

## **Closing Statement**

In closing, I would like to thank the staff for your hard work. I also want to thank my colleagues for their preparation going into the board meeting, and for the good debate and discussion. My special thanks to Ted Turpin, who served as investigator-in-charge, to Member Weener who served as our official board member on scene, and to Member Dinh-Zarr who was also on hand at the accident scene.

Today we've adopted a new recommendation to the FRA to find ways to prevent accidents caused by employees failing to perform a critical function, as happened in the accident we discussed today.

We also reiterated three recommendations to the FRA. One was on technology solutions to the problem of misaligned tracks. The other two were on installing and using image and audio recorders in train cabs.

A train is not an employee's private retreat. It's an enormous machine that can injure or kill people, or damage property or the environment. Given the stakes, image and audio recorders belong in this setting.

Yes, they help investigators. But they can also help railroads to ensure safe operations. Furthermore, they might deter clear violations of safety rules. And in transportation, compliance with the rules is a matter of public safety, not private choice.

We stand adjourned.

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