



FRA Office of Railroad Safety Presentation for Pacific Northwest Economic Region (PNWER)

April 27, 2016

RAIL— *Moving America Forward*

Who We Are

The Federal Railroad Administration (FRA) enables the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

- Safety is our number one priority
- We are laying a foundation for higher performing rail
- Promulgating and enforcing rail safety regulations
- Investing in America's rail corridors
- Research and development to advance rail safety



Our Success and Accomplishments

Rail has never been safer.

FRA is committed to continuous safety improvement:

- Maintaining onsite inspections identifying safety violations;
- Development rules, regulations and guidance; and
- Workforce training

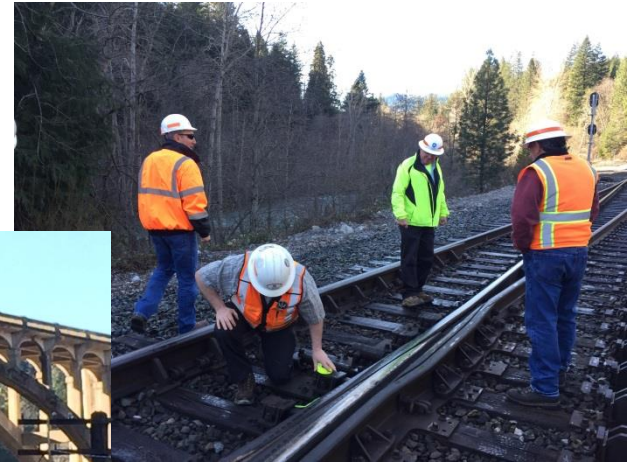
FRA is the Chief Safety Regulator for all Passenger and Freight Railroads Nationwide

- FRA employs nearly 900 people
- With eight regional offices strategically located across the Nation
- Dedicated to our vision:
RAIL-*Moving America Forward*



Safe Transportation of Energy Products (STEP)

FRA has taken more than two dozen actions to date to ensure the safe transportation of energy products by rail, including issuing emergency orders and safety advisories, reaching voluntary agreements with the industry, and improving regulations.



FRA – Office of Railroad Safety

4/25/2016



U.S. Department
of Transportation
Federal Railroad
Administration

Safe Transportation of Energy Products (STEP)

On May 1 2015, U.S. DOT issued the high-hazard flammable train rule, which institutes requirements designed to reduce the risk that trains carrying large amounts of flammable liquids will have accidents and also mitigate the results of accidents that do occur.

The rule went into effect July 7 2015.



High-Hazard Flammable Train

Final Rule Major Provisions:

Adopts comprehensive requirements designed to reduce the probability of train accidents occurring that involve trains transporting large quantities of flammable liquids, including crude oil and ethanol (referred to as “high-hazard flammable trains” or HHFTs), and reduce the consequences of an accident involving an HHFT should one occur.

Regulates the operation of HHFTs by requiring speed restrictions, enhanced braking systems, and making HHFTs subject to PHMSA existing rail routing rule.

Mandates safety improvements in tank car design standards for new cars and retrofitting and/or phase out of older cars in HHFT service
Mandates a sampling and classification program for unrefined petroleum-based products



Notifications – Emergency Response Commissions

DOT and FRA issued a press release July 22, 2015 saying that Rail companies are still responsible for sending Notifications State Emergency Response Commissions (SERCs) and Tribal Emergency Response Commissions (TERCs) about the expected movement of Bakken crude oil trains through individual states and tribal regions.

Since May 2014, trains with 1,000,000 gallons or more of Bakken crude oil—approximately 35 tank cars—are subject to the notification.



Other Significant Activities

- January 24, 2014 – Track Safety Standards, Improving Rail Integrity (Final Rule)
- May 7, 2014 – Emergency Restriction/Prohibition Order
 - Notification of State Emergency Response Commissions
- August 1, 2014 – Oil Spill Response Plans for High Hazard Flammable Trains (HHFT)
 - PHMSA published NPRM
- April 7, 2015 – Emergency Orders and Safety Advisories
 - EO 30 – Maximum operating speed of 40 mph in HTUA for HHFTs
 - SA 2015-01 – Mechanical Inspections and Wheel Impact Load Detector Standards for HHFTs
 - SA 2015-02 – Information requested following a derailment of HHFT
 - Notification FRA-2015-0007-N-2 Modification of Information Collection Requirements (specific information for reportable incidents involving crude oil)
- May 8, 2015 – Enhance Tank Car Standards and Operational Controls for HHFT (Final Rule)
- July 29, 2015 – Securement of Unattended Equipment (Final Rule)
- Crude Oil Route Track Examination (CORTEX) Program
- System Safety and Risk Reduction Program Rules – Final Rules under development



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