existing security plan (see subpart I of part 172 of this subchapter) to address the security issues before forwarding the rail car for further movement.

§ 174.14 Movements to be expedited.
(a) A carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded), after acceptance at the originating point or receipt at any yard, transfer station, or interchange point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train.
(b) A tank car loaded with any Division 2.1 (flammable gas), Division 2.3 (poisonous gas) or Class 3 (flammable liquid) material, may not be received and held at any point, subject to forwarding orders, so as to defeat the purpose of this section or of § 174.204 of this subchapter.

§ 174.16 Removal and disposition of hazardous materials at destination.
(a) Delivery at non-agency stations. A shipment of Class 1 (explosive) materials may not be unloaded at non-agency stations unless the consignee is there to receive it or unless properly locked and secure storage facilities are provided at that point for its protection. If delivery cannot be so made, the shipment must be taken to next or nearest agency station for delivery.
(b) Delivery at agency stations. A carrier shall require the consignee of each shipment of hazardous materials to remove the shipment from carrier’s property within 48 hours (exclusive of Saturdays, Sundays, and holidays) after notice of arrival has been sent or given. If not so removed, the carrier shall immediately dispose of the shipments as follows:
(1) Division 1.1 or 1.2 (explosive) materials: If safe storage is available, by storage at the owner’s expense; if safe storage is not available, by return to the shipper, sale, or destruction under supervision of a competent person; or if safety requires, by destruction under supervision of a competent person.
(2) Hazardous materials, except Division 1.1 or 1.2 (explosive) materials, in carload shipments: By storage on the carrier’s property; by storage on other than the carrier’s property, if safe storage on the carrier’s property is not available; or by sale at expiration of 15 calendar days after notice of arrival has been sent or given to the consignee, provided the consignor has been notified of the non-delivery at the expiration of a 48-hour period and orders for disposition have not been received.
(3) Hazardous materials, except Division 1.1 or 1.2 (Class A explosive) materials, in less-than-carload shipments: By return to the shipper if notice of non-delivery was requested and given the consignor as prescribed by the carrier’s tariff, and orders for return to shipper have been received; by return on the carrier’s property; by storage on other than the carrier’s property, if safe storage on carrier’s property is not available; or by sale at expiration of 15 calendar days after notice of arrival has been sent or given to the consignee, provided the consignor has been notified of non-delivery at expiration of a 48-hour period and orders for disposition have not been received.

§ 174.20 Local or carrier restrictions.
(a) When local conditions make the acceptance, transportation, or delivery of hazardous materials unusually hazardous, local restrictions may be imposed by the carrier.
(b) Each carrier must report to the Bureau of Explosives for publication the full information as to any restrictions which it imposes against the acceptance, delivery, or transportation of hazardous materials, over any portion of its lines under this section.

Subpart B—General Operating Requirements
§ 174.24 Shipping papers.
(a) A person may not accept a hazardous material for transportation or
transport a hazardous material by rail
unless that person receives a shipping
paper prepared in accordance with part
172 of this subchapter, unless the mate-
rial is excepted from shipping paper re-
quirements by this subchapter. Only an initial carrier within the
United States must receive and retain
a copy of the shipper’s certification as
required by §172.204 of this subchapter.
This section does not apply to a mate-
rual that is excepted from shipping
paper requirements by this subchapter.
(b) Each person receiving a shipping
paper required by this section must re-
tain a copy or an electronic image
thereof, that is accessible at or
through its principal place of business
and must make the shipping paper
available, upon request, to an author-
ized official of a Federal, State, or
local government agency at reasonable
times and locations. For a hazardous
waste, each shipping paper copy must
be retained for three years after the
material is accepted by the initial car-
rrier. For all other hazardous materials,
each shipping paper copy must be re-
tained for one year after the material
is accepted by the initial carrier. Each
shipping paper copy must include the
date of acceptance by the initial car-
rrier. The date on the shipping paper
may be the date a shipper notifies the
rail carrier that a shipment is ready
for transportation, as indicated on the
waybill or bill of lading, as an alter-
native to the date the shipment is
picked up, or accepted, by the carrier.

§ 174.26 Notice to train crews.

(a) The train crew must have a docu-
ment that reflects the current position
in the train of each rail car containing
a hazardous material. The train crew
must update the document to indicate
changes in the placement of a rail car
within the train. For example, the
train crew may update the document
by handwriting on it or by appending
or attaching another document to it.

(b) A member of the crew of a train
transporting a hazardous material
must have a copy of a document for the
hazardous material being transported
showing the information required by
part 172 of this subchapter, including
the requirements in §172.604(b)(2) applic-
table to emergency response information.

§ 174.55 General requirements.

(a) Each package containing a haz-
ardous material being transported by
rail in a freight container or transport
vehicle must be loaded so that it can-
tnot fall or slide and must be safe-
guarded in such a manner that other
freight cannot fall onto or slide into it
under conditions normally incident to
transportation. When this protection
cannot be provided by using other
freight, it must be provided by block-
ing and bracing. For examples of block-
ing and bracing in freight containers
and transport vehicles, see Bureau of
Explosives Pamphlet No. 6 and the

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\text{2005}\]