

Federal
Railroad
Administration

OPERATING PRACTICES

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Washington, DC
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OPERATING PRACTICES DIVISION

- Provide technical expertise and direction in the execution and administration of rail safety programs to ensure maximum safety in railroad operations relevant to human factors.
- Provide direction and guidance for the Office of Railroad Safety Regional safety inspection activity with respect to operating practices.

The Operating Practices Division is responsible for the oversight of all regulations relating to train operations including 49 CFR:

Part 217 - Railroad operating rules;

Part 218 - Railroad operating practices (except camp cars);

Part 220 - Radio communications;

Part 221 - Rear-end marking devices (except for device approval);

Part 225 - Accident/incident reporting;

Part 228 - Hours of service of railroad employees (except for S&TC);

Part 240 - Locomotive engineer certification;

Part 242 - Conductor certification; and,

Title 49 U.S.C. Chapter 211, Sec 21101-21109, Hours of Service Law.

The Operating Practices Division also has partial responsibility for the oversight in the following shared regulations relating to train operations including 49 CFR:

- Part 214 – Roadway worker protection (RWP) rules;
- Part 219 – Control of alcohol and drug use;
- Part 232 – OP Securement of Equipment;
- Part 238 – Passenger equipment safety standards; and,
- Part 239 – Passenger train emergency preparedness.

**Causal Factor Codes
covered by Operating
Practices are responsible
for 38% of all railroad
accidents in CY 2013**

Human Factor accidents in states with a partnership program had 254 accidents in CY 2012 versus 252 accidents in CY 2013

- **Priority 1:**

Reduce the number and severity of Human Factor caused train accidents, and the number of Train, Yard and Engine service employee fatalities/injuries.

- **Priority 2:**

Implement the focused inspection process to identify the most frequent and highest risk causes of train accidents and subsequently focus FRA oversight and inspection resources on those causes.

“I believe state inspectors can be a key partner in driving the next generation of rail safety.”

“Continuing a rigorous oversight and inspection program based on strategic use of data”

1) FRA Office of Safety: Accident / Incident Database Inspector Pre-departure



2) Inspect & Review Accident / Injury Trends and Reports; 54, 55a, 97 and 98 Reports



3) Conduct On-site Inspection as Determined by Data Review



4) Conduct 217P Inspection: Review Railroad Officer's Inspection Results



5) Conduct 217T Inspection: Observe and Record Officer's Compliance with the Operational Testing Plan



6) Review Findings of 217P and 217T Inspections with the Railroad Officer

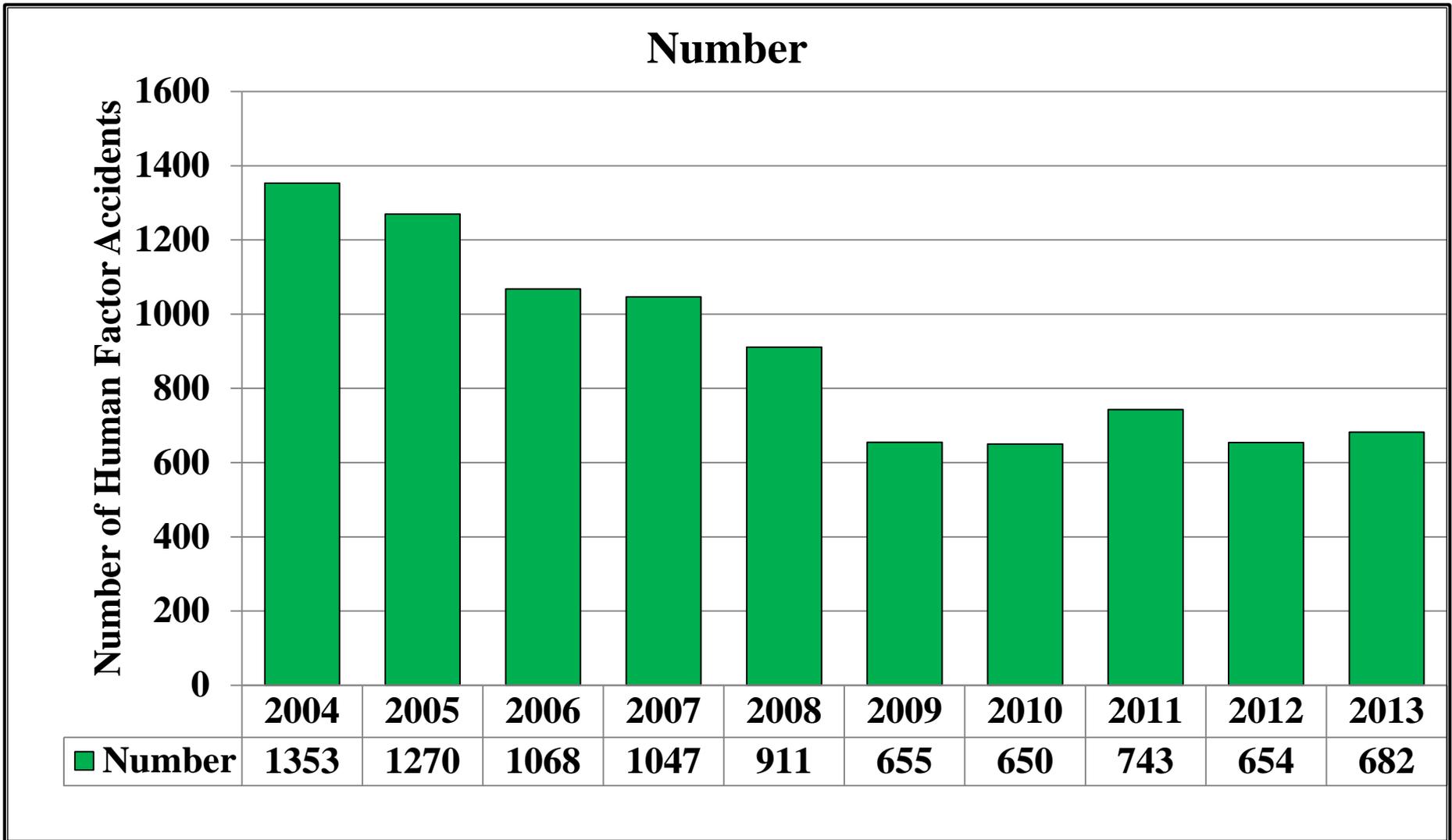


7) Remedial Action

**NSPP OP Objectives
Status
As of CY 2013**

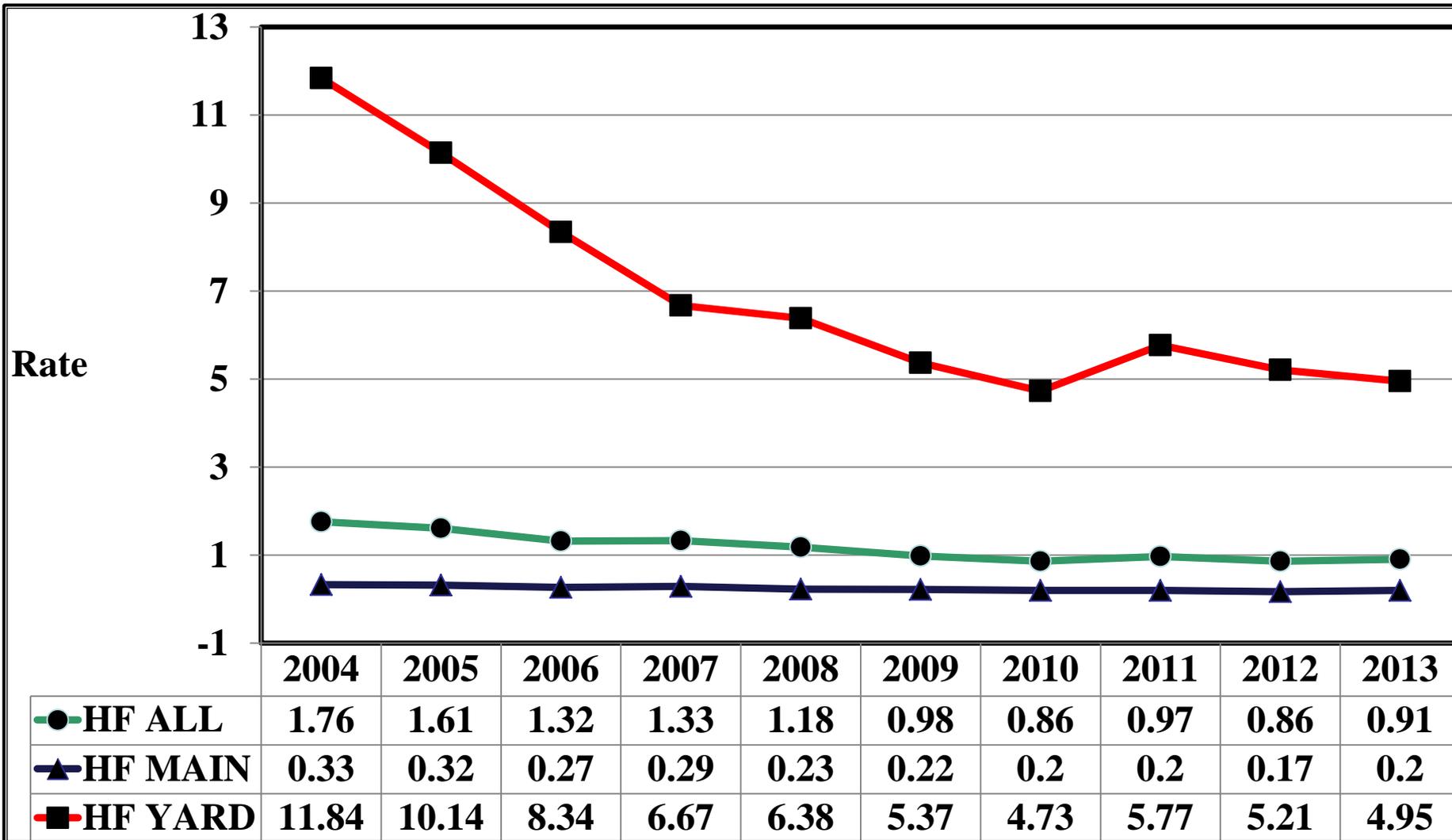
Human Factor Accidents

(Data through December 2013)



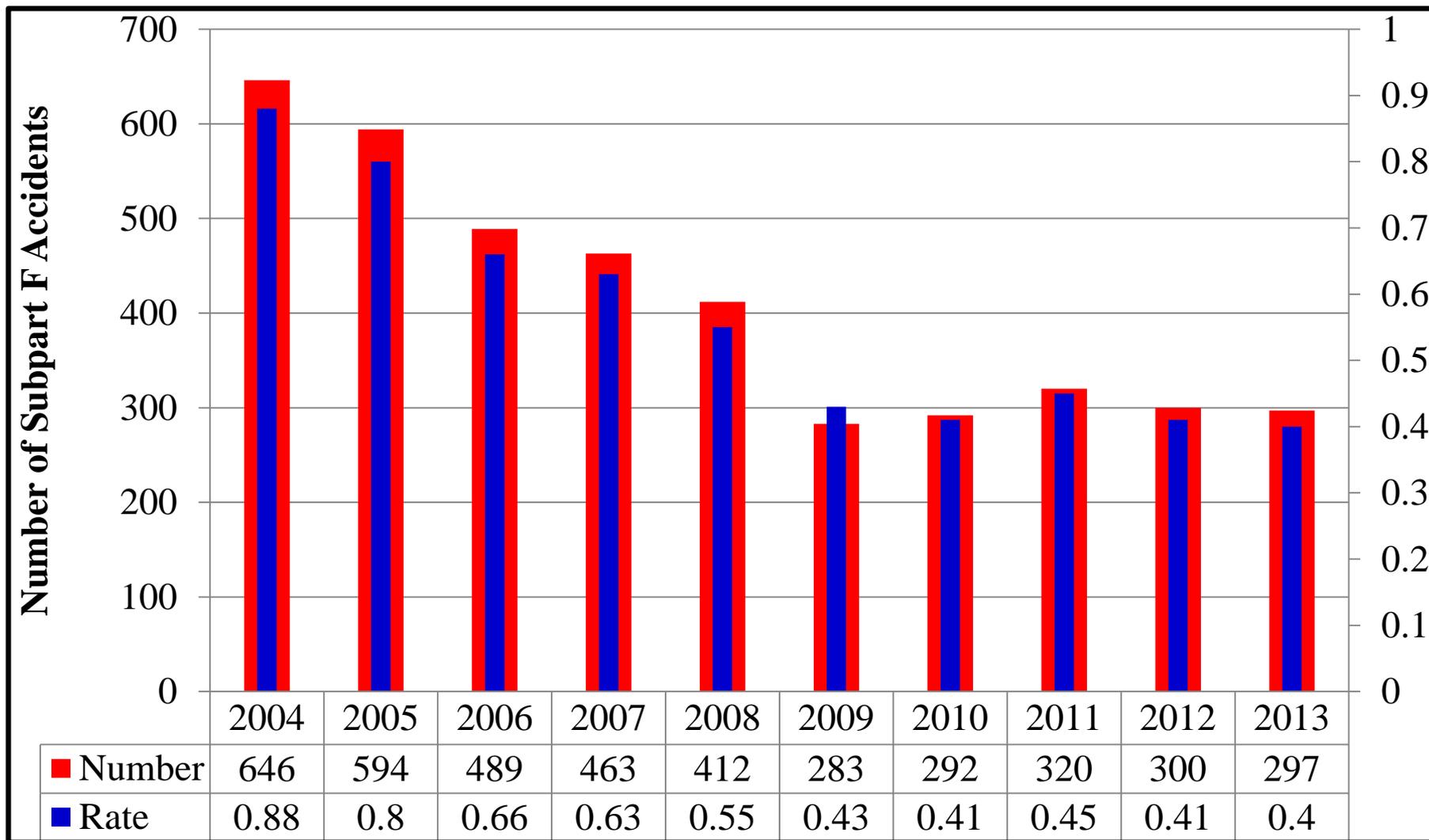
Human Factor Train Accident Rates Per Million Train Miles

(Data through December 2013)



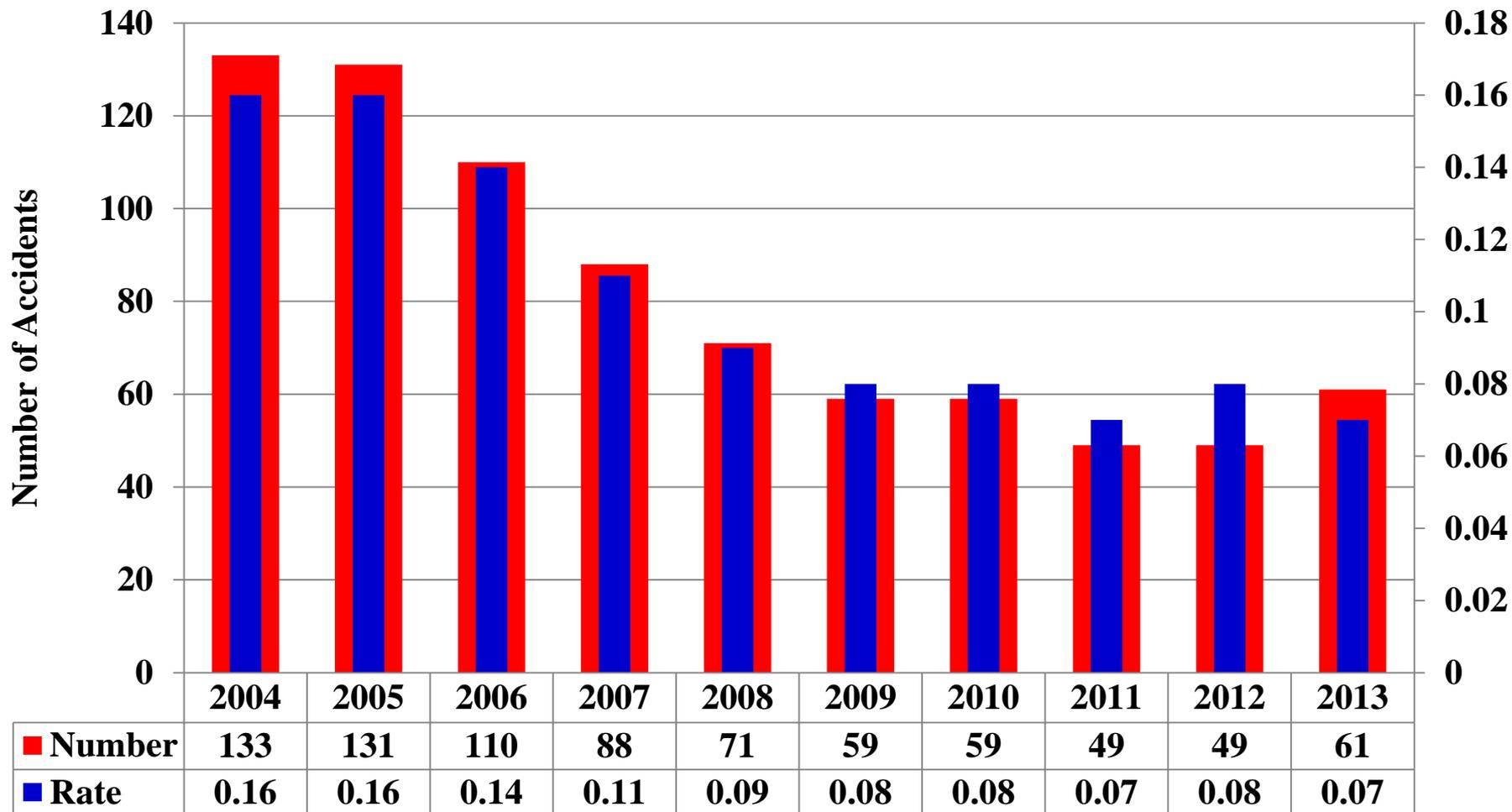
Subpart F Accidents

(Data Through December, 2013)



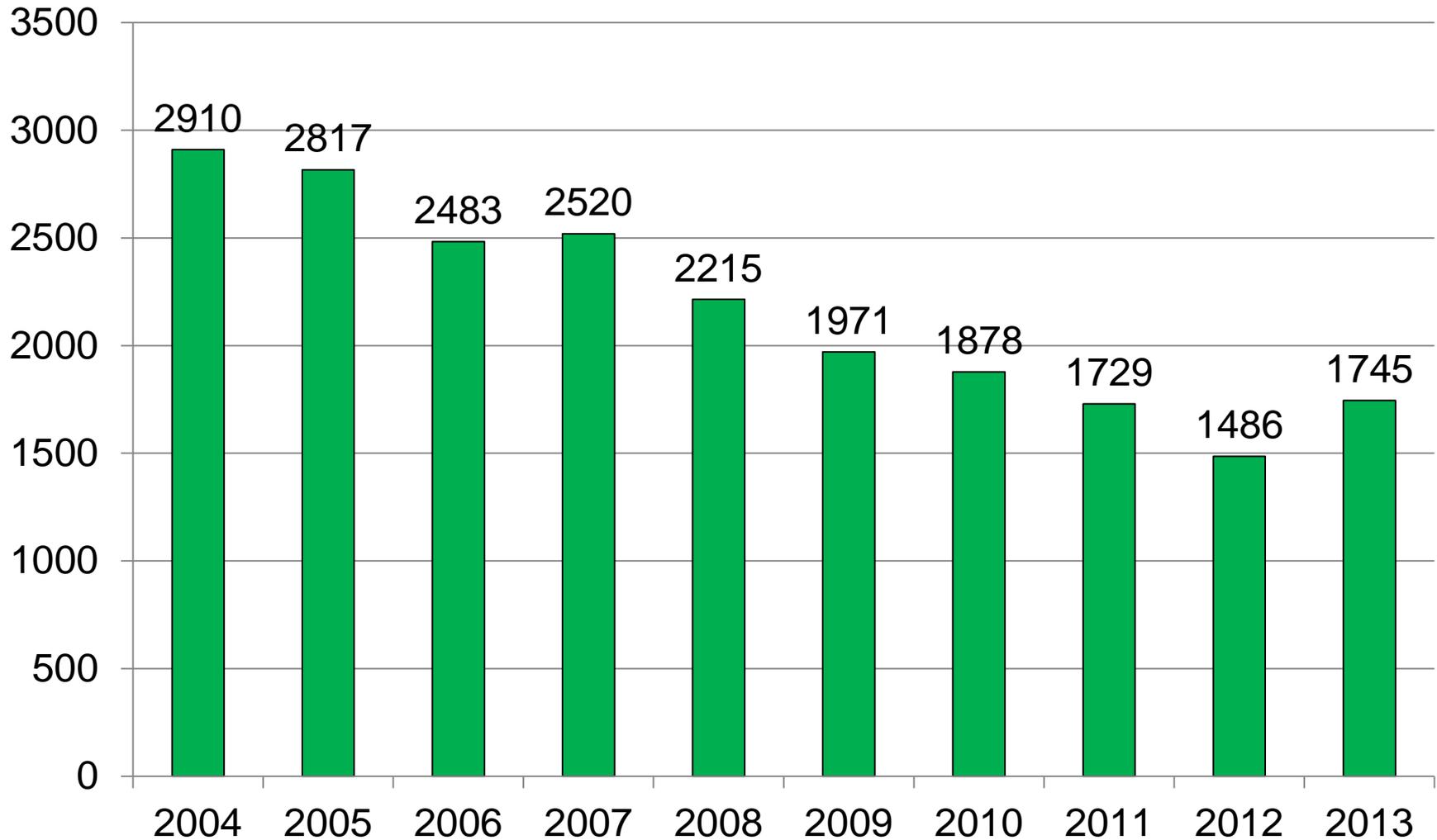
Securement Accidents

(Data Through December, 2013)



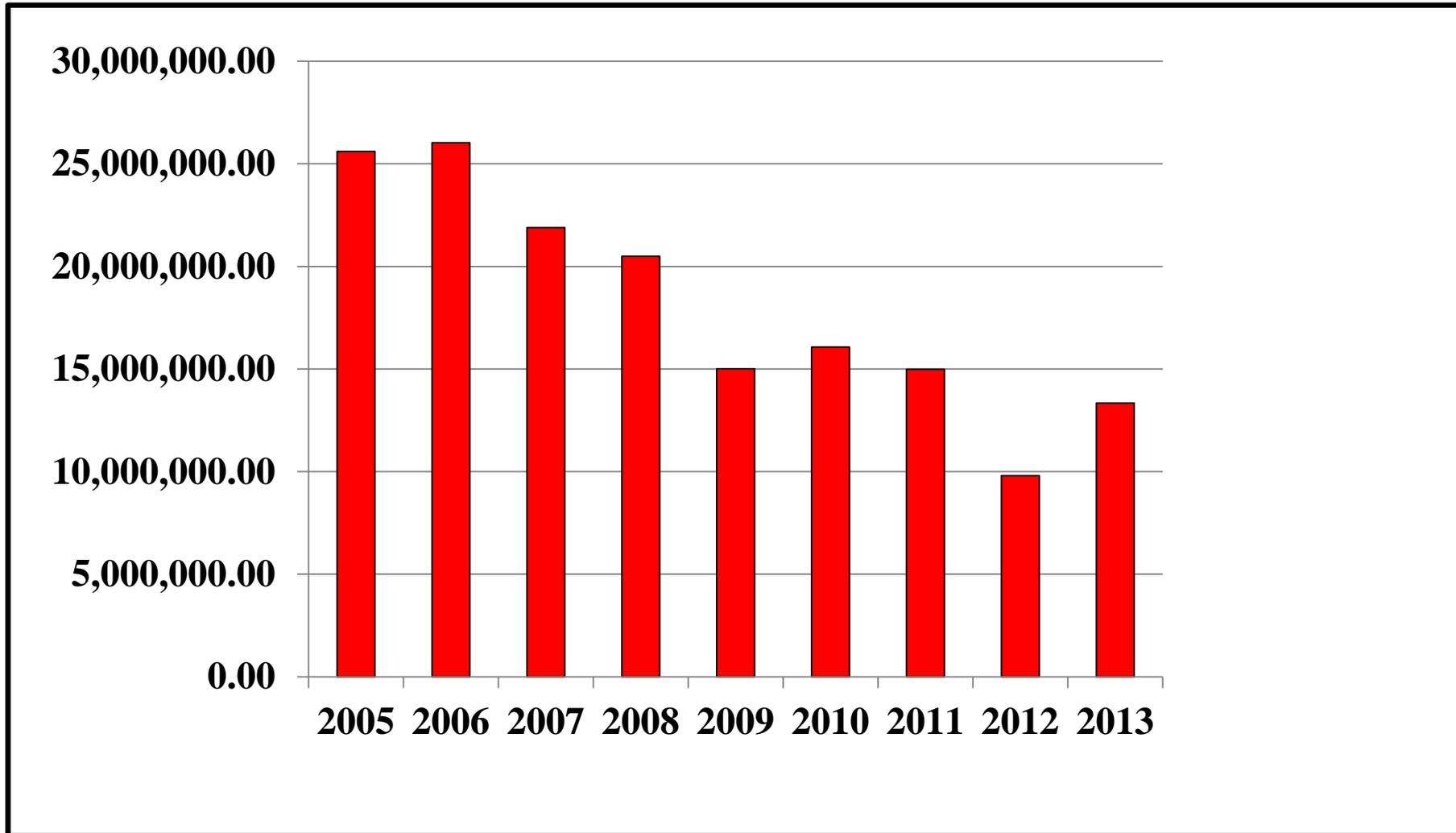
CY 2004 to CY 2013 TY&E Injuries

(Data Through December, 2013)



Subpart F Human Factor Caused Train Accident Costs

(Data Through December, 2013)



Monthly Comparison Through June, 2014

All Railroads

(CY January through June and FY October through June)

	CY 2013	CY 2014	% Change	FY 2014	FY2014	% Change
HF	326	318	-3	497	496	-1
Subpart F	135	140	+4	214	219	+2
Injuries	796	948	+19	1196	1428	+19

Human Factor & Subpart F All Railroads

(CY January through June and FY October through June)

Rate	CY 2013	CY 2014	% Change	FY 2014	FY2014	% Change
HF	0.90	0.88	-2	0.39	0.39	0
Subpart F	0.88	0.85	-3	0.36	0.37	+1