

(4) not later than December 31, 2016, is published on a public website; and

(5) takes into account how research and development by other Federal, State, private sector, and nonprofit institutions—

(A) contributes to the achievement of the purposes identified under subsection (c)(1); and

(B) avoids unnecessary duplication of those efforts.

(e) INTERIM REPORT.—Not later than 2 ½ years after the date of enactment of this chapter, the Secretary may publish on a public website an interim report that—

(1) provides an assessment of the 5-year research and development strategic plan of the Department of Transportation described in this section; and

(2) includes a description of the extent to which the research and development is or is not successfully meeting the purposes described under subsection (c)(1).

(Added Pub. L. 114-94, div. A, title VI, § 6019(b)(1), Dec. 4, 2015, 129 Stat. 1580.)

REFERENCES IN TEXT

The date of enactment of this chapter, referred to in subsec. (e), is the date of enactment of Pub. L. 114-94, which was approved Dec. 4, 2015.

EFFECTIVE DATE

Section effective Oct. 1, 2015, see section 1003 of Pub. L. 114-94, set out as an Effective Date of 2015 Amendment note under section 5313 of Title 5, Government Organization and Employees.

SUBTITLE IV—INTERSTATE TRANSPORTATION

PART A—RAIL

Chapter Sec.
101. GENERAL PROVISIONS 10101
105. JURISDICTION 10501
107. RATES 10701
109. LICENSING 10901
111. OPERATIONS 11101
113. FINANCE 11301
115. FEDERAL-STATE RELATIONS 11501
117. ENFORCEMENT: INVESTIGATIONS, RIGHTS, AND REMEDIES 11701
119. CIVIL AND CRIMINAL PENALTIES 11901

PART B—MOTOR CARRIERS, WATER CARRIERS, BROKERS, AND FREIGHT FORWARDERS

Chapter Sec.
131. GENERAL PROVISIONS 13101
133. ADMINISTRATIVE PROVISIONS ... 13301
135. JURISDICTION 13501
137. RATES AND THROUGH ROUTES .. 13701
139. REGISTRATION 13901
141. OPERATIONS OF CARRIERS 14101
143. FINANCE 14301
145. FEDERAL-STATE RELATIONS 14501
147. ENFORCEMENT; INVESTIGATIONS; RIGHTS; REMEDIES 14701
149. CIVIL AND CRIMINAL PENALTIES 14901

PART C—PIPELINE CARRIERS

Chapter Sec.
151. GENERAL PROVISIONS 15101

Chapter Sec.
153. JURISDICTION 15301
155. RATES 15501
157. OPERATIONS OF CARRIERS 15701
159. ENFORCEMENT: INVESTIGATIONS, RIGHTS, AND REMEDIES 15901
161. CIVIL AND CRIMINAL PENALTIES 16101

PRIOR PROVISIONS

A prior subtitle IV, consisting of chapters 101 to 119, related to interstate commerce, prior to the general amendment of this subtitle by Pub. L. 104-88, §102(a).

AMENDMENTS

1997—Pub. L. 105-102, §2(5), Nov. 20, 1997, 111 Stat. 2204, struck out “AND TARIFFS” after “RATES” in item for chapter 155.

PART A—RAIL

CHAPTER 101—GENERAL PROVISIONS

Sec.
10101. Rail transportation policy.
10102. Definitions.

§ 10101. Rail transportation policy

In regulating the railroad industry, it is the policy of the United States Government—

(1) to allow, to the maximum extent possible, competition and the demand for services to establish reasonable rates for transportation by rail;

(2) to minimize the need for Federal regulatory control over the rail transportation system and to require fair and expeditious regulatory decisions when regulation is required;

(3) to promote a safe and efficient rail transportation system by allowing rail carriers to earn adequate revenues, as determined by the Board;

(4) to ensure the development and continuation of a sound rail transportation system with effective competition among rail carriers and with other modes, to meet the needs of the public and the national defense;

(5) to foster sound economic conditions in transportation and to ensure effective competition and coordination between rail carriers and other modes;

(6) to maintain reasonable rates where there is an absence of effective competition and where rail rates provide revenues which exceed the amount necessary to maintain the rail system and to attract capital;

(7) to reduce regulatory barriers to entry into and exit from the industry;

(8) to operate transportation facilities and equipment without detriment to the public health and safety;

(9) to encourage honest and efficient management of railroads;

(10) to require rail carriers, to the maximum extent practicable, to rely on individual rate increases, and to limit the use of increases of general applicability;

(11) to encourage fair wages and safe and suitable working conditions in the railroad industry;

(12) to prohibit predatory pricing and practices, to avoid undue concentrations of market