NTSB Rail Safety Forum
Panel 2: Rail Operations and Risk Management Strategies

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DOT/AAR Subscriber Commitments for Key Crude Oil Trains

1. 49CFR 172.820 Route Analysis
2. 40 mph Speed Restriction in HTUA
3. Two-way telemetry or Distributed Power
4. Additional internal rail inspection
5. Wayside defect detectors
6. Emergency response resource inventory
7. Hazardous Material training
8. Working with communities
Rail Corridor Risk Management System
49CFR 172.820 Route Analysis

• Route assessment for RSSM cars
  – Requirements in place since 2009:
    • Data collection and Route analysis,
    • 27 factors for safety and security,
    • Route selection and documentation

• Crude Oil Key Trains
  – 49CFR 172.820(c)-(f)&(i)
  – Key trains: Unit trains

• Results & Experience
  – Route adjustments
  – DOT/FRA reviews: Documentation
Prevention and Risk Mitigation
Strategy and Tactics:

• Organization
  – Technical Collaboration – RRs, Shippers, Suppliers
  – AAR Risk Management Working Committee
    • e.g. Tank Car Committee, Haz Mat Committee

• Engaged Supply Chain
  – Railroad, Shipper and Customer Actions
    • Tank car inspections

• Community Outreach
  – Emergency Responder Training & Resources

• Infrastructure Investment
  – Rail inspection technology
  – Wayside defect detectors

• Operations Management
  – OT-55 Operating Restrictions
  – EO 28 Equipment Securement
Preparedness and Response

• Organization
  – Dedicated Team
  – Integrated Contingency Plan (ICP) & NIMS

• Tracking Tools
  – Assessment & Monitoring

• Resources
  – Equipped Personnel and Contractors
  – Response Technology

• Outreach and Engagement
  – Internal operating units
  – Local emergency response agencies
  – Communities
  – Drills and After Action Reviews
Infrastructure
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