

29 user services that were defined in the National ITS Program Plan. That stakeholder-based consensus effort was completed in 1996. Stakeholders identified a need for the Disaster Response and Evacuation User Service in order to address management of the surface transportation system during all types of disasters such as, natural disasters, terrorist acts, and other catastrophic events. This service is the fourth additional user service integrated into the National ITS Architecture and involved public sector and some private sector stakeholders representing emergency responders, public safety workers, and other elements of the surface transportation system.

Disaster Response and Evacuation User Service

The functional areas addressed in the new DRE User Service are those that involve ITS technologies, integration with other transportation systems that are represented in the National ITS Architecture, and those that will benefit surface transportation safety and efficiency. The DRE User Service is broken into two primary subservices with each addressing a number of functional areas. The disaster response subservice consists of eight major functions: Coordinate response plans, monitor alert levels, detect and verify emergency, assess infrastructure status, manage area transportation, critical service restoration, coordinate response/recovery, and disaster traveler information. The evacuation coordination subservice consists of four major functions: Evacuation planning support, evacuation traveler information, evacuation transportation management, and evacuation resource sharing.

National ITS Architecture Version 5.0

With respect to the updated Version 5.0 of the National ITS Architecture, existing user services which were modified to further address new aspects of transportation security included: Incident management, public transportation management, public travel security, on-board safety and security monitoring, freight mobility, hazardous materials security and incident response, and emergency notification and personal security.

One new subsystem, Security Monitoring, has been added to the twenty-one subsystems in existence in the National ITS Architecture. Four new terminators have been added and new market packages have been defined to reflect the additional services described by the Architecture. In addition, equipment packages, process

specifications, architecture flows and data flows have been added to accommodate the new user service and the transportation security modifications. The National ITS Architecture Version 5.0 will include an overview of the new security-related changes as well as hyperlinks to information on securing of ITS itself—information systems security, operations and personnel security, and the management of security policy/procedures.

Other modifications made to the National ITS Architecture for Version 5.0 include support for 511 traveler information systems, improvements to the hypertext, and updated mappings to the ITS standards activities such as efforts in 5.9 GHz dedicated short-range communications.

The National ITS Architecture Version 5.0 addressing transportation security updates, including the new DRE User Service, may be reviewed through a link on the National ITS Architecture Web site, <http://www.iteris.com/itsarch>, after August 15, 2003. Through this Web site, the ITS JPO intends to solicit comments on the new National ITS Architecture Version 5.0 for a period of 30 days. Once we have analyzed these comments, the final version is planned to be posted on the U.S. DOT ITS Web site, <http://www.its.dot.gov/arch> in October 2003 with CD ROMs available for distribution in November 2003.

Authority: 23 U.S.C. 101, 106, 109, 133, 315, and 508; sec 5206(e), Pub. L. 105-178, 112 Stat. 457 (23 U.S.C. 502 note); and 49 CFR 1.48.

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Federal Highway Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance from certain requirements of its safety regulations. The individual petition is described below including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favour of relief.

Burlington Northern and Santa Fe Railway Company (Docket Number FRA-2003-15339)

The Burlington Northern and Santa Fe Railway Company (BNSF) seeks a waiver of compliance from certain provisions of 49 CFR part 232, Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment. Specifically, § 232.103(n)(3)(i), which requires that "all hand brakes shall be fully applied on all locomotives in the lead consist of an unattended train." BNSF seeks to permit the application of BNSF Rules (outlined below), relating to the securement of unattended trains, thereby avoiding the unnecessary application of hand brakes on locomotives attached to trains that are already secure within the confines or limits of a terminal or yard. BNSF believes their rules are adequate to meet the highest safety standards for securement of unattended equipment.

BNSF seeks to use the following rules to provide for the safe handling of standing equipment within a terminal or any location:

Securing Equipment Against Movement

Crew members are responsible for securing standing equipment with hand brakes to prevent undesired movement. The air brake system must not be depended upon to prevent an undesired movement. Use the following steps to determine the hand brakes to be applied:

- When setting out cars on a grade with slack bunched, apply the hand brakes on the low end of the cut of cars.
- When setting out cars on a grade with slack stretched, apply the hand brakes on the high end of the cut of cars.

Determining the number of hand brakes to be applied depends on:

- Grade and adhesion;
- Number of loaded and empty cars;
- Weather conditions (wind and temperature).

Note: Reference Rule 104.14 for hand brake guidelines. To verify the hand brake(s) applied will prevent movement, release all air brakes. All retainer valves must be in EXHAUST position.

Securing an Unattended Train or Portion of Train with Locomotive Attached

To secure a train or a portion of a train with the lead locomotive attached, perform the steps below:

1. Secure equipment against undesired movement;
2. Release all air brakes to ensure hand brakes will prevent movement;
3. Secure the locomotives as outlined in Rule 102.3.