

## FREQUENTLY ASKED QUESTIONS

RAIL TRANSPORTATION SECURITY RULE  
49 CFR 1580

1580.100 Applicability	
<b>100.001</b>	<b>Are facilities that do not ship rail security-sensitive materials (RSSM) subject to the rule?</b>
<b>Answer</b>	No, assuming that the facility is not a receiver located in a HTUA. Only those facilities that ship by rail the categories and quantities of one or more of the commodities described in 1580.100(b) are subject to the rule. For example, if a facility only ships tank cars loaded with flammable liquids, it would not be subject to the rule.
<b>100.002</b>	<b>What applicability, if any, is there for RSSM shipments into the U.S. from Canada or Mexico?</b>
<b>Answer</b>	The provisions of 1580.107 (chain of custody) take effect at the first point of railroad carrier interchange in the United States.
<b>100.003</b>	<b>Are Class 2.3, Hazard Zone A, B, C, D, and Class 6.1, Zone A and B materials considered RSSM; or are RSSM only considered to apply to Hazard Zone A and B in Class 2.3 and Class 6.1?</b>
<b>Answer</b>	All hazard zones for Class 2.3 materials are considered RSSM. In Class 6.1, only materials designated Hazard Zone A or B are considered RSSM.
<b>100.004</b>	<b>As a railroad, are there any circumstances that would require me to have a Rail Secure Area?</b>
<b>Answer</b>	Not at the present time. (TSA does encourage the safe and secure of RSSM shipments on railroad property. The Security Action Items of 2006 includes the following: <i>“In rail yards, to the extent feasible, place cars containing TIH materials where the most practical protection can be provided against tampering and outside interference ...”</i> )
<b>100.005</b>	<b>Does the rule apply to “rail hazardous materials shipper” facilities that are located both within and <u>outside</u> of an HTUA?</b>
<b>Answer</b>	Yes, the Rail Transportation Security Rule applies to shippers of RSSM located both inside and outside of an HTUA.

1580.101 Rail Security Coordinator	
<b>101.001</b>	<b>In section 1580.101, freight railroad carriers, rail hazardous materials shippers, and rail hazardous materials receivers in a high threat urban area are required to submit the name and contact information for their Rail Security Coordinator (RSC). How do companies subject to the rule submit their Rail Security Coordinator information?</b>
<b>Answer</b>	The Transportation Security Administration (TSA) may be notified of a company’s rail security coordinator information in one of the two ways detailed below:

	<p>RSC information can be e-mailed to TSA at <a href="mailto:freightrailsecurity@dhs.gov">freightrailsecurity@dhs.gov</a>, and must include the following:  Names of the designated RSC and alternate(s), and for each:</p> <ul style="list-style-type: none"> <li>▪ Titles</li> <li>▪ Name of the facility or facilities for which the RSCs are responsible, including address information</li> <li>▪ Phone numbers (primary office, fax, mobile, and emergency, if applicable)</li> <li>▪ E-mail addresses</li> </ul> <p>Please include in the subject line, “<b>RSC Information for [company name]</b>”.</p> <p>2. The RSC information can also be submitted to TSA via postal mail by sending a letter to:</p> <p style="padding-left: 40px;">Transportation Security Administration  Freight Rail Security Division, TSA-28  601 South 12<sup>th</sup> Street  Arlington, VA 20598-6028</p> <p style="text-align: center;">-----</p> <p style="text-align: center;"><b>Privacy Act Statement</b></p> <p><b>AUTHORITY:</b> 49 U.S.C. § 114(f), (l). <b>PRINCIPAL PURPOSE(S):</b> This information will be used to establish a rail security coordinator point of contact in the event of an emergency. <b>ROUTINE USE(S):</b> This information may be shared with contractors and their agents, grantees, experts, consultants, and others performing or working on a contract, service, grant, cooperative agreement, or other assignment for DHS, when necessary to accomplish an agency function related to this system of records, or for routine uses identified in the Department of Homeland Security’s system of records notice, DHS/ALL-002 Department of Homeland Security Mailing and Other Lists System of Records. <b>DISCLOSURE:</b> Mandatory; freight rail carriers, hazardous material shippers, and hazardous material receivers are required to provide this information pursuant to 49 CFR 1580.101.</p>
<p><b>101.002</b></p>	<p><b>49 CFR Part 1580 allows a railroad to have a primary RSC and at least one alternate RSC. When it become necessary for TSA to contact the primary RSC and he/she cannot be reached, will TSA call the second name supplied, and then the third and so on until an alternate RSC is contacted?</b></p>
<p><b>Answer</b></p>	<p>Yes, but the expectation is that TSA should be able to make contact with the RSC designee with a minimum number of phone calls.</p>
<p><b>101.003</b></p>	<p><b>Does a Rail Security Coordinator require a security clearance?</b></p>
<p><b>Answer</b></p>	<p>No, unless TSA specifically notifies an RSC’s employer to the contrary, an RSC does not require a security clearance, and he/she may handle Sensitive Security Information (SSI), as long as he/she has a “need to know,” as defined in 49 CFR Part 1520, and the individual follows the handling requirements in Part 1520. .</p>

<b>101.004</b>	<b>Can a Rail Security Coordinator and Alternate Rail Security Coordinator(s) be individuals at the plant level that are appointed by the corporate office to be accountable for regulation requirements?</b>
<b>Answer</b>	Yes – this may be applicable for a company with only one location subject to the Rail Transportation Security Rule.

<b>1580.103 Location and Shipping Information</b>	
<b>103.001</b>	<b>In Section 1580.103, all railroad carriers, rail hazardous materials shippers, and rail hazardous materials receivers located in a High Threat Urban Area (HTUA) are required to provide TSA with a phone number to contact in order to obtain shipping and location information. Can I provide TSA with the phone number of a third-party contact center to be the initial point of contact for this purpose?</b>
<b>Answer</b>	Yes, provided that the third-party contact or call center has the ability to contact your company’s designated representative, obtain the required information, and then forward that information to TSA within the mandatory timeframe. It is the responsibility of the railroad carrier, rail hazardous materials shipper, or rail hazardous materials receiver to ensure that the process put in place meets all of the requirements outlined in Section 1580.103.
<b>103.002</b>	<b>In Section 1580.103 “Car Location Reporting,” it states that covered parties must provide TSA with a phone number to contact to request security-sensitive car information. How will persons called by TSA know that the request is genuine?</b>
<b>Answer</b>	TSA will be providing guidance in the near future to all rail security coordinators on the procedures that TSA will use for requesting this information. This guidance will include the protocols that TSA will use to indicate that a request is legitimate.
<b>103.003</b>	<b>How can companies subject to the provisions of 49 CFR 1580.103 provide TSA with a phone number to contact in order to obtain shipping and location information?</b>
<b>Answer</b>	Telephone numbers, as required by 49 CFR 1580.103(g), may be e-mailed to TSA at <a href="mailto:freightrailsecurity@dhs.gov">freightrailsecurity@dhs.gov</a> .
<b>103.004</b>	<b>As a receiver, I was told that a physical street address was required, not a mile post number. Which is correct?</b>
<b>Answer</b>	If a shipper or receiver is reporting on the RSSM cars that are under their physical control at a fixed facility, the physical street address of the facility where the cars are stored would be the appropriate way of describing their location.
<b>103.005</b>	<b>Will the requests for car location information be made by fax or e-mail, or will the requests be made by phone?</b>
<b>Answer</b>	Location and shipping information will be requested by phone.

<b>103.006</b>	<b>Are there any contingency plans for reporting location and shipping information during natural disasters?</b>
<b>Answer</b>	Yes, this is one of the primary reasons for the rule. We would expect that covered parties notify TSA if their primary numbers were unavailable.

<b>1580.105 Reporting Significant Security Concerns</b>	
<b>105.001</b>	<b>Who is required to report significant security incidents to the TSA Freedom Center?</b>
<b>Answer</b>	Those persons or companies that meet the definitions of those described in 1580.105(a). This includes freight railroad carriers, shippers of rail security-sensitive materials, and receivers of rail security-sensitive materials that are located in High Threat Urban Areas.
<b>105.002</b>	<b>Is a rail car deemed lost by a carrier reportable by that carrier or shipper/receiver?</b>
<b>Answer</b>	There is no requirement to report a lost rail car unless it becomes a security concern.
<b>105.003</b>	<b>Do the reporting requirements of 1580.105 apply to facilities that railways operate through but do not deliver to?</b>
<b>Answer</b>	No, as long as the facility is not a rail security-sensitive materials shipper or receiver. However, TSA does encourage the reporting of incidents from all parties having such knowledge.
<b>105.004</b>	<b>If there is a release of an RSSM which has to be reported to the National Response Center, does a shipper have to report that to the TSA Freedom Center?</b>
<b>Answer</b>	Not necessarily. Only incidents that involve a security concern are required to be reported to the TSA Freedom Center.
<b>105.005</b>	<b>Are there any follow-up reporting expectations to a significant security incident?</b>
<b>Answer</b>	Yes, if information pertinent to the incident is received. Also, TSA may contact the reporting party to get further information.

<b>1580.107 Chain of Custody and Control Requirements</b>	
<b>107.001</b>	<b>Do you need “ID Cards” and signatures of conductors and plant employees on transfer of custody documentation?</b>
<b>Answer</b>	No. Only the names or the uniquely identifying employee number of the employees attending the transfer of custody are required on the documentation. A signature is not required.
<b>107.002</b>	<b>My company receives RSSM cars in interchange cars from another rail carrier in an HTUA and then delivers these cars to a receiver located outside an HTUA.</b>
	<b>What kind of transfer of custody documentation is required?</b>

<b>Answer</b>	The transfer of custody from another railroad carrier in an HTUA must be documented (per 1580.107(c)). However, the regulation does not apply to delivery of an RSSM car to a receiver not located within an HTUA.
<b>107.003</b>	<b>Who is responsible for the inspection per 49 CFR 174.9 at a rail carrier interchange?</b>
<b>Answer</b>	The receiving carrier.
<b>107.004</b>	<b>Who documents the transfer of custody?</b>
<b>Answer</b>	Both carriers must document the transfer of custody, as well as the shipper, and receiver (if it is located in an HTUA).
<b>107.005</b>	<b>A Class I railroad interchanges an RSSM rail car to a short line railroad outside an HTUA. The short line railroad delivers the RSSM rail car to a customer outside an HTUA.</b> <ul style="list-style-type: none"> <li>• Is Chain of Custody documentation required at the interchange point?</li> </ul>
<b>Answer</b>	No.
<b>107.006</b>	<b>A Class I railroad interchanges an RSSM rail car to a short line railroad outside an HTUA. The short line railroad delivers the RSSM rail car to a customer outside an HTUA.</b> <ul style="list-style-type: none"> <li>• Is Chain of Custody documentation required at the customer facility?</li> </ul>
<b>Answer</b>	No.
<b>107.007</b>	<b>A Class I railroad interchanges an RSSM rail car to a short line railroad outside an HTUA. The short line railroad delivers the RSSM rail car to a customer outside an HTUA.</b> <ul style="list-style-type: none"> <li>• Does the Chain of Custody requirement apply to the reverse (empty) movement?</li> </ul>
<b>Answer</b>	No.
<b>107.008</b>	<b>Can a railroad’s constructive placement form satisfy the Chain of Custody documentation requirement?</b>
<b>Answer</b>	It could if the form contained the information required under 1580.107(k)(3).
<b>107.009</b>	<b>My crew visits a large rail yard nightly to receive rail cars from another carrier. The rail cars are pre-inspected and air tested prior to our crew taking them. Is my crew required to perform a security focused inspection prior to leaving the yard?</b>
<b>Answer</b>	If there is a contractual arrangement that the delivering carrier performs the required inspections, and the rail cars are attended, then the additional inspection would not be required.
<b>107.010</b>	<b>For rail yard switches inside an HTUA, what does a railroad have to do to assure positive control of the rail car?</b>
<b>Answer</b>	For intra-carrier switches, the rule does not apply. The standard would be for voluntary attendance in accordance with the Supplemental

	Security Action Items, which can be found at: <a href="http://www.tsa.gov/what_we_do/layers/trip/freight_rail_security.shtm">http://www.tsa.gov/what_we_do/layers/trip/freight_rail_security.shtm</a> .
<b>107.011</b>	<b>Can a rail hazardous materials shipper or receiver use third party contractors, rather than only chemical company employees, to attend the transfer of a RSSM rail car to the railroad or (if in an HTUA) from a railroad?</b>
<b>Answer</b>	Yes, section 1580.107(k)(1) says “As used in this section, a rail car is <i>attended</i> if an employee or authorized representative: <ul style="list-style-type: none"> <li>(i) Is physically located on site in reasonable proximity to the rail car;</li> <li>(ii) Is capable of promptly responding to unauthorized access or activity at or near the rail car, including immediately contacting law enforcement or other authorities;</li> <li>(iii) Immediately responds to any unauthorized access or activity at or near the rail car either personally or by contacting law enforcement or other authorities.</li> </ul>
<b>107.012</b>	<b>What, if any, parts of the Chain of Custody requirements apply to a facility loading an intermodal container that will be taken by highway carrier to a rail intermodal terminal?</b>
<b>Answer</b>	The regulation applies to the point at which the RSSM shipment is first offered for transportation in commerce. If an RSSM shipment is prepared for transportation at one location and then moved by truck to a terminal where the shipment (container) will be transferred to a railroad carrier, the chain of custody provisions would not apply at the point where the container was transferred from highway carriage to rail carriage.
<b>107.013</b>	<b>Do the Chain of Custody requirements apply at port locations where intermodal shipping containers are transferred from ships onto rail cars?</b>  <b>For example, a shipping container that contains 10,000 pounds of Class 1.3 Explosives arrives at a west coast U.S. port from China and is going to be transferred to a rail carrier for transportation to a mid-west intermodal terminal where it will be transferred to a truck for final delivery to the customer.</b>
<b>Answer</b>	The provisions of Section 1580.107 do not apply to the transfer of an RSSM shipment from one mode of transportation to another. The railroad carrier and the port operator would be required to comply with any other applicable Federal laws (e.g., MTSA, HMR). Section 1580.107 would apply if the railroad carrier were to interchange the container and rail car with another rail carrier in an HTUA, or if the container would subsequently go through an HTUA.

<b>107.014</b>	<b>Using the same example in the previous question, would the Chain of Custody provisions apply if the rail car containing the 10,000 pounds of Class 1.3 Explosives were interchanged with another rail carrier before reaching its final destination?</b>
<b>Answer</b>	Yes, if the interchange takes place in one of the 46 HTUAs, or if the interchange takes place outside one of the 46 HTUAs but the rail car may go through an HTUA before reaching its final destination.
<b>107.015</b>	<b>Will TSA pre-approve “rail secure areas” at shipper and receiver facilities?</b>
<b>Answer</b>	No. TSA inspectors will, during the course of their inspections, evaluate the area where RSSM cars are held, and determine if the area meets the requirements of the regulation. There will be no pre-approval or certification of rail secure areas.
<b>107.016</b>	<b>What constitutes Chain of Custody documentation?</b>
<b>Answer</b>	Documentation for the transfer of custody requires that the following information be recorded: <ul style="list-style-type: none"> <li>▪ Car initial and number;</li> <li>▪ Identification of individuals who attended the transfer (names or uniquely identifying employee numbers);</li> <li>▪ Location of transfer; and</li> <li>▪ Date and time the transfer was completed.</li> </ul> For more specific information about documentation requirements, please refer to 49 CFR 1580.107(k)(3).
<b>107.017</b>	<b>Is there a specific format or method that must be used to record the transfer of custody?</b>
<b>Answer</b>	No. The final rule allows for covered parties to use a method that best suits their business model as long as the required information is recorded and kept at least 60 calendar days after the transfer of custody is completed. Covered parties may choose to document the transfer electronically or use paper forms. The important thing is that the record be kept and made available to TSA upon request for inspection and copying.
<b>107.018</b>	<b>Is a face to face meeting of the two parties required during the transfer of custody <u>or</u> can a rail carrier leave the rail cars at a designated location and call the receiving party to notify them that the rail car is available for pickup?</b>
<b>Answer</b>	During the transfer of custody, employees (or other authorized representatives) must be physically on site (Section 1580.107) and must ensure that the rail car is not left unattended. During carrier to carrier transfers, the employees in charge may communicate by radio to exchange information to document the transfer of custody as long as positive control is maintained over the RSSM rail cars.

<b>107.019</b>	<b>Is a physical inspection 49 CFR 174.9(b) of RSSM rail cars required to be performed by a receiving rail carrier if the RSSM rail car is part of a train that is being interchanged intact (e.g., with motive power) and the train has been attended until the receiving carrier’s employees arrived to take control of the train?</b>
<b>Answer</b>	No, if the rail car has been part of the train and the train has been attended then the receiving railroad carrier is not required to perform a security inspection of the rail car. The security inspection of an RSSM rail car is required when: (1) It is initially accepted for transportation; and (2) It is placed in a train (see 49 CFR Part 174.9)
<b>107.020</b>	<b>If the Chain of Custody for a rail security-sensitive material shipment is broken, what must be done to re-establish positive control?</b>  <b>Example:</b> <b>An RSSM shipment that will go through an HTUA is accepted at interchange by Carrier B from Carrier A. Carrier A did not have personnel at the location of the interchange when Carrier B arrived to accept custody of the car (the car was left unattended). Carrier B conducts an inspection of the RSSM rail car in accordance with 49 CFR 174.9 and records the transfer of custody.</b>  <b>Is this sufficient to restore the Chain of Custody so that Carrier B is no in compliance?</b>
<b>Answer</b>	Yes, Carrier B (the receiving carrier) must conduct the required inspection of the RSSM rail car and must document the transfer of custody. If Carrier A does not have personnel present at the interchange location when Carrier B arrives to take custody of the car, then Carrier B should indicate “unattended by Carrier A” on the transfer of custody documentation. This would now effectively re-establish the Chain of Custody.
<b>107.021</b>	<b>Shippers and receivers often use remote monitoring at plant entrances.</b>  <b>Does the rule permit remote monitoring and communications at handoff between shipper and railroad, and between railroad and receiver, as long as the names of the parties involved can be recorded?</b>
<b>Answer</b>	A covered party may use visual monitoring technology to comply with the attendance and transfer of physical custody requirements, but only if the person attending the rail car or train is physically present on-site at the facility where the attendance is required. Accordingly, a covered party that has an on-site employee (or authorized representative) who can use electronic monitoring to, for example, promptly notify law

	<p>enforcement personnel to investigate the presence of a trespasser near a rail car would be in full compliance with the attendance requirement.</p> <p>An example of this is a situation where there is no employee physically present at a loading rack or storage track, but the area is covered by cameras that are monitored from the plant control room and there is a means for the train crew to communicate with personnel in the control room. In this way, the train crew could inform the plant personnel that RSSM rail cars had been placed at or were being removed from the plant and both parties could exchange information required to document the transfer of custody.</p> <p>The rule requires a rail hazardous material shipper to keep a rail car containing an RSSM in a rail secure area until the freight railroad carrier takes physical custody of the rail car; during the physical transfer of custody from a railroad carrier to a rail hazardous materials receiver, the receiver must ensure that either the receiver or the carrier maintains positive control of the rail car. (See 49 CFR 1580.107(a)(2) and 1580.107(f)(1)).</p> <p>Maintaining positive control entails communicating and cooperating with each other during the transfer, and attending the rail car is a component part of maintaining positive control. (See 49 CFR 1580.107(k)(2)).</p> <p>As defined in 49 CFR 1580.107(k)(1), a rail car is <i>attended</i> if an employee or authorized representative:</p> <ul style="list-style-type: none"> <li>(i) Is physically located on site in a reasonable proximity to the rail car;</li> <li>(ii) Is capable of promptly responding to unauthorized access or activity at or near the rail car, including immediately contacting law enforcement or other authorities; and</li> <li>(iii) Immediately responds to any unauthorized access or activity at or near the rail car either personally or by contacting law enforcement or other authorities.</li> </ul> <p>Specific questions as to whether a potential solution satisfies TSA’s regulatory requirements can also be answered by the TSA Surface Transportation Security Inspector assigned to that particular covered party’s facility.</p>
<p><b>107.022</b></p>	<p><b>In the scenario below, where do the Chain of Custody provisions apply?</b></p> <p><b><i>A railroad carrier accepts an RSSM rail car from a shipper and the</i></b></p>

	<b><i>transfer of custody is documented and the rail car is inspected by the railroad carrier. The railroad carrier then moves the rail car to a classification yard where the rail car is placed in an outbound train. The outbound train is taken by a yard crew to a point west of the yard where the train stands for one hour until the road crew arrives.</i></b>
<b>Answer</b>	The Chain of Custody provisions (Section 1580.107(b)) would apply when the railroad carrier accepts the rail car from the rail hazardous materials shipper. The other operations described would not be covered by the rule since there was no interchange (transfer) between railroad carriers. If a rail car is under the control of the original carrier, then the normal operations of rail transportation are not subject to the final rule.

<b>1580.5 Inspection Authority</b>	
<b>5.001</b>	<b>The rule states under inspection authority, “In order to fulfill TSA directed duties, TSA and DHS officials working with TSA may be present within any area or conveyance without access or identification media issued or approved by the inspected entity.” Does this mean that inspectors cannot be required to wear visitor passes or sit for a safety briefing?</b>
<b>Answer</b>	TSA inspectors will, to the extent practicable, comply with the existing safety policies and procedures of the property they are inspecting. TSA inspectors will perform their inspection activities so as to not endanger either themselves or others. If it is the policy of the facility for first-time visitors to view a safety video or sit for a briefing, then TSA inspectors will comply with the policy, as long as it does not interfere with their duties.
<b>5.002</b>	<b>Do inspecting TSA and DHS officials have a need to review the facility security plan in a Maritime Transportation Security Act (MTSA) regulated facility?</b>
<b>Answer</b>	TSA and DHS officials may need to review the facility security plan if it addresses the Rail Secure Area and Chain of Custody procedures, or if there is some other need to do so related to surface transportation security.

<b>49 CFR 1580 Subpart B – General Questions</b>	
<b>1.001</b>	<b>My company is responsible for performing inspections of tank cars containing rail security-sensitive materials. How can I obtain a copy of training materials for my employees who will be conducting the inspections?</b>
<b>Answer</b>	You may request a copy of the TSA produced CD-ROM on IED recognition and identification by go to <a href="http://www.tsa.gov/what_we_do/tsnm/freight_rail/index.shtm">http://www.tsa.gov/what_we_do/tsnm/freight_rail/index.shtm</a> . There

	you will find an order form which can be used to request a free copy of the training program.
<b>1.002</b>	<b>When does the rule go into effect?</b>
<b>Answer</b>	The Rail Transportation Security Rule (49 CFR Parts 1520 and 1580) went into effect on December 26, 2008, with the exception of 49 CFR 1580.107, Chain of Custody and Control Requirements, which became effective on April 1, 2009.
<b>1.003</b>	<b>A railroad says its customer is in an HTUA; the customer says they are not in an HTUA. How is this issue resolved? Will maps be published?</b>
<b>Answer</b>	Maps of the HTUAs covered under the Rail Transportation Security Rule are published on <a href="http://www.TSA.gov">www.TSA.gov</a> under the Freight Rail Security web page, at the following link: <a href="http://www.tsa.gov/what_we_do/tsnm/freight_rail/htua_maps.shtm">http://www.tsa.gov/what_we_do/tsnm/freight_rail/htua_maps.shtm</a> .
<b>1.004</b>	<b>Where can I get a list of the High Threat Urban Areas covered under the Rail Transportation Security Rule?</b>
<b>Answer</b>	A list of the 46 High Threat Urban Areas covered under the rule may be found in Appendix A to the rule.
<b>1.005</b>	<b>Has a fee schedule been established for violations of Section 1580 of the rule?</b>
<b>Answer</b>	TSA has not established a fee schedule, but TSA will provide notice if it decides to establish a fee schedule in the future.
<b>1.006</b>	<b>What will TSA do if it finds a violation of the Chain of Custody and Control requirements (1580.107)?</b>
<b>Answer</b>	TSA’s goal is compliance and the objective of the Transportation Security Regulations (TSR) is to reduce security risk. Upon discovery of an instance of non-compliance, TSA will notify the regulated entity and ask that the violation be corrected. Even if an instance of non-compliance can be corrected immediately, TSA may exercise its authority to issue a civil penalty.
<b>1.007</b>	<b>How are notices of violation provided to covered persons?</b>
<b>Answer</b>	Regulated entities will receive notice of alleged violations from a TSA Inspector, via a Letter of Investigation, and/or via a Notice of Proposed Civil Penalty (NPCP).
<b>1.008</b>	<b>What is the adjudication process for companies that have received notices of violations and fines?</b>
<b>Answer</b>	TSA’s Notices of Proposed Civil Penalty (NPCP) will include complete instructions on how to respond. Respondents to the NPCP will have several options for addressing the allegations, including the option to request a formal hearing before an Administrative Law Judge.
<b>1.009</b>	<b>Will TSA inspectors provide a written report of their finding before leaving the inspected property?</b>
<b>Answer</b>	TSA does not intend to provide written inspection reports to covered parties at this time. The inspector may at his discretion provide a verbal

	report of his findings to the appropriate supervisor or manager at the time of inspection.
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