

FACT SHEET

The ECP brake requirements apply to unit trains transporting flammable liquid(s) by January 1, 2021, or May 1, 2013, depending on the commodity.

Estimated costs include the costs to install ECP brake equipment on locomotives and tank cars, a modest increase in asset management costs (management of the locomotive and tank car fleets), and training costs to train railroad personnel on operating trains equipped with ECP brake technology. Benefits include the reduction in the severity of derailments and the associated damages, including deaths and injuries, property damage and environmental contamination, and savings to the industry due to less frequent brake inspections, fewer train set outs, less brake-related wheel damage, and increased train fuel efficiency.

- Total benefits were estimated to be between \$131 million and \$197.9 million at 7 percent, over 20 years.
- Total costs were estimated at between \$375.5 million and \$491.7 million, resulting in net costs of between \$244 million and \$293.8 million, at 7 percent.
- Annualized costs were estimated at \$35.4 to \$46.4 million, with annualized benefits of \$12.3 to \$18.6 million, and annualized net costs are \$23.1 to \$27.8 million, at 7 percent.
- High hazard flammable unit trains (HHFUT) must still operate with distributive power or end of train (EOT) devices to comply with FRA braking regulations.

Timeline

- May 8, 2015: ECP Final Rule issued
- December 2015: Congress passes FAST Act
- March 2016: FRA provided NAS their initial test plan
- May 27, 2016: DOT enters into an agreement with NAS to evaluate FRA's ECP test and modeling plan
- October 2016: GAO reviews ECP costs and benefits
- May 2017: Second GAO review completed
- October 2017: NAS published their final report
- October 16, 2017: Federal Register Notice and Request for Comments published
- November 1, 2017: Federal Register updated RIA comment period closed
- December 4, 2017: FAST Act requires final updated RIA and the determination be issued