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It's a stratified sample of loads carlight throughout the U.S. rail traffic by those rail carriers ending 4500 or more loads of revenue annually. SEFA 49 C.F.R. Â§Â§ 1244.1 to 1244.5. The appraisal data have wide application in, among other things, cases of rate, the development of cost systems, the productivity studies, the exemption decisions and analyzes that support the regulations. The survey data are also used by transport professionals, consultants and law firms in the preparation of statements check to be presented in formal proceedings before the Board or other public agencies. Various federal agencies use the waymill sample as part of their information base, and many were using it as a source of information for the development of state transportation plans. © Since the waymill sample contains shipping information and sensitive revenue, access is limited. The rules for issuing waymill data are codified at 49 C.F.R. Â§ 1244.9.Â The rules identify five classes of users: the federal agency says rail transport practitioners, consulting companies and law firms in specific cases other users that the specific requirements to request access vary according to the type of user. Any user granted access will be required to execute a confidentiality agreement before receiving data. See generally 49 C.F.R. § 1244.9 (b) - (e). The applicant must submit a detailed written request that explains the purpose for which the data are requested, identifying the specific data requested and © explain why the specific data are required. A request is filed with the Office of Economics Director (Director). Requests for an "else" are published in the Federal Register. The director will determine whether to grant access, considering any objections filed. If access is granted, access is valid for one year and the applicant must sign a confidentiality agreement governing the terms of access. An applicant can try to use the data for a longer period by sending a written request for an extension of the annual agreement 30 days before the expiration date of the agreement. All of waybill data must be returned to the Council or certified as destroyed at the end of the agreement. The applicant can not maintain copies of data waymill.Â See generally 49 See. § 1244.9 (c) - (e). More user requests and the decision of the Director will be published at the Council's web site based on the documents and decisions. The documents and decisions and decisions by other user requests can be found using the search function of the STB Registration Council Requests have a docket number that begins with the prefix A e â -Â WBA e â -) You have questions about how to file a request for data confidential report, contact the office all'economia.Data@stb.gov economy. The objections to the release of confidential data perizio must be filed no later than 14 calendar days after publication of the notice in the Federal Register. A copy of each objection is filed with the Director, who will consider all objections in determining whether to release the target data requested. A request for access may be denied even if they are not submitted objections. See 49 C.F.R. § 1244.9 (d) (3) - (4). Any appeal of the decision on access to data of the Director must be filed with the Board within 10 days from the date of the decision of the Director. The responses to the appeals must be submitted within 10 days thereafter. The filing of an appeal automatically will stay the effect of the decision of the director. See 49 cf. § 1244.9 (D) (4) (III) and § 1011.6 (b). The survey public use file is created Reserved lock sampling file. A description of the use of the public use, as it is developed and the file itself can be downloaded using links at the bottom of this page. Please be aware that the revenue reported in the goods revenue sector can be masked and not equal to the revenue made on the freight transport intake. See 49 c.f.r. Â§ 1244.3. Waymill questions should be being being at economic.data@stb.gov. Note: Â, on September 3rd 2020, the Council adopted new sample collection regulations of the car letter which increase the sampling frequencies of some non-intermodal carload shipments and specify separate sampling layers and rates for intermodal shiPments.â, The Board has also eliminated the manual system for signaling car letter.â, the new requirements is entered into force on 1 January, 2021.â, for more information, see the Reporting Decision Sample Vehicle Letter, Docket No. EP 385 (sub-no. 8). Â§ 1.244.4 Sampling of car letters. (A) Signaling samples. Railway object present information on the sample CAR LETE as a computer file that contains the information specified by a sample car letter. (1) Declaration N 81-1 contains information on the rules and the format for the computer file. (2) from 1st January 2021, and subsequently, if not otherwise arranged, the sampling frequencies are the following: Number of non-intermodal wagons on the list of passenger sampling frequency from 1 to 2 1/5 3 to 15 1 / 5 16-60 1/4 61 to 100 1/3 101 and over 1/2 Number of trailer / intermodal container unit on the car letter Sampling frequency 1 to 2 1/40 3 and over 1/5 (b) Controls and annual accounts. (1) Each subject rail must maintain a control procedure to guarantee complete and accurate reporting for sampling car letter. All relevant vehicle letter data must be included on hard observations Copy of car letter, including input references for transit car letters. All relevant vehicle letter data must be legible. (2) All the subjects subjects must maintain a recording of the number of line-ray revenue wagons that ended on their line in a calendar year and this number is provided when requested by the Council. (3) All subjects subjects must provide the Council the control information and file-specific counts as required by Declaration N 81-1. (4) Certification from an officer responsible for the railway subject regarding the completeness and accuracy of the sample must be carried out once a year in accordance with the instructions on the Transmittal OPAD-1 module. [85 FR 54941, 3 September 2020] The following pages State standards Link to this page. (a general. The procedures for releasing vehicle letters identify five classes of sample stb letter car letter, define the real letter or data information that each class of users can obtain, and will establish the requirements applicable for release of data. They also formalize notification and protest procedures for the eventual release of vehicle letter data to other users for protection against inappropriate release of confidential data. The manager of the Economics Office is responsible for release of the vehicle letter data according to these procedures. (b) user class, the available data, and applicable release requirements - (1) Railways. Each applicant rail can get any car letter record from sample STB VECTOR VECTOR that covers the traffic that originated, terminated or has been filled by that railway. The railway must not have access to traffic related to the L Eterra of car in which he did not participate. Furthermore, it must satisfy all STB and legal requirements regarding the release of shippers information in accordance with 49 u.s.c. 11904 (a). (2) Federal agencies. Each Federal Applicant Agency (including quasi-government agencies) can obtain any car letter record from subject sample stb car letter to the following requisites: (i) the federal agency must make the information contained in the stb letter of car Available only to its employees or those contractors working on project or study that requires vehicle letter data. (ii) the Federal Agency will ensure that the railways and forwarding agents are granted the same privilege and protection against the disclosure of the coach letter data as it provides for the Council. (iii) The federal agency will not release any data to the public unless the data elements are aggregated to contain at least three chargers and to prevent the identification of an individual railway. (iv) The federal agency will refer to any requests for data of car and accompanying documentation for STB for processing and the applicant is informed of this postponement to the Council. (V) The Federal Agency must sign an annual agreement with the Council by accepting these restrictions. (3) America. Each requesting State can obtain any record letter of car letter belonging to the traffic that has been originated, terminated, exchanged in, or that passed through its state subject to the same requirements imposed on federal agencies pursuant to paragraphs (b) (2) (i) A (V) of this section. (4) Transportation practitioners, consulting company and law firms - specific procedures. Transportation operators, consulting companies and legal studies can use data from the STB sample letter of car in the preparation of declarations verified by submitting to a formal procedure before the STB and / or state bodies (Council), in compliance with the following requirements : (i) sample stb car letter is the only single source of data or getting data from other sources is heavy or expensive, and the data is relevant to pending issues before the Council. (ii) STB's requesting submits A written car letter request that comply with Â§ 1.244.9 (e). (iii) All vehicle letter data must be returned to STB, and the company must not maintain any copy. (iv) practicing transport, consulting company, or a law firm must present any test taken from the Stb sample letter of car to the Council only unless the tests are aggregated at the level of at least three chargers and will prevent the identification of a railway individual. Nonaggregated tests Subject to the Council will be part of the documentation Publish only if the subsidiaries that do not reveal the sensitive data for competition. However, the proof is sensitive can be provided to advise or other independent representatives for other parts subject to the precautionary use and custom provision issued by the Council or appropriate authorized official. (V) For any proceeding, a company must sign a confidentiality agreement with STB by accepting the above limitations, all data will be released. This agreement will allow the use of data released for a period of one year from the date of the signing of the Convention by the user. If data is required for a further period of time due to a procedure, it is still pending before the Commission, the company must sign a new confidentiality agreement that covers the necessary data for each following year the procedure is opened. (5) Public use. Non-confidential car letter data can be obtained at the public use of FILEA car letter. Relationships prepared by the public file Use car letter can be used, published, or released. The public version of the car letter of car contains the following unreserved elements: (i) car letter date (month, day, year). (ii) accounting period (month, year). (iii) Number of wagons. (iv) possess a car (rail or private). (V) AAR type of car. (vi) aar mechanical denomination. (VII) STB type of car. (VIII) TOFC / PLAN COFC. (IX) Number of TOFC / COFC Unit. (X) TOFC / COFC Property Unit. (XI) TOFC / COFC Unit type (trailer or container). (xii) / mass hazardous materials in box car flag. (Xiii) Goods code - Excluded STCC 49/50 (all 5-digit STCC codes, with the exception of CST 19). (XIV) Turnover weight in tons. (XV) Actual weight in tons. (XVI) Linehaul Freight Revenue. (XVII) Revenue transit. (XVIII) Various revenue. (XIX) Interstate / Code Invared. (Xx) Type of displacement (Import / Export / Minibrigde). (XXI) All train / intermodal code. (XXII) Move Type via water. (XXIII) Output transit code. (XXIV) Replaced Truck for Rail Service. (XXV) Regulation code. (XXVI) Miles estimate. (XXvii) Replicated number. (XXIX) Population Conte / layer Count (expansion factor). (XXX) Theoretical expansion factor. (XXXI) Number of interchanges. (Xxxii) Original Bea (omitted if stc and bea couple reveals competitively sensitive sender data). (Xxxiii) Origin STB Vote Territory. (Xxxiv) interchange states (first through ninth). (Xxxv) termination bea (omitted if stcc and bea couple reveals competitively sensitive sensitive data). (XXXVI) Termination STB Tasso Testa. (Xxxvii) length of the car reporting period. (XXXVIII) AAR has provided databases. (XL) Bad Routing Code. (XLI) BUSINESS EXPANDATIVE DATA (E.G., CARLOAD). (c) Other users. (1) Users other than those described in paragraphs (b) (1) through (b) (5) of this section may submit written requests in accordance with the paragraph (e) of this section for permission to use data from Waymill STB sample. (2) All written requests presented by these users are subject to the communication and protest procedures described in paragraph (D) of this section. (d) Warning and protest procedures for Waymill requests from other users. The railways and chargers will be notified and will offer the opportunity to protest against the requests for chimneys filed by users other than those described in paragraphs (b) (1) through (b) (5) of this section in accordance with the following procedures: (1) Notice of request for reserved expertise data. The railways and shipment affected will receive notice for federal registration of the registry. If specific data of the specific railway or shippers are requested, these parts will receive written notice of the request. (2) Warning form. The warning identifies the parts that require data; Describe the required data type required; And indicate the purpose for which data are required. The warning must include a statement that the parties seeking information relating to the deposit of objections should refer to 49 CFR 1224.9 or contact the surface transport table economy office. (3) objections to be released. (i) the objections for the release of the reserved perizio data must be stored by the railway and / or freight forwarder with the director, the Economics Office, the surface transport board, Washington, DC, no later than 14 days schedule from the publication of notice in the Federal Register. (ii) the objection identifies the parties seeking the data reserved for the periphery, reiterate the purpose for which the data is sought and indicate all the motifs of objection to the complete or partial dissemination of the requested data. (4) Determination of the card. (i) The Director of the Economics Office will take into consideration all objections to determine whether to release the required Waymill data. Each railway or forwarder who deposited objections will be sent written notice of the Director's decision not less than 14 days of calendar before the disclosure date. (ii) The card reserves the right to deny the release of Waymill data although objections have not been filed. (iii) Recurrences must be deposited with the Council within 10 days of the date of the Director's decision. The answers to the appeals must be submitted within 10 days from then on (49 CFR 1011.6 (b)). The deposit of an appeal will automatically remain the effect of the director's decision. (e) Content of Waybill's requests. (1) All applicants pursuant to paragraphs (b), point (4) and c), of this section include the following information: (i) a complete and detailed explanation of the purpose for which the requested data is required. (ii) a description of the specific data or technical fields actually requested (including relevant geographical areas). (iii) a detailed justification of why specified Waymill data is required. (2) Waymill's request is filed with director, economy office, surface transport card, Washington, DC. (f) Data aggregation of the confidential sender. (1) Any yard data obtained from the Waymill sample must not be published publicly unless the data is aggregated for At least three shippers. (2) To aggregate the Waymill data at the level of three shippers, the three FSAC rule must be used. Under this rule, there must be at least three different freight stations identified by the transport station accounting code (FSAC) on a railway or must be at least two other FSACs that there are railways in Waymill data that are aggregated. (3) The three FSAC rule applies to each issue and calculation publicly released. (4) The director of the office of Take the requests to apply an alternative aggregation method provided to the applicant that a certain project requires an alternative approach and that the approach effectively protects the identity of the individual chargers. (g) complaint procedure. (1) Complaints for alleged violations of confidentiality or improper use of confidential car letter data must contain the following: (i) identification of all parties notoriously involved in the alleged violation. (ii) the approximate date (s) of alleged violations. (Iii) A complete and detailed description of the alleged violation. (iv) a description of the damage resulting from the applicant. (2) Before presenting a complaint, a complainant, upon written request, can obtain a copy of the request for an incoming car letter and the applicable confidentiality agreement. This request must identify the interested party, give the approximate date of the data was issued, briefly describe the alleged violation, and motivating the need for such information for the purpose of presenting a complaint. (3) The complaint must be presented with the Director, Office of Economics and Administration, Surface Transportation Board, Washington, DC. A copy of the complaint must also be served on the alleged transgressor (s). (4) An answer must be presented within 20 days of notification of the complaint. (5) All parties will be informed in writing of the Director's decision. If the director determines that a violation has occurred, the parts offending will be denied access to the sample letter of car for a period of time compatible with the nature of the violation. (6) Appeal for the determination of the Director are deposited in accordance with paragraph (d) (4) (iii) of this section. (h) Munitions shipments. All requests List of passengers for ammunition data at 3-digit standard transport of goods Code of goods (STCC) or greater will be forwarded by STB for the Department of Military Defense Implementation and Distribution Command (SDDC). The STB will not release this type of information without the consent of SDDC. [52 FR 12416, 16 April, 1987. ReDesignated at 65 FR 37711 June 16, 2000, amended at 67 FR 57534, 11 September 2002; 81 FR 8856, 23 Feb, 2016; 83 FR 15080, April 9, 2018; 83 FR 17300, April 19, 2018; 84 FR 12945, 3 April 2019] 2019]

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