

appear in letters at least 10 cm. (3.9 inches) high. The letters must be white on a blue background. Additional words, such as "Tank Car Connected" or "Crew at Work" may also appear.

(5) The unloading facility operator must maintain written safety procedures (such as those it may already be required to maintain pursuant to the Department of Labor's Occupational Safety and Health Administration requirements in 29 CFR 1910.119 and 1910.120) in a location where they are immediately available to hazmat employees responsible for tank car unloading.

\* \* \* \* \*

(i) Throughout the entire period of unloading and while a tank car has unloading equipment attached, the facility operator must assure that the tank car is:

(1) Attended by a designated hazmat employee who is physically present and who has an unobstructed view of the unloading operation; or

(2) Monitored by a signaling system (e.g., video system, sensing equipment, or mechanical equipment) that is observed by a designated hazmat employee located either in the immediate area of the tank car or at a remote location within the facility, such as a control room. The signaling system must—

(i) Provide a level of surveillance equivalent to that provided in subparagraph (1) of this paragraph (i); and

(ii) Provide immediate notification to a designated hazmat employee of any system malfunction or other emergency so that, if warranted, responsive actions may be initiated immediately.

(j) Attendance is not required when piping is attached to a top outlet of a tank car, equipped with a protective housing required under § 179.100–12 of this subchapter, for discharge of lading under the following conditions:

(1) All valves are tightly closed.

(2) The piping is not connected to hose or other unloading equipment and is fitted with a cap or plug of appropriate material and construction.

(3) The piping extends no more than 15.24 centimeters (6 inches) from the outer edge of the protective housing.

(k) In the absence of the unloader, a tank car may stand with unloading connections attached when no product is being transferred under the following conditions:

(1) The facility operator must designate an employee responsible for on-site monitoring of the transfer facility. The designated employee must be made familiar with the nature and properties of the product contained in the tank car; procedures to be followed in the event of an emergency; and, in the event of an emergency, have the ability and authority to take responsible actions.

(2) When a signaling system is used in accordance with paragraph (i) of this section, the system must be capable of alerting the designated employee in the event of an emergency and providing immediate notification of any monitoring system malfunction. If the monitoring system does not have self-monitoring capability, the designated employee must check the monitoring system hourly for proper operation.

(3) The tank car and facility shutoff valves must be secured in the closed position.

(4) Brakes must be set and wheels locked in accordance with paragraph (a)(2) of this section.

(5) Access to the track must be secured in accordance with paragraph (a)(3) of this section.

\* \* \* \* \*

#### **§§ 174.110, 174.112, and 174.115 [Amended]**

■ 14. In addition, in Part 174, the word "movement" is revised to read "shifting" in each of the following places:

■ a. Section 174.110;

■ b. Section 174.112(b) and (c)(3) each time it appears; and

■ c. Section 174.115(a) and (b)(3) each time it appears.

#### **PART 175—CARRIAGE BY AIRCRAFT**

■ 15. The authority citation for Part 175 continues to read as follows:

**Authority:** 49 U.S.C. 5101–5127; 49 CFR 1.53.

#### **§ 175.81 [Amended]**

■ 16. In § 175.81(a), the word "movement" is revised to read "shifting".

#### **PART 176—CARRIAGE BY VESSEL**

■ 17. The authority citation for Part 176 continues to read as follows:

**Authority:** 49 U.S.C. 5101–5127; 49 CFR 1.53.

#### **§§ 176.69, 176.76, 176.78, 176.93, 176.116, 176.132, 176.168, and 176.200 [Amended]**

■ 18. In Part 176, the word "movement" is revised to read "shifting" in each of the following places:

■ a. Section 176.69(d);

■ b. Section 176.76(a)(2) each time it appears;

■ c. Section 176.116(d);

■ e. Section 176.132(c); and

■ f. Section 176.200(b) and (c) each time it appears.

■ 19. In Part 176, the word "movement" is revised to read "motion" in § 176.93(a)(1).

■ 20. In Part 176, the word "movement" is revised to read "moving" in each of the following places:

■ a. Section 176.78(f)(8); and

■ b. Section 176.168(g).

#### **PART 177—CARRIAGE BY PUBLIC HIGHWAY**

■ 21. The authority citation for Part 177 continues to read as follows:

**Authority:** 49 U.S.C. 5101–5127; 49 CFR 1.53.

#### **§§ 177.834, 177.840, and 177.870 [Amended]**

■ 22. In Part 177, the word "movement" is revised to read "shifting" in each of the following places:

■ a. Section 177.834(a);

■ b. Section 177.840(b)(3); and

■ c. Section 177.870(e).

#### **PART 178—SPECIFICATIONS FOR PACKAGINGS**

■ 23. The authority citation for Part 178 continues to read as follows:

**Authority:** 49 U.S.C. 5101–5127; 49 CFR 1.53.

#### **§§ 178.601, 178.704 [Amended]**

■ 24. In Part 178, the word "movement" is revised to read "moving" in § 178.601(g)(1)(i)(D), (g)(1)(ii), and (g)(4)(v).

■ 25. In Part 178, the word "movement" is revised to read "motion" in § 178.704(d)(3).

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**Elaine E. Joost,**

*Acting Deputy Administrator.*

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