

NTSB Rail Safety Forum

Panel 2: Rail Operations and Risk Management Strategies

Bob Grimaila, Vice President Safety/Environment/Security, Union Pacific Railroad



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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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