

SUPPORTING JUSTIFICATION BAD ORDER AND HOME SHOP CARD

- 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 215.

Background

On October 16, 1970, Congress enacted Public Law 96-458, the Federal Railroad Safety Act of 1970 (now 49 U.S.C. 20103). This Act gave the Secretary of Transportation the authority to prescribe, as necessary, appropriate rules, regulations, orders, and standards for all areas of railroad safety.

The second standards promulgated by the Federal Railroad Administration (FRA) under the authority of this Act were Federal Freight Car Safety Standards (49 CFR 215). These standards require each railroad to inspect freight cars placed in a train and take the necessary remedial action when defects are found. FRA enforces the regulations by monitoring the railroad’s compliance activities using FRA field personnel and/or qualified state inspectors.

The railroad industry has for years moved cars for their benefit with bad order tags for shifted loads, car body defects, and other conditions not subject to FRA Part 215 without penalty. Part 215 defects are specific in nature and relate to items that have or could cause accidents or incidents.

49 CFR 215.9 sets forth certain restrictions to be observed by the carrier when it is deemed necessary to move a defective car for repair purposes. Among these restrictions are those requiring that a bad order tag describing each defect be attached to each side of the car.

In many instances, cars are determined to be defective at outlying points where material and personnel are not available to make repairs. Carriers have made considerable capital investments at strategic locations where quality work may be performed. FRA does not

presently have data indicating that cars moved for repair have been a significant cause of accidents, injuries, or fatalities. Therefore, movement for repair is acceptable. However, it is of vital importance that the defective freight cars be identified by a tag on each side which contains the following information (as required under § 215.9):

- i. The reporting mark and car number;
- ii. The name of the inspecting railroad;
- iii. The inspection location and date;
- iv. The nature of each defect;
- v. Movement restrictions;
- vi. The destination for shopping or repair; and
- vii. The signature of a person designated under § 215.11."

"The tag or card required by this paragraph (a)(3) of this section may only be removed from the car by a person designated under § 215.11 of this part."

"A record or copy of each tag or card attached to or removed from a car shall be retained for 90 days and, upon request, shall be made available within 15 calendar days for inspection by FRA or State inspectors. Each tag or card removed from a car shall contain a notification stating the date, location, reason for its removal, and the signature of the person who removed it from the car."

It is necessary to place a tag on each side of the car because there are railroad locations where only one side of the train is observed while entering the yard. Therefore, a tagged car could continue in a through train and not receive required attention and repair.

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 and their employees (i.e., railroad crews) to safely move rail equipment that has been inspected and found defective according to FRA regulations (specifically freight cars) and to ensure that such freight cars removed for repair arrive at the correct destinations. It is crucial for safety that defective freight cars be tagged with essential information so that these cars may be readily identified and not moved beyond the designated repair point, or, if required, be removed from the train during subsequent inspections en route. Among the items of essential information that railroad crews need to know are the following: (1) The reporting mark and car numbers; (2) The name of the inspecting railroad; (3) The inspection location and date; (4) The nature of each defect; (5) Movement restrictions (maximum speed and other restrictions necessary for safely conducting the movement); (6) The destination for shopping or repair; and (7) The name of the person, designated as qualified under § 215.11 to inspect railroad freight cars for compliance with this Part, who actually conducted the inspection

and made the determination that the freight car had a defective component/components. At the prescribed destination, the tag is used by mechanics as a repair record, and is retained for 90 days to confirm to all concerned that proper repairs were made at the designated location.

FRA and State inspectors use the required record (tag) as an enforcement tool to ensure compliance with Federal and State safety regulations and laws. Further, this record is used by FRA to establish knowledge when necessary to assess penalties under 49 CFR 215.7. The records are also reviewed by FRA and certified State inspectors to determine if defective cars which are an immediate hazard are being moved in trains.

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 strongly encourages and highly endorses the use of advanced information technology, wherever possible, to reduce burden on respondents. However, in consideration of the specific use of the bad order tag, FRA has not been advised of improved information technology to reduce the burden of tagging defective cars that would ensure the car would safely reach its designated repair point and receive repairs.

It should be noted that the burden for this information collection is fairly minimal.

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.**

There is no known duplication of this method of identifying defective equipment. The tag is placed on the car when a defect is detected, and is removed after the defect is corrected. The tag is retained. In these instances, no other repair record is prepared.

There is no other information available. These tags are used en route for the sole purpose of moving defective freight cars safely to a location where they may be repaired.

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 majority of the estimated burden for bad order tags will be experienced by the major railroads. FRA estimates that they will incur approximately 80 percent of the burden (i.e., approximately 12,600 hours) in writing bad order tags, and small railroads will incur approximately 20 percent of the burden (i.e., approximately 3,150 hours) in writing bad order tags involved in this collection of information.

Because of their greater financial resources and facilities, the list of designated inspectors almost exclusively falls on the major railroads. Again, as noted earlier, the burden for this information collection is fairly minimal.

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 and the health of rail workers might be seriously jeopardized. Specifically, if this information were not collected or collected less frequently, railroad train and maintenance crews would not know what precautions they should take regarding defective cars and their movement. This could result in serious injuries to these employees. Also, without this collection of information, defective equipment might be put into service. This could lead to completely avoidable accidents/incidents – such as derailments or collisions – where both railroad passengers and railroad personnel become casualties. Furthermore, without this collection of information, defective cars might be moved beyond the established repair point, costing carriers additional time and expense to take the defective cars back to the earlier point or forward them to another repair facility.

Also, without this collection of information, FRA and State inspectors would be impeded in enforcing Federal and State rail safety regulations and laws. Specifically, they would be unable to access a record concerning the inspection and movement of a freight car (including necessary restrictions) that did not meet the requirements of Part 215. This information might prove critical in an investigation to determine the cause(s) or contributing cause(s) of an accident/incident where railroad workers experienced injuries or fatalities. Also, without this collection of information, specifically the list of designated inspectors under § 215.11, FRA would have no way to know whether a qualified railroad inspector made the determination that a freight car did not meet the requirements of Part 215 and was defective. This becomes a serious safety issue, since having unqualified personnel inspecting freight cars might cause an increase in accidents/incidents and corresponding casualties to railroad employees and possibly members of the public as well. Not having access to lists of designated inspectors would also prevent FRA from assessing responsibility in the event of an accident/incident and from imposing civil penalties under § 215.7 for violations of this Part. Being unable to conduct a thorough investigation, assess responsibility, and impose penalties because it

did not have access to the information in this collection would deprive FRA of a useful enforcement tool necessary to promote and maintain rail safety.

In sum, without this collection of information, the safe movement of trains nationwide and the reduction of injuries and fatalities to U.S. railroad workers might be considerably hampered.

Regarding obstacles to reducing burden, the tagging requirement comes into play only when a carrier determines that it is necessary to move a defective car for repair. As noted in response to earlier questions, the burden is fairly minimal.

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.

As noted in earlier responses, this is not a routine collection or reporting burden. The requirement must be performed only when a rail carrier moves a car under the provisions set forth in this Part (specifically, under § 215.9).

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 March 24, 2009, soliciting comment on this particular information collection. *See 74 FR 12443*. FRA received no comments in response to this notice.

Background

On January 5, 1979, a Notice of Proposed Rulemaking (NPRM) was published in the Federal Register (44 FR 1419) that FRA was considering a revision of part 215 (49 CFR 215). The revised part contains FRA rules applicable to railroad freight cars. Public

hearings were conducted, and interested persons were given the opportunity to comment. Most commenters expressed general support for the proposed rules. After considering all of the comments submitted in writing and made at the public hearing, FRA decided to adopt the rules as set forth in FR Vol. 44 No. 251.

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

No payment or gift 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.

This information collection does not contain any data of a personal or sensitive nature.

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: Burden estimates have been updated after consulting with the FRA specialist responsible for Part 2158 compliance. According to the latest agency data, there are approximately 728 railroads now operating in the United States.

§ 215.9 - Movement of defective cars for repair

(a) A railroad freight car which has any component described as defective in this Part may be moved to another location for repair only after the railroad has complied with the following: (1) A person designated under § 215.11 shall determine: (i) That it is safe to move the car; (ii) The maximum speed and other restrictions necessary for safely conducting the movement; (2)(i) The person in charge of the train in which the car is to be moved shall be notified in writing and inform all other crew members of the presence of the defective car and the maximum speed and other restrictions determined under paragraph (a)(1)(ii) of this section; (2)(ii) A copy of the tag or card described in paragraph (a)(3) of this section may be used to provide the notification required by paragraph (a)(2)(i) of this section; (3) A tag or card bearing the words “bad order” or “home shop for repairs” and containing the following information shall be securely attached to each side of the car: (i) The reporting mark and car number; (ii) The name of the inspecting railroad; (iii) The inspection location and date; (iv) The nature of each defect; (v) Movement restrictions; (vi) The destination for shopping or repair; and (vii) The signature of a person designated under § 215.11.

(b)(1) The tag or card required by paragraph (a)(3) of this section may only be removed from the car by a person designated under § 215.11 of this part.

(2) A record or copy of each tag or card attached to or removed from a car must be retained for 90 days and, upon request, must be available within 15 calendar days for inspection by FRA or State inspectors

This record is only used when a freight car has an FRA defect, and movement is

necessary to facilitate repairs. FRA estimates that approximately 75,000 cars a year will receive bad order tags or cards (a total of 150,000 tags/cards since both sides of the freight car must be tagged in order to be visible to railroad workers) because of agency type defects. It is estimated that it takes approximately five (5) minutes to list the required information on the tag, place the tag on each side the car, and remove and file the card at the repair facility. Total annual burden for this requirement is 12,500 hours.

Respondent Universe:

728
railroads

Burden time per response:

5
minute
s (per
side/ta
g)

Frequency of Response:

On Occasion

Annual number of Responses: 150,000 tags/cards

Annual Burden:

12,500
hours

Calculation: 150,000 tags/cards x 5 min. = 12,500 hours

(3) Each tag or card removed from a car must contain a notification stating the date, location, reason for its removal, and the signature of the person who removed it from the car.

In keeping with its estimate of 75,000 defective freight cars, FRA estimates that there will be approximately 75,000 notifications made under the above requirement. It is estimated that each notification will take approximately two (2) minutes. Total annual burden for this requirement is 2,500 hours.

Respondent Universe:

728
railroads

Burden time per response:

2
minute
s

Frequency of Response:

On Occasion

Annual number of Responses: 75,000 notifications

Annual Burden: 2,500 hours

Calculation: 75,000 notifications x 2 min. = 2,500 hours

Total annual burden for this entire requirement is 15,000 hours (12,500 + 2,500).

§ 215.11- Designated Inspectors

(a) Each railroad that operates railroad freight cars to which this part applies must designate persons qualified to inspect railroad freight cars for compliance with this part and to make the determinations required by § 215.9 of this part.

(b) Each person designated under this section shall have demonstrated to the railroad a knowledge and ability to inspect railroad freight cars for compliance with the requirements of this Part and to make the determinations required by § 215.9 of this Part.

(c) With respect to designations under this section, each railroad must maintain written records of: (1) Each designation in effect; and (2) The basis for each designation.

FRA estimates that there are approximately 45,000 car men who are empowered to make the determinations required under § 215.9. Railroads must maintain a record for each of these individuals. It is estimated that each record will take approximately one (1) minute to compose. Total annual burden for this requirement is 750 hours.

Respondent Universe:

728
railroads

Burden time per response:

1
minute

Frequency of Response:

On Occasion

Annual number of Responses: 45,000 records

Annual Burden: 750 hours

Calculation: 45,000 records x 1 min. = 750 hours

Total annual burden for this entire information collection is 15,750 hours (12,500 + 2,500 + 750).

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.**

\$4,500 - Printing of 150,000 tags @ 3 cents each.

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 the tagging and recordkeeping required under § 215.9. The carrier's records are examined as part of FRA enforcement activities.

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 has increased by 3,000 hours. The increase is due to three adjustments that revised previous estimates. Specifically, the increase in burden is due to the following increased estimates:

(1) Under § 215.9(b)(2), FRA raised its estimate of the number of defective cars moved annually from 60,000 to 75,000. This also *increased* the number of tags completed (from 120,000 tags to 150,000 tags). This revised estimate *increased* the burden by 2,500 hours (from 10,000 hours to 12,500 hours).

(2) Under § 215.9(b)(3), FRA raised its estimate of the number of notifications (from 60,000 to 75,000). This revised estimate *increased* the burden by 500 hours (from 2,000 hours to 2,500 hours).

The current OMB inventory shows a total burden of 12,750 hours for this collection, while the present submission exhibits a total of 15,750 hours. Hence, there is a total burden increase of 3,000 hours.

There is a small change in cost to respondents for printing additional tags. The increase amounts to \$900.

- 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 seriously impeded. Specifically, train and maintenance crews would not know what precautions to take concerning the movement of defective cars. Consequently, they might put these cars into service, which could result in an accident/incident where both railroad passengers and train crews are seriously injured, or possibly killed. Also, there could be significant damage to train property and cargo. Additionally, this collection of information promotes safety by ensuring that only designated personnel make the determinations required by this Part to move defective cars. Thus, unqualified personnel cannot inspect freight cars, and make erroneous determinations which could have harmful, perhaps even disastrous, consequences.

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.