

Q1 2022

LEARN & LEAD

KEEPING YOU INFORMED OF REGULATORY CHANGES AND UPDATES IN THE TRANSPORTATION INDUSTRY



NRC Updates Advanced Notification Designee List

The Nuclear Regulatory Commission (NRC) has updated the list of individuals to receive advance notification of radioactive material and nuclear material shipments required by either 10 CFR Part 37 (Category 1 and 2), Part 71 (HRCQ) or Part 73 (Spent Nuclear Fuel) on **November 22, 2021**. This list of States, Territories and Participating Tribes designees can be downloaded from the NRC website at <https://scp.nrc.gov/special/designee.pdf>

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Interstate Shipping Planning Guides



Planning a hazardous material shipment can be an overwhelming task! Especially, knowing which states require registration, notifications, permitting, inspections, or other restrictions. A good starting place is the [National Conference of State Legislatures \(NCSL\) website](#). The NCSL lists each state and their unique requirements for any hazardous or radioactive material shipments. Another helpful agency is the [Council of State Governments \(CSG\)](#). The CSG's Midwestern Office and the Midwestern Radioactive Materials Transportation Committee (MRMTC) publish a [Planning Guide for Shipments of Radioactive Material through the Midwestern States](#). This planning guide outlines

the expectations of the Midwestern states for all shippers that transport Spent (used) Nuclear Fuel (SNF), High Level Radioactive Waste (HLRW), Transuranic waste (TRU), or Highway Route Controlled Quantities (HRCQ) of radioactive material through the region. For the purposes of this document, the Midwestern region encompasses the following states: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. More information and updates can be found on the [Midwestern Radioactive Materials Transportation Project Resources website](#). Other CSG regions have similar websites and helpful resources: [Northeast High-Level Radioactive Waste Transportation Project](#); [Southern States Energy Board \(SSEB\) Radioactive Materials Transportation Committee and Transuranic \(TRU\) Waste Transportation Working Group](#); and [Western Interstate Energy Board \(WIEB\) High-Level Radioactive Waste Committee \(HLRWC\) and Waste Isolation Pilot Plant Technical Advisory Group \(WIPP TAG\)](#).

LSA-II Hazardous Material Table Entry

The "Radioactive material, low specific activity (LSA-II)" proper shipping name entry inadvertently does not have "non fissile or fissile-excepted" in italics in the 2020 edition of 49 CFR 172.101. This is an oversight made by the Pipeline and Hazardous Material Safety Administration (PHMSA) when they amended the Hazardous Materials Regulations (HMR) in the final rule published in the federal register on May 11, 2020 (85 FR 27810). This final rule had the goal to maintain alignment with international regulations and standards by incorporating various amendments, including changes to proper shipping names and special provisions. This error affects both the printed version from the U.S. Government Publishing Office [bookstore](#) and the electronic Code of Federal Regulations ([e-cfr](#)).

2020 Edition	2004 – 2019 Editions
Radioactive material, low specific activity (LSA-I) <i>non fissile or fissile-excepted</i>	Radioactive material, low specific activity (LSA-I) <i>non fissile or fissile-excepted</i>
Radioactive material, low specific activity (LSA-II) <i>non fissile or fissile-excepted</i>	Radioactive material, low specific activity (LSA-II) <i>non fissile or fissile-excepted</i>
Radioactive material, low specific activity (LSA-III) <i>non fissile or fissile excepted</i>	Radioactive material, low specific activity (LSA-III) <i>non fissile or fissile excepted</i>
Radioactive material, surface con-	Radioactive material, surface con-
7 UN2912	7 UN2912
7 UN3321	7 UN3321
7 UN3322	7 UN3322
7 UN2913	7 UN2913

Seasonal Safety

Spring is here for some and around the corner for others. Please be prepared for pollen, rain, and insects. Pollen can cause a messy yellow soup covering our cars and causing allergy attacks. Keep your car's windshield washer fluid reservoir full and pray for rain to help wash away the pollen and help alleviate our pollen-related health challenges. Biting and stinging insects will also be out in full force. Be safe and healthy!

IATA Assessments Due January 1, 2023

The new International Air Transport Association (IATA) Dangerous Goods Regulation (DGR) Competency-Based Training and Assessment (CBTA) program will affect every person involved in the air transport of dangerous goods (hazardous material) worldwide. Shippers will need to have an on-the-job assessment performed and in their training records **by January 1, 2023**. Details on the new assessment requirement can be found in the IATA DGR Subsection 1.5 and fully described in Appendix H. IATA has also further described these changes and goals on its [CBTA Approach website](#). Please note after the initial CBTA assessment, an assessment will also be required at each recurrent training period (at least once every 24 months).



Important Dates to Remember

June 1, 2022 — Begin using the 2020 Edition IMDG Code Amendment 40-20

January 01, 2023 — IATA Competency-Based Assessments Due

January 01, 2025 — Begin using updated IATA Shipper's Declaration forms

Are Your Regulations Up to Date?



Code of Federal Regulations

A point in time eCFR system



There are many ways to access the most current set of regulations governing how to transport hazardous materials safely and securely. The electronic Code of Federal Regulations ([eCFR](#)) is a continuously updated online version of the CFR. Unfortunately, the eCFR is not an official legal edition of the CFR but can be useful to see how any federal registers (past their respective effective date) will change in the next annual edition of the CFR. The official current CFR (and past editions too) can be easily found and downloaded from the government information [CFR collection website](#). If you prefer a printed bound version, copies can be purchased from the U.S. Government Publishing Office [bookstore](#). To stay up to date with all the latest changes, the [Federal Register](#) is the official daily publication for rules, proposed rules, and notices of Federal agencies and organizations, as well as executive orders and other presidential documents. The Federal Register has an [email subscription service](#) to receive the daily list of publications. The EnergySolutions Training [website news](#) and [quarterly newsletters](#) are another tool to help list and summarize all these changes.

Recent Lessons Learned, Industry Events, and Operating Experiences



Terrible Tiedowns!?!

Are web tiedowns good for “all” loads? Including loose dirt or gravel? What would be a better way to secure loose material and prevent any loss or spillage from the conveyance? 49 CFR 393.100 requires all shipments to not shift on or leave a Commercial Motor Vehicle (CMV). It is the responsibility of shippers and drivers to ensure all loads are secured in accordance with 49 CFR 393 Subpart I (393.100–393.136). NRC licensees are reminded of this requirement in Information Notice (IN) 87-31 and in 10 CFR 71.5.



Mysterious Marking!?!

Did you notice anything extra on the label? Only two areas of the label are mentioned in 49 CFR 172 Subpart E, where “extra” information may be displayed on the Class 7 radioactive label. One



area is the blank spaces to indicate the “Contents, Activity and Transport Index” as described in 172.403(g). The second area is the printer’s information outside the inner border per 172.407(e). So, what is the “06-040” marked on the label? On another note, did you notice the style of scientific notation (4.91E+1) used for the activity? Even though there is no legal violation, we are hearing more and more stories where this numbering style is not acceptable to drivers and carriers.

Pernicious Placarding!?!

Anything wrong with either of these placards? The placard on the freight container door is too close to the handle which violates 49 CFR 172.516(c)(2) requiring all placards be located clear of appurtenances (attached accessories) and devices such as ladders, pipes, and doors. Also, this placard is bunched up on the bottom corner interfering with the placard to meet the size, shape, design, and display requirements in 49 CFR 172 Subpart F. The placard mounted on the mudflap is too close to the text, which 49 CFR 172.516(c)(4) requires all placards to be at least 3 inches away from such markings. Also, this “mudflap” placard is located so that dirt or water is directed to it from the wheels of the transport vehicle, which violates 49 CFR 172.516(c)(3).

FAQ: Hazardous Material Employee Training Requirements

Do personnel who perform receipt radiation and contamination surveys prior to unloading radioactive material packages from a transport vehicle require 49 CFR 172 Subpart H training?

Reference # 12-0092

Yes, training is required for any hazmat employee who performs a transportation function like handling, inspecting and affecting the remaining transportation of the hazmat.

Is DOT hazmat training required for personnel who only close packagings or only prepare the hazardous material in a packaging?

Reference # 98-0326, 06-0255, 09-0154 & 14-0151

Yes, anyone who performs a hazmat function must receive training to meet

49 CFR 172.704 to include general awareness, function-specific and safety training.

Must training include the requirements in a special permit?

Reference # 09-0071 & Federal Register August 30, 2011 Page 53999-Safety Notice

Yes. This will meet the training requirements in 49 CFR 172.704(a)(2)(i).

If an employee does not perform DOT hazmat functions for longer than 90 days, is training required?

Reference # 05-0019

Yes, all hazmat employees must receive required DOT training.

Does DOT require a minimum duration of training?

Reference # 03-0048 & 14-0104

No. It is up to the employer to qualify a training program as appropriate to meet the knowledge required by each hazmat employee to fully comply with the requirements in 49 CFR during their hazmat duties.

DOT letters of interpretation can be found at: <https://www.phmsa.dot.gov> Click on: "Regulations and Compliance" then "Interpretations" Next, you can search by entering the reference number in the search box or search by the applicable regulatory section number, or search by the published date. Do not forget that you have these internet addresses (and many more) in a PDF on our training class e-media handout.

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NRC Increases Security Record Check Fee

On December 29, 2021 (86 FR 74109), the Nuclear Regulatory Commission (NRC) published a notification in the federal register about increasing the current fee of 10 dollars assessed to applicants and licensees for criminal history record checks to 35 dollars. This fee increase is necessary to recover the full cost for the administration of the Criminal History Program (CHP). Information regarding this change can be found on the NRC's CHP public website at <https://www.nrc.gov/security/chp.htm> and in the CHP users guide at <https://www.nrc.gov/site-help/e-submittals/criminal-history-user-guide.pdf> To be in compliance with security-related requirements (i.e., Title 10 of the Code of Federal Regulations, Part 37, "Physical Protection of Category 1 and Category 2 Quantities of Radioactive Material"), licensees are required to submit fingerprints of

individuals who they would like to be deemed trustworthy and reliable for the purpose of unescorted access to certain radioactive material or information. These individuals go through a Federal Bureau of Investigation (FBI) identification and criminal history records check, based on fingerprints, as a step in the trustworthiness and reliability determination process for access. The NRC receives these fingerprint cards from licensees to be transmitted to the FBI. The fee increase will begin on March 1, 2022.

DHS Adjusts 2022 Civil Monetary Penalties

On January 11, 2022 (87 FR 1317), the Department of Homeland Security (DHS) published a final rule in the federal register making the 2022 annual inflation adjustment to its civil monetary penalties. This final rule describes the civil penalties that DHS and its components, the Cybersecurity and

Infrastructure Security Agency (CISA), the U.S. Customs and Border Protection (CBP), the U.S. Immigration and Customs Enforcement (ICE), the U.S. Coast Guard (USCG), and the Transportation Security Administration (TSA) can assess for violations according to their respective regulations. DHS includes tables at the end of each section in this final rule, which list the individual adjustments for each penalty. The new penalties will be effective for penalties assessed after January 11, 2022 whose associated violations occurred after November 2, 2015. This rule is effective on January 11, 2022.

EPA Adjusts 2022 Civil Monetary Penalties

On January 12, 2022 (87 FR 1676), the Environmental Protection Agency (EPA) published a final rule in the federal register adjusting the level of the maximum (and minimum) statutory civil monetary penalty



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amounts under the statutes the EPA administers to reflect inflation, maintain the deterrent effect of statutory civil monetary penalties, and promote compliance with the law. The EPA's civil penalty policies, which guide enforcement personnel on how to exercise the EPA's discretion within statutory penalty authorities, take into account a number of fact-specific considerations, e.g., the seriousness of the violation, the violator's good faith efforts to comply, any economic benefit gained by the violator as a result of its noncompliance, and a violator's ability to pay. This final rule is effective January 12, 2022.

FMCSA Under 21 Driver Pilot Program

On January 14, 2022 (87 FR 2477), the Federal Motor Carrier Safety Administration (FMCSA) published a notice in the federal register addressing the comments received on the September 10, 2020 (85 FR 55928) federal register notice and providing details on the establishment of the Safe Driver Apprenticeship Pilot Program required by the Infrastructure Investment and Jobs Act (IIJA). This FMCSA pilot program will allow employers to establish an apprenticeship program for certain 18-, 19-, and 20-year-old drivers to operate Commercial Motor Vehicles (CMVs) in interstate commerce. Once implemented, FMCSA will publish, on the Agency's website at www.fmcsa.dot.gov, an announcement that applications are being accepted for participation in the pilot program. The website will also provide links to the application forms and other helpful information for motor carriers and drivers interested in participating in the pilot program. FMCSA will monitor motor carrier and driver performance throughout the pilot program to ensure safety.

NRC Adjusts 2022 Civil Monetary Penalties

On January 14, 2022 (87 FR 2310), the Nuclear Regulatory Commission (NRC) published a final rule in the federal register amending its

regulations in 10 CFR Parts 2 and 13 to adjust the maximum civil monetary penalty for a violation of the Atomic Energy Act of 1954, as amended, or any regulation or order issued under the Atomic Energy Act from \$307,058 to \$326,163 per violation, per day. Additionally, the NRC is amending provisions concerning program fraud civil penalties by adjusting the maximum civil monetary penalty under the Program Fraud Civil Remedies Act from \$11,803 to \$12,537 for each false claim or statement. The NRC also published (87 FR 2309) a revision to its Enforcement Policy. This revision addresses the requirements of the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, which requires Federal agencies to adjust their maximum civil monetary penalty amounts annually for inflation. This action and the final rule are effective on January 14, 2022.

DOL Adjusts 2022 Civil Monetary Penalties

On January 14, 2022 (87 FR 2328), the Department of Labor (DOL) published a final rule in the federal register making the 2022 annual inflation adjustment to its civil monetary penalties. This final rule describes the civil penalties that DOL and its components, Employment and Training Administration (ETA), Office of Workers' Compensation Programs (OWCP), Office of the Secretary (OSEC), Wage and Hour Division (WHD), Occupational Safety and Health Administration (OSHA), Employee Benefits Security Administration (EBSA), and Mine Safety and Health Administration (MSHA). The DOL rule includes tables at the end of each section in this final rule, which list the individual adjustments for each penalty in their respective Code of Federal Regulations (CFR). This final rule is effective on January 15, 2022. As provided by the Inflation Adjustment Act, the increased penalty levels apply to any penalties assessed after January 15, 2022.

Coast Guard Amends 33 & 46 CFRs

On January 21, 2022 (87 FR 3217), the Department of Homeland Security (DHS) published a final rule in the federal register making nonsubstantive technical, organizational, and conforming amendments to existing Coast Guard (CG) regulations in 33 CFR Parts 1 - 173 and 46 CFR Parts 4 - 189. This rule is a continuation of the CG's practice of periodically issuing rules to keep their regulations up-to-date and accurate. This rule will have no substantive effect on the regulated public. This final rule is effective on January 21, 2022.

FMCSA New Alternative Vision Standard

On January 21, 2022 (87 FR 3390), the Federal Motor Carrier Safety Administration (FMCSA) published a final rule in the federal register amending its regulations in 49 CFR Part 391 to permit individuals who do not satisfy, with the worse eye, either the existing distant visual acuity standard with corrective lenses or the field of vision standard, or both, to be physically qualified to operate a Commercial Motor Vehicle (CMV) in interstate commerce under specified conditions. Currently, such individuals are prohibited from driving CMVs in interstate commerce unless they obtain an exemption from FMCSA. The new alternative vision standard replaces the current vision exemption program as the basis for determining the physical qualification of these individuals. Comments on the information collections in this final rule must be submitted to the Office of Information and Regulatory Affairs (OIRA) at the Office of Management and Budget (OMB) by February 22, 2022. Petitions for Reconsideration of this final rule must be submitted to the FMCSA Administrator no later than February 22, 2022. This final rule is effective on March 22, 2022. On February 10, 2022 (87 FR 7756), the FMCSA published a correction for grandfathered drivers who participated in a vision waiver



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study program to come into compliance with the provisions in the January 21, 2022 final rule.

FMCSA Reducing Registration Fees

On January 24, 2022 (87 FR 3489), the Federal Motor Carrier Safety Administration (FMCSA) published a Notice of Proposed Rulemaking (NPRM) in the federal register proposing to reduce the annual registration fees States collect from motor carriers, motor private carriers of property, brokers, freight forwarders, and leasing companies for the Unified Carrier Registration (UCR) Plan and Agreement for the 2023 year and subsequent registration years. The proposed fees for the 2023 registration year would be reduced below the fees for 2022 by approximately 27 percent. The reduction in annual registration fees would be between \$16 and \$15,350 per entity, depending on the number of vehicles owned or operated by the affected entities. Comments must be received on or before February 23, 2022.

EPA Updating Stormwater Fact Sheets

On January 25, 2022 (87 FR 3803), the Environmental Protection Agency (EPA) published a notice in the federal register requesting public input on updating the National Pollutant Discharge Elimination System (NPDES) Industrial Stormwater Fact Sheet Series (hereinafter referred to as "the fact sheets"). EPA's industrial stormwater program has 29 fact sheets currently posted online (<https://www.epa.gov/npdes/industrial-stormwater-fact-sheet-series>) for each sector covered under the 2021 Multi-Sector General Permit (MSGP) for stormwater discharges from industrial activity. Each fact sheet describes the types of facilities included in the sector, typical stormwater pollutants associated with the sector, and types of stormwater control measures (SCMs) that may be used to minimize the discharge of the pollutants. EPA is seeking

public input on the fact sheets, particularly focused on updating: Common activities, pollutant sources, and associated pollutants at facilities in each sector; and SCMs or best management practices (BMPs), including source control and good housekeeping/pollution prevention measures for potential pollutant sources at facilities in each sector. In updating the fact sheets, EPA will consider input received in response to this notice as well as any relevant comments related to the content of the fact sheets that the Agency received during the public comment period for the proposed 2021 MSGP. The fact sheets can be found in the docket and at [v](#). Comments on the fact sheets must be received on or before March 28, 2022.

Federal Semi-Annual Regulatory Agendas - January 2022

On January 31, 2022, the Department of Labor (87 FR 5252); the Department of Transportation (87 FR 5256); the Department of Homeland Security (87 FR 5238); the Environmental Protection Agency (87 FR 5288); and the Nuclear Regulatory Commission (87 FR 5378) published their respective notices in the federal register making available their portion of the semi-annual Unified Agenda of Federal Regulatory and Deregulatory Actions.

DOT & NRC Requesting IAEA Revision Input

On February 17, 2022 (87 FR 9102), the Pipeline and Hazardous Materials Safety Administration (PHMSA) published a notice in the federal register requesting comments on updating the International Atomic Energy Agency (IAEA) regulations for the safe transport of radioactive materials. Both PHMSA and the U.S. Nuclear Regulatory Commission are jointly seeking public input on any needed revisions to the next edition of IAEA's SSR-6 "Regulations for the Safe Transport of Radioactive Material." Submit comments by March 4, 2022. Comments

received after this date will be considered if it is practical to do so; however, we are only able to assure consideration for proposals received on or before this date.

FMCSA Revises Medical Treatment Guidance

On February 25, 2022 (87 FR 10895), the Federal Motor Carrier Safety Administration (FMCSA) published a notice in the federal register revising to its regulatory guidance concerning the use of the term "medical treatment" for the purpose of accident reporting in Question 27 for 49 CFR 390.5 and 390.5T. The revised guidance explains that an X-ray examination is a diagnostic procedure and should no longer be considered "medical treatment" in determining whether a crash should be included on a motor carrier's accident register. This revised guidance is applicable on February 25, 2022 and expires February 25, 2027.

DOT Revising Drug Testing Program

On February 28, 2022 (87 FR 11156), the U.S. Department of Transportation (DOT), Office of the Secretary published a Notice of Proposed Rulemaking (NPRM) in the federal register to amend the transportation industry drug testing program procedures regulation to include oral fluid testing in 49 CFR Part 40. This will give employers a choice that will help combat employee cheating on urine drug tests and provide a more economical, less intrusive means of achieving the safety goals of the program. The proposal includes other provisions to update the Department's regulation, and to harmonize, as needed, with the new Mandatory Guidelines for Federal Workplace Drug Testing Programs using Oral Fluid established by the U.S. Department of Health and Human Services. The comment submission deadline has been extended to April 29, 2022 in a federal register notice published on March 22, 2022 (87 FR 16160). The extension is in response to requests



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received from stakeholders, who have stated the original March 30, 2022 closing date did not provide sufficient time for them to prepare and submit comments.

FMCSA Revises CMV Safety Standards

On March 07, 2022 (87 FR 12596), the Federal Motor Carrier Safety Administration (FMCSA) published a final rule in the federal register amending the Federal Motor Carrier Safety Regulations (FMCSRs) in 49 CFR Part 393 to increase the area on the interior of Commercial Motor Vehicle (CMV) windshields where certain vehicle safety technology devices may be mounted. In addition, FMCSA adds items to the definition of vehicle safety technology. This final rule responds to a rulemaking petition from Daimler Trucks North America (DTNA). This final rule is effective May 6, 2022.

FMCSA Removes Annual Conviction Report

On March 09, 2022 (87 FR 13192), the Federal Motor Carrier Safety Administration (FMCSA) published a final rule in the federal register amending its regulations in 49 CFR Parts 385, 390 and 391 to eliminate the requirement that drivers operating Commercial Motor Vehicles (CMVs) in interstate commerce prepare and submit a list of their convictions for traffic violations to their employers annually. This requirement is largely duplicative of a separate rule that requires each motor carrier to make an annual inquiry to obtain the Motor Vehicle Record (MVR) for each driver it employs from every State in which the driver holds or has held a CMV operator's license or permit in the past year. To ensure motor carriers are aware of traffic convictions for a driver who is licensed by a foreign authority rather than by a State, the FMCSA amends the rule to provide that motor carriers must make an annual inquiry to each driver's licensing authority where a driver holds or has held a

CMV operator's license or permit. This final rule is effective May 9, 2022. Comments on the information collections in this final rule must be submitted to the Office of Information and Regulatory Affairs (OIRA) at the Office of Management and Budget (OMB) by April 8, 2022. Petitions for Reconsideration of this final rule must be submitted to the FMCSA Administrator no later than April 8, 2022.

FMCSA Corrects ELDT Final Rule

On March 18, 2022 (87 FR 15344), the Federal Motor Carrier Safety Administration (FMCSA) published a correction in the federal register removing obsolete regulatory text from its June 30, 2021, Entry-Level Driver Training (ELDT) final rule (86 FR 34631). The section-by-section analysis in the March 7, 2016 (81 FR 11944) Notice of Proposed Rulemaking (NPRM) concerning the ELDT requirements proposed that, upon the effective date of the final rule, the subpart setting out the old driver training standards would be removed from the regulations and the subpart reserved for future use. However, FMCSA omitted the amendatory instruction needed to remove and reserve the subpart from the December 8, 2016 (81 FR 88732) final rule. FMCSA corrects the omission, which was repeated in subsequent ELDT rulemaking notices, the most recent being the June 30, 2021 final rule. This correction is effective March 18, 2022, and is applicable beginning February 7, 2022.

DOT Revises Civil Penalties Assessed

On March 21, 2022 (87 FR 15839), the U.S. Department of Transportation (DOT) published a final rule in the federal register providing statutorily-prescribed 2022 adjustment to civil penalty amounts that may be imposed for violations of the following DOT Agencies and their respective regulations: Federal Aviation Administration (FAA) in 14

CFR Parts 13 and 406; Office of the Secretary (OST) in 14 CFR Part 383; Great Lakes St. Lawrence Seaway Development Corporation (GLS) in 33 CFR Part 401; Maritime Administration (MARAD) in 46 CFR Parts 221 – 356; Pipeline and Hazardous Materials Safety Administration (PHMSA) in 49 CFR Parts 107 – 190; Federal Railroad Administration (FRA) in 49 CFR Parts 209 – 272; Federal Motor Carrier Safety Administration (FMCSA) in 49 CFR Part 386; and National Highway Traffic Safety Administration (NHTSA) in 49 CFR Part 578. In addition, this final rule notes new DOT authority to assess civil penalties for violations of requirements related to newly manufactured and operating railroad freight cars. This final rule is effective March 21, 2022.

PHMSA Adding HMR FAQ Webpage

On March 22, 2022 (87 FR 16308), the Pipeline and Hazardous Materials Safety Administration (PHMSA) published a notice in the federal register announcing an initiative to convert historical Letters of Interpretation (LOI) applicable to the Hazardous Materials Regulations (HMRs) that have been issued to specific stakeholders into broadly applicable Frequently Asked Questions (FAQs) on its website. By creating a repository of FAQs, PHMSA seeks to eliminate the need for recurring requests for common letters of interpretations. This Federal Register Notice introduces this initiative and its objectives to those subject to the HMRs. PHMSA's objective is to gain insight regarding the utility of this initiative and topics to prioritize in the development of future FAQs. PHMSA requests comment on the initiative and input on the prioritization of future sets of FAQs. Interested persons are invited to submit comments on or before May 23, 2022. Comments received after that date will be considered to the extent practicable.

2022 Commercial Open-Enrollment Training Schedule

Radioactive Class 7 Material Packaging, Transportation & Disposal Regulatory Compliance Courses

All DOT/NRC training courses meet the requirements of 49 CFR Part 172 Subpart H and NRC IE Notice 79-19

COURSE	DATE	CEU**	TUITION	LOCATION
DOT/NRC Radioactive Waste Packaging, Transportation & Disposal	Feb. 14-17	32	\$2,045	Mount Pleasant, SC
Air Transport of Radioactive Materials (IATA/DOT)	Feb. 18	6	\$985*	Mount Pleasant, SC
DOT/NRC/EPA Hazardous Waste/Mixed Waste Packaging, Transportation & Disposal	Mar. 21-25	40	\$2,195	Salt Lake City, UT
Clive Disposal Site Facility Tour	Mar. 24	--	\$0	Clive, UT
DOT/NRC Radioactive Waste Packaging, Transportation & Disposal	Apr. 25-28	32	\$2,045	Surfside Beach, SC
Air Transport of Radioactive Materials (IATA/DOT)	Apr. 29	6	\$985*	Surfside Beach, SC
DOT/NRC Radioactive Waste Packaging, Transportation & Disposal	Jun. 6-9	32	\$2,045	San Diego/Del Mar, CA
Air Transport of Radioactive Materials (IATA/DOT)	Jun. 10	6	\$985*	San Diego/Del Mar, CA
DOT/NRC/EPA Hazardous Waste/Mixed Waste Packaging, Transportation & Disposal	Jul. 11-15	40	\$2,195	Clinton, TN
Bear Creek Operations (BCO) Facility Tour	Jul 14	--	\$0	Oak Ridge, TN
DOT/NRC Radioactive Waste Packaging, Transportation & Disposal	Aug. 1-4	32	\$2,045	Orlando, FL
Air Transport of Radioactive Materials (IATA/DOT)	Aug. 5	6	\$985*	Orlando, FL
DOT/NRC Radioactive Waste Packaging, Transportation & Disposal	Oct. 17-20	32	\$2,045	Hilton Head, SC
Air Transport of Radioactive Materials (IATA/DOT)	Oct. 21	6	\$985*	Hilton Head, SC
DOT/NRC/EPA Hazardous Waste/Mixed Waste Packaging, Transportation & Disposal	Nov. 7-11	40	\$2,195	Clinton, TN
Bear Creek Operations (BCO) Facility Tour	Nov. 10	--	\$0	Oak Ridge, TN
DOT/NRC Radioactive Waste Packaging, Transportation & Disposal	Dec. 5-8	32	\$2,045	Henderson, NV
Air Transport of Radioactive Materials (IATA/DOT)	Dec. 9	6	\$985*	Henderson, NV

* If an IATA class is taken in conjunction with the DOT/NRC class during the same week, there is a multi-class discount

** The American Academy of Health Physics (AAHP) has preapproved continuation education credit hours for these courses