

# RAIL

MOVING AMERICA FORWARD



## Southern States Energy Board

**Radioactive Materials Transportation Committee & the  
Transuranic Waste Transportation Working Group**

## FRA's 2026 Annual Plan for our Radioactive Materials Inspectors

**We have 7 HM Rail Safety inspectors dedicated to radioactive materials in rail transportation. We have been training these inspectors over the last 3 years.**

**Still, with the challenges of the new administration, we are deferring our focus to field inspections of railroads, shipper locations, and physical transload sites for Class 7 movements this year.**

- Reviewing Rail Operations training and guidance on Class 7 movements.
- Working with and conducting field observations of the train crews' knowledge on documentation and ground-level inspections

# FRA's 2026 Annual Plan for a DOT Security Review

- **Working with our assigned DOT Rail Security Specialist**
  - Class 1 Railroads' DOT Security plans, focusing on the HBC shipment and their plans and preparations.
  - Short line railroads, where applicable, and specifically to those small railroads identified along SNF routes or the proposed SNF routes.
  - We typically review all of the Class 1 Railroads' DOT Security Plan every three years

# The Class 1 Buy-out of the Norfolk Southern Railway (NS) by the Union Pacific (UP).

FRA is in the process of developing focused teams with experience from previous railroad buyouts and mergers to prepare for the UP-SP buyout and the NS/CSX takeover of Conrail properties.

We learned a few lessons regarding interchanges:

- Watching for transitions of Hazmat document quality
- Focusing on the quality of information sharing
- Inspect for labor buy-in on new policies, new rules, and operational transitions
- Thorough railcar inspections

All of this depends on the timeline and approval of the STB.

# Creating a SCCOP Route Analysis Data Project

**The most recent version of the SCCOP discusses using FRA inspection data and analyzing data along any SNF route to identify any larger-scale defective conditions across all 6 operating disciplines.**

**This data collection project has two main goals:**

1. Create a compliance route tool that uses the data generated from FRA inspection reports to identify any locations across all six operating disciplines along any given SNF route entered.
2. The outcome was to address the issue/s long before the shipment.

<https://railroads.dot.gov/elibrary/safety-coordination-and-compliance-oversight-plan-rail-transportation-high-level>

# Meaningful Regulation Updates and Changes

**The HM-263 regulation requires railroads to maintain and provide real-time electronic train consist information for hazardous materials to enhance Emergency Response (ER) efforts.**

**The due dates per the regulations for the Class 1 Railroads**

**June 24, 2024, Voluntary Compliance Date**

**June 24, 2025, Delayed Compliance Date for Class I Railroads**

**June 24, 2026, Class II and Class III Railroads**

**The Class 1 Railroads have petitioned PHMSA to extend the June 2025 date an additional year to June 2026!**

<https://www.federalregister.gov/documents/2024/06/24/2024-13474/hazardous-materials-fast-act-requirements-for-real-time-train-consist-information>

# Reduction in Regulations

On July 1, 2025, under the guidance of the new administration, the FRA published a list of 57 **deregulatory** actions in the Federal Register. Twenty-one are Notices of Proposed Rulemaking, while the remaining three dozen are final rules.

\*These deregulatory mandates for the FRA were exclusively for the 49 CFR, Subtitle B, Chapter II, which specifically relate to rail transportation. (PHMSA controls the HM regulations!)

# Our 2026 Goals

- **Work with the DOE, CSG, states, and tribes on information sharing and project participation**
- **Assist with the DOE Ad/HOC working group and committee assignments**
- **Work with the FBI/DHS on transportation security projects and their isotope tabletops!**
- **Internally, the Hazardous Materials Division is continuing to work hard on our data quality and process review under a Safety Management System (SMS) program!**

# Any Questions?

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