work on, under, and between locomotives and cars while performing inspection, repair, and servicing of equipment. Interested persons commented at a public hearing held on September 5, 1975. On March 15, 1976, after considering all the comments, FRA decided to adopt the proposed regulation and published the final rule (FR Vol 41, No. 51).

PROTECTION OF OCCUPIED CAMP CARS

Under current industry practice, sizeable groups of workers are organized in so called

"production gangs" to improve the speed, quality, and efficiency with which large scale rail maintenance can be accomplished. Such a group will move progressively over that section of rail line on which work is being done. This is typically seasonal work that must be accomplished while weather conditions permit. Railroads need to house these workers in reasonable proximity to the work site. In many areas of the country, no feasible lodging alternatives exist, and railroads have converted on-track vehicles to provide housing or sleeping quarters for the workers. The units range from modular homes mounted on flat cars to converted passenger and freight cars, and are known by several names, including camp cars, outfit cars, and bunk cars. For convenience, these vehicles are referred to as "camp cars."

Camp cars are generally parked in yards. When space allows, they are placed on tracks to which they have exclusive access. However, in many cases, camp cars must be located on tracks where switching is performed or on tracks to which other railroad equipment requires access. When camp cars share a track or siding with other equipment, there is the risk that the cars will be struck by rolling stock and that the occupants will be injured or killed. In one such instance, a freight train collided with several camp cars, resulting in injuries to 22 people, including the four crew members of the locomotive and 18 maintenance-of-way employees. The cause of the accident was a failure to close a switch on the main track. A number of railroads have rules addressing this hazard. However, the level of protection varies among railroads, and FRA observations indicate that adherence to such rules is sporadic.

In response to a statutory mandate, Section 19(c) of the Rail Safety Improvement Act (RSIA) of 1988, FRA amended its operating practices regulations (49 CFR 218) to require that the same type of blue signal protection now provided to workers on rolling stock be provided to maintenance-of-way, signal, and bridge and building employees who occupy camp cars.

2. INDICATE HOW, BY WHOM, AND FOR WHAT PURPOSE THE INFORMATION IS TO BE USED. EXCEPT FOR A NEW COLLECTION, INDICATE THE ACTUAL USE THE AGENCY HAS MADE OF THE INFORMATION RECEIVED FROM THE CURRENT COLLECTION.

The information is used by railroads to provide protection for work crews while they are performing necessary maintenance and repair tasks on a particular segment or segments of track. Specifically, the information is used by operators of remotely controlled switches to line each remotely controlled switch against movement to that track and apply an effective locking device to the lever, button, or other device controlling the switch so that he can then inform the employee in charge of the work crew that protection has been provided and that they may proceed with their jobs. The operator of the remotely controlled switch can not remove the locking device unless (and until) he has been informed by the person in charge of the workers that it is safe to do so. The written notification is designed to complement the requirements for handling of remotely-

controlled switches by heightening attention to safety requirements. Thus, the written notification received by the operator serves as a record of protection provided under blue signal protection of workmen and as a record of protection provided for camp cars that are placed on a particular track or segment of track and that will be housing railroad workers. Railroads' supervisory personnel use the information to verify that operators are complying with their operating rules and procedures, as well as Federal regulations, and to confirm that track work crews are being provided adequate protection.

Additionally, since operators are required to maintain a written record of each notification for 15 days, FRA inspectors – in the course of their normal duties – are able to use this record (containing specific information spelled out by this Part) to assure that requirements of this regulation are fulfilled. Moreover, in the event of an accident or incident where a track crew member(s) is injured or killed, the written record provides FRA and other investigators an invaluable resource concerning the level and type of protection provided on the relevant track or segment of track on the specific date in question.

- 3. DESCRIBE WHETHER, AND TO WHAT EXTENT, THE COLLECTION OF INFORMATION INVOLVES THE USE OF AUTOMATED, ELECTRONIC, MECHANICAL, OR OTHER TECHNOLOGICAL COLLECTION TECHNIQUES OR OTHER FORMS OF INFORMATION TECHNOLOGY, E.G. PERMITTING ELECTRONIC SUBMISSION OF RESPONSES, AND THE BASIS FOR THE DECISION FOR ADOPTING THIS MEANS OF COLLECTION. ALSO DESCRIBE ANY CONSIDERATION OF USING INFORMATION TECHNOLOGY TO REDUCE BURDEN.**

FRA highly encourages and strongly endorses the use of advanced information technology, wherever possible, to reduce burden on respondents. The amount and type of information required does not require elaborate information processing. This collection of information contains only two requirements. For the notification record required under §218.77, FRA allows railroads the option to keep a written record or an electronic record.

- 4. DESCRIBE EFFORTS TO IDENTIFY DUPLICATION. SHOW SPECIFICALLY WHY ANY SIMILAR INFORMATION ALREADY AVAILABLE CANNOT BE USED OR MODIFIED FOR USE FOR THE PURPOSES DESCRIBED IN ITEM 2 ABOVE.**

This information is unique and is not duplicated elsewhere.

Similar data are not available from any other source.

- 5. IF THE COLLECTION OF INFORMATION IMPACTS SMALL BUSINESSES OR OTHER SMALL ENTITIES (ITEM 5 OF OMB FORM 83-I), DESCRIBE**

ANY METHODS USED TO MINIMIZE BURDEN.

The number of railroad affected by this collection of information is a small fraction (approximately 70) of the total number of railroads in operation today (approximately 687). Although the respondent burden varies with the complexity of rail operations, mostly larger railroads will be impacted. Small railroads with limited operations would have no recordkeeping burden.

6. DESCRIBE THE CONSEQUENCE TO FEDERAL PROGRAM OR POLICY ACTIVITIES IF THE COLLECTION IS NOT CONDUCTED OR IS CONDUCTED LESS FREQUENTLY, AS WELL AS ANY TECHNICAL OR LEGAL OBSTACLES TO REDUCING BURDEN.

If this information were not collected or collected less frequently, rail safety in the United States would be seriously jeopardized. Specifically, without this collection of information, railroad track crews might not be provided necessary protection while they are performing their jobs or while they are occupying camp cars. Railroad workmen are vulnerable to being struck by moving cars as they inspect or service equipment on a particular track or as they rest in camp cars. Production of written records of notification enhances attention to safety requirements by minimizing mental lapses by personnel handling several operations simultaneously. FRA believes that there are no circumstances under which the operator should provide or remove protection using memory as the sole safeguard against accidental removal of protection. Rather, FRA believes a tangible means of assuring that all the necessary steps have been completed and that operators have fulfilled their responsibilities to line the track against movement and to apply an effective locking device will best protect track work crews. Without this collection of information, there would likely be a greater number of injuries and fatalities to railroad workmen as they perform their normal maintenance and repair duties and as they rest in camp cars.

Without this collection of information (i.e., the written notification records), FRA and other investigators would be deprived of an invaluable resource concerning the level and type of protection provided on the relevant track or segment of track on a specific date in question when conducting an investigation of an accident/incident where railroad workmen are injured or killed.

7. EXPLAIN ANY SPECIAL CIRCUMSTANCES THAT WOULD CAUSE AN INFORMATION COLLECTION TO BE CONDUCTED IN A MANNER:

-REQUIRING RESPONDENTS TO REPORT INFORMATION TO THE AGENCY MORE OFTEN THAN QUARTERLY;

-REQUIRING RESPONDENTS TO PREPARE A WRITTEN RESPONSE TO A COLLECTION OF INFORMATION IN FEWER THAN 30 DAYS

AFTER RECEIPT OF IT;

**-REQUIRING RESPONDENTS TO SUBMIT MORE THAN AN ORIGINAL AND TWO COPIES OF ANY DOCUMENT;
-REQUIRING RESPONDENTS TO RETAIN RECORDS, OTHER THAN HEALTH, MEDICAL, GOVERNMENT CONTRACT, GRANT-IN-AID, OR TAX RECORDS FOR MORE THAN THREE YEARS;**

-IN CONNECTION WITH A STATISTICAL SURVEY, THAT IS NOT DESIGNED TO PRODUCE VALID AND RELIABLE RESULTS THAT CAN BE GENERALIZED TO THE UNIVERSE OF STUDY;

-REQUIRING THE USE OF A STATISTICAL DATA CLASSIFICATION THAT HAS NOT BEEN REVIEWED AND APPROVED BY OMB;

-THAT INCLUDES A PLEDGE OF CONFIDENTIALITY THAT IS NOT SUPPORTED BY AUTHORITY ESTABLISHED IN STATUE OR REGULATION, THAT IS NOT SUPPORTED BY DISCLOSURE AND DATA SECURITY POLICIES THAT ARE CONSISTENT WITH THE PLEDGE, OR WHICH UNNECESSARILY IMPEDES SHARING OF DATA WITH OTHER AGENCIES FOR COMPATIBLE CONFIDENTIAL USE; OR

-REQUIRING RESPONDENTS TO SUBMIT PROPRIETARY TRADE SECRET, OR OTHER CONFIDENTIAL INFORMATION UNLESS THE AGENCY CAN DEMONSTRATE THAT IT HAS INSTITUTED PROCEDURES TO PROTECT THE INFORMATION'S CONFIDENTIALITY TO THE EXTENT PERMITTED BY LAW.

All information collection requirements are in compliance with this section.

- 8. IF APPLICABLE, PROVIDE A COPY AND IDENTIFY THE DATE AND PAGE NUMBER OF PUBLICATION IN THE FEDERAL REGISTER OF THE AGENCY'S NOTICE, REQUIRED BY 5 CFR 1320.8(d), SOLICITING COMMENTS ON THE INFORMATION COLLECTION PRIOR TO SUBMISSION TO OMB. SUMMARIZE PUBLIC COMMENTS RECEIVED IN RESPONSE TO THAT NOTICE AND DESCRIBE ACTIONS TAKEN BY THE AGENCY IN RESPONSE TO THOSE COMMENTS. SPECIFICALLY ADDRESS COMMENTS RECEIVED ON COST AND HOUR BURDEN.**

DESCRIBE EFFORTS TO CONSULT WITH PERSONS OUTSIDE THE AGENCY TO OBTAIN THEIR VIEWS ON THE AVAILABILITY OF DATA, FREQUENCY OF COLLECTION, THE CLARITY OF INSTRUCTIONS AND RECORDKEEPING, DISCLOSURE, OR REPORTING FORMAT (IF ANY), AND

ON THE DATA ELEMENTS TO BE RECORDED, DISCLOSED, OR REPORTED.

CONSULTATION WITH REPRESENTATIVES OF THOSE FROM WHOM INFORMATION IS TO BE OBTAINED OR THOSE WHO MUST COMPILE RECORDS SHOULD OCCUR AT LEAST ONCE EVERY 3 YEARS--EVEN IF THE COLLECTION OF INFORMATION ACTIVITY IS THE SAME AS IN PRIOR PERIODS. THERE MAY BE CIRCUMSTANCES THAT MAY PRECLUDE CONSULTATION IN A SPECIFIC SITUATION. THESE CIRCUMSTANCES SHOULD BE EXPLAINED.

As required by the Paperwork Reduction Act of 1995, FRA published a notice in the Federal Register on April 7, 2006, soliciting comment on this particular information collection. *71 FR 17945*. FRA received no comments in response to this notice.

Background

Public hearings and comments were accepted in the formulation of the regulations. FRA issued a Notice of Proposed Rulemaking (NPRM) on September 23, 1982 (FR 42001) proposing specific changes to the information collection requirements. Two commenters responded to that proposal. Both urged that FRA adopt the proposed changes without modification.

9. EXPLAIN ANY DECISION TO PROVIDE ANY PAYMENT OR GIFT TO RESPONDENTS, OTHER THAN REMUNERATION OF CONTRACTORS OR GRANTEES.

No payment or gift of any kind is made to respondents.

10. DESCRIBE ANY ASSURANCE OF CONFIDENTIALITY PROVIDED TO RESPONDENTS AND THE BASIS FOR THE ASSURANCE IN STATUTE, REGULATION, OR AGENCY POLICY.

Information collected is not of a confidential nature, and FRA pledges no confidentiality.

11. PROVIDE ADDITIONAL JUSTIFICATION FOR ANY QUESTIONS OF A SENSITIVE NATURE, SUCH AS SEXUAL BEHAVIOR AND ATTITUDES, RELIGIOUS BELIEFS, AND OTHER MATTERS THAT ARE COMMONLY CONSIDERED PRIVATE. THIS JUSTIFICATION SHOULD INCLUDE THE REASONS WHY THE AGENCY CONSIDERS THE QUESTIONS NECESSARY, THE SPECIFIC USES TO BE MADE OF THE INFORMATION, THE EXPLANATION TO BE GIVEN TO PERSONS FROM WHOM THE INFORMATION IS REQUESTED, AND ANY STEPS TO BE TAKEN TO OBTAIN THEIR CONSENT.

These requirements have nothing to do with sensitive matters such as sexual behavior and attitudes, religious beliefs, and other matters commonly considered private.

12. PROVIDE ESTIMATES OF THE HOUR BURDEN OF THE COLLECTION OF INFORMATION. THE STATEMENT SHOULD:

-INDICATE THE NUMBER OF RESPONDENTS, FREQUENCY OF RESPONSE, ANNUAL HOUR BURDEN, AND AN EXPLANATION OF HOW THE BURDEN WAS ESTIMATED. UNLESS DIRECTED TO DO SO, AGENCIES SHOULD NOT CONDUCT SPECIAL SURVEYS TO OBTAIN INFORMATION ON WHICH TO BASE HOUR BURDEN ESTIMATES. CONSULTATION WITH A SAMPLE (FEWER THAN 10) OF POTENTIAL RESPONDENTS IS DESIRABLE. IF THE HOUR BURDEN ON RESPONDENTS IS EXPECTED TO VARY WIDELY BECAUSE OF DIFFERENCES IN ACTIVITY, SIZE, OR COMPLEXITY, SHOW THE RANGE OF ESTIMATED HOUR BURDEN, AND EXPLAIN THE REASONS FOR THE VARIANCE. GENERALLY, ESTIMATES SHOULD NOT INCLUDE BURDEN HOUR FOR CUSTOMARY AND USUAL BUSINESS PRACTICES

-IF THIS REQUEST FOR APPROVAL COVERS MORE THAN ONE FORM, PROVIDE SEPARATE HOUR BURDEN ESTIMATES FOR EACH FORM AND AGGREGATE THE HOUR BURDENS IN ITEMS 13 OF OMB FORM 83-I.

-PROVIDE ESTIMATES OF ANNUALIZED COST TO RESPONDENTS FOR THE HOUR BURDENS FOR COLLECTIONS OF INFORMATION, IDENTIFYING AND USING APPROPRIATE WAGE RATE CATEGORIES. THE COST OF CONTRACTING OUT OR PAYING OUTSIDE PARTIES FOR INFORMATION COLLECTION ACTIVITIES SHOULD NOT BE INCLUDED HERE. INSTEAD, THIS COST SHOULD BE INCLUDED IN ITEM 14.

Note: Based on the 2005 edition of the Association of American Railroads (AAR) publication titled Railroad Facts, FRA has used the following labor rate for railroad hourly wages in its cost calculations: \$34 per hour maintenance of equipment employees. Wage rates are burdened 40% to include fringe benefits and overhead.

BLUE SIGNAL PROTECTION OF WORKMEN

§218.30 Remotely Controlled Switches

(a) After the operator of the remotely controlled switches has received the notification required by § 218.27(c), he must line each remotely controlled switch against movement to that track and apply an effective locking device to the lever, button, or other device

controlling the switch before he may inform the employee in charge of the workers that protection has been provided.

(b) The operator may not remove the locking device unless he has been informed by the person in charge of the workers that it is safe to do so.

(c) The operator must maintain for 15 days a written record of each notification which contains the following information: (1) The name and craft of the employee in charge who provided the notification; (2) The number or other designation of the track involved; (3) The date and time the operator notified the employee in charge that protection had been provided in accordance with paragraph (a) of this section; and (4) The date and time the operator was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Because of consolidations, FRA estimates number of railroads conducting remotely controlled switching operations has decreased and numbers about 70. The frequency of response is approximately 140 times per day. It is estimated that it takes approximately two (2) minutes to prepare each record. The two minute estimate is based on the following procedures as protection is provided:

1. Car inspector calls operator (of remote switches) to request that track be "blocked out" so that he can perform his duties;
2. Operator contacts yardmaster in another location to determine if track is clear, or if there are any planned movements;
3. Yardmaster responds back to operator that track may be worked on after blue flag protection is secured; and
4. Operator informs inspector of these developments and makes records of time of calls, dates, affected track, names of car inspector and yardmaster, and other relevant information.

FRA estimates that there will be approximately 3,600,000 notifications (70 railroads x 140 responses per day x 365 days per year) and corresponding records each year. Again, it is estimated that each record requires approximately two (2) minutes to complete. Total annual burden for this requirement is 120,000 hours.

Respondent Universe:

70
railroads

Burden time per response: 2 minutes

Frequency of Response:

On
Occasion
(Daily)

Annual number of Responses: 3,600,000 notification records
Annual Burden: 120,000 hours
Annual Cost: \$4,080,000
Calculation: 3,600,000 records x 2 min. = 120,000 hours
120,000 hrs. x \$34 = \$4,080,000

PROTECTION OF OCCUPIED CAMP CARS

§ 218.77 Remotely Controlled Switches

- (a) After the operator of the remotely controlled switch is notified that a camp car is to be placed on a particular track, he shall line such switch against movement to that track and apply an effective locking device applied to the lever, button, or other device controlling the switch before informing the person in charge of the camp car occupants that protection has been provided.
- (b) The operator may not remove the locking device until informed by the person in charge of the camp car occupants that protection is no longer required.
- (c) The operator must maintain for 15 days a written record of each notification which contains the following information: (1) The name and craft of the employee in charge who provided the notification; (2) The number or other designation of the track involved; (3) The date and time the operator notified the employee in charge that protection had been provided in accordance with paragraph (a) of this section; and (4) The date and time the operator was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Respondent universe is the four (4) major railroads since nearly all camp cars are used by them. FRA estimates that it takes approximately four (4) minutes to prepare each record. This four minute estimate is based on the following procedures as protection is provided:

1. Person in charge of the camp car occupants notifies operator of remotely controlled switches to request the track where the camp cars are to be parked to be "blocked out";
2. Operator then lines such switch against movement to that track and applies an effective locking device to the lever, button, or other device controlling the switch; and informs the person in charge of the camp car occupants that protection has been provided and alerts affected personnel of the presence of the cars.
3. Operator of remotely controlled switches makes a record of the time of calls, dates, affected track, name and craft of the employee in charge who provided the notification, and other relevant information.

FRA estimates that the operators of remotely controlled switches will receive approximately 2,300 notifications annually for protection of track where camp cars will be parked. Again, it is estimated that each record requires approximately four (4) minutes to prepare. Total annual burden for this requirement is 153 hours.

Respondent Universe:

4
major
railroads

Burden time per response:

4
minutes

Frequency of Response:

On
Occasion

Annual number of Responses:

2,300 notifications

Annual Burden:

153 hours

Annual Cost: \$5,202

Calculation: 2,300 notifications x 4 min. = 153 hours
153 hrs. x \$34 = \$5,202

Total annual burden for this entire information collection is 120,153 hours (120,000 + 153).

13. **PROVIDE AN ESTIMATE OF THE TOTAL ANNUAL COST BURDEN TO RESPONDENTS OR RECORDKEEPERS RESULTING FROM THE COLLECTION OF INFORMATION. (DO NOT INCLUDE THE COSTS OF ANY HOUR BURDEN SHOWN IN ITEMS 12 AND 14).**

-THE COST ESTIMATES SHOULD BE SPLIT INTO TWO COMPONENTS: (A) A TOTAL CAPITAL AND START-UP COST COMPONENT (ANNUALIZED OVER IT EXPECTED USEFUL LIFE); AND (B) A TOTAL OPERATION AND MAINTENANCE AND PURCHASE OF SERVICES COMPONENT. THE ESTIMATES SHOULD TAKE INTO ACCOUNT COSTS ASSOCIATED WITH GENERATING, MAINTAINING, AND DISCLOSING OR PROVIDING THE INFORMATION. INCLUDE DESCRIPTIONS OF METHODS USED TO ESTIMATE MAJOR COSTS FACTORS INCLUDING SYSTEM AND TECHNOLOGY ACQUISITION, EXPECTED USEFUL LIFE OF CAPITAL EQUIPMENT, THE DISCOUNT RATE(S), AND THE TIME PERIOD OVER WHICH COSTS WILL BE INCURRED. CAPITAL AND START-UP COSTS INCLUDE, AMONG OTHER ITEMS, PREPARATIONS FOR COLLECTING INFORMATION SUCH AS PURCHASING COMPUTERS AND SOFTWARE; MONITORING, SAMPLING, DRILLING AND TESTING EQUIPMENT; AND RECORD STORAGE FACILITIES.

-IF COST ESTIMATES ARE EXPECTED TO VARY WIDELY, AGENCIES SHOULD PRESENT RANGES OF COST BURDENS AND EXPLAIN THE REASONS FOR THE VARIANCE. THE COST OF PURCHASING OR CONTRACTING OUT INFORMATION COLLECTION SERVICES SHOULD BE A PART OF THIS COST BURDEN ESTIMATE. IN DEVELOPING COST BURDEN ESTIMATES, AGENCIES MAY CONSULT WITH A SAMPLE OF RESPONDENTS (FEWER THAN 10), UTILIZE THE 60-DAY PRE-OMB SUBMISSION PUBLIC COMMENT PROCESS AND USE EXISTING ECONOMIC OR REGULATORY IMPACT ANALYSIS ASSOCIATED WITH THE RULEMAKING CONTAINING THE INFORMATION COLLECTION, AS APPROPRIATE.

-GENERALLY, ESTIMATES SHOULD NOT INCLUDE PURCHASES OF EQUIPMENT OR SERVICES, OR PORTIONS THEREOF, MADE (1) PRIOR TO OCTOBER 1, 1995, (2) TO ACHIEVE REGULATORY COMPLIANCE WITH REQUIREMENTS NOT ASSOCIATED WITH THE INFORMATION COLLECTION, (3) FOR REASONS OTHER THAN TO PROVIDE INFORMATION OR KEEP RECORDS FOR THE GOVERNMENT, OR (4) AS PART OF CUSTOMARY AND USUAL BUSINESS OR PRIVATE PRACTICES.

There are no additional costs to respondents outside of labor costs.

- 14. PROVIDE ESTIMATES OF ANNUALIZED COST TO THE FEDERAL GOVERNMENT. ALSO, PROVIDE A DESCRIPTION OF THE METHOD USED TO ESTIMATE COSTS, WHICH SHOULD INCLUDE QUANTIFICATION OF HOURS, OPERATIONAL EXPENSES SUCH AS EQUIPMENT, OVERHEAD, PRINTING, AND SUPPORT STAFF, AND ANY OTHER EXPENSE THAT WOULD NOT HAVE BEEN INCURRED WITHOUT THIS COLLECTION OF INFORMATION. AGENCIES ALSO MAY AGGREGATE COST ESTIMATES FROM ITEMS 12, 13, AND 14 IN A SINGLE TABLE.**

There is no cost to the Federal Government in connection with these recordkeeping requirements. FRA inspectors will examine the required records, as necessary, in the course of their normal enforcement duties as well as during investigations of accidents/incidents.

- 15. EXPLAIN THE REASONS FOR ANY PROGRAM CHANGES OR ADJUSTMENTS REPORTED IN ITEMS 13 OR 14 OF THE OMB FORM 83-I.**

The total burden for this information collection has decreased by *114 hours* annually. The decrease is an adjustment due to a revised (lower) estimate of the number of affected railroads (from seven (7) to four (4)) and the number of notifications regarding remotely controlled switches and occupied camp cars under §218.77 (from 4,000 notifications to 2,300 notifications). This revised estimate decreased the burden by 114 hours (from 120,267 hour to 120,153 hours). The current inventory shows 120,267 hours, while the new burden total amounts to 120,153 hours. Hence, there is a decrease of *114 hours*.

There is no change in cost to respondents.

- 16. FOR COLLECTIONS OF INFORMATION WHOSE RESULTS WILL BE PUBLISHED, OUTLINE PLANS FOR TABULATION, AND PUBLICATION. ADDRESS ANY COMPLEX ANALYTICAL TECHNIQUES THAT WILL BE USED. PROVIDE THE TIME SCHEDULE FOR THE ENTIRE PROJECT, INCLUDING BEGINNING AND ENDING DATES OF THE COLLECTION OF INFORMATION, COMPLETION OF REPORT, PUBLICATION DATES,**

AND OTHER ACTIONS.

There are no plans for publication involving these information collection requirements.

17. IF SEEKING APPROVAL TO NOT DISPLAY THE EXPIRATION DATE FOR OMB APPROVAL OF THE INFORMATION COLLECTION, EXPLAIN THE REASONS THAT DISPLAY WOULD BE INAPPROPRIATE.

Once OMB approval is received, FRA will publish the approval number for these information collection requirements in the Federal Register.

18. EXPLAIN EACH EXCEPTION TO THE CERTIFICATION STATEMENT IDENTIFIED IN ITEM 19, "CERTIFICATION FOR PAPERWORK REDUCTION ACT SUBMISSIONS," OF OMB FORM 83-I.

No exceptions are taken at this time.

Meeting Department of Transportation (DOT) Strategic Goals

This information collection supports the top DOT strategic goal, namely transportation safety. Without this collection of information, rail safety in the U.S. would be significantly hampered. Specifically, the safety of railroad workers would be jeopardized. Railroad workmen are vulnerable to being struck by moving cars as they inspect or service equipment on a particular track or as they occupy camp cars. Production of written records of notification heightens attention to safety requirements by minimizing mental lapses by personnel who are handling several operations at the same time. The written notifications also serve to enhance safety by providing an extremely valuable resource that FRA and railroads can use when conducting an investigation of an accident/incident where railroad workmen are injured or killed. The knowledge gained from both the records and the investigation can be used to prevent similar

accidents/incidents from occurring in the future.

In sum, this collection of information provides another tool FRA can use to ensure that Federal regulations are complied with. This promotes rail safety and aids FRA in fulfilling its primary mission. Further, in this information collection, as in all its information collection activities, FRA seeks to do its utmost to fulfill DOT Strategic Goals and to be an integral part of One DOT.