



“Diverting Derailments: Working Together for Rail Safety”

Highlighted Quotes by Subject:

The Economics of Rail Safety

“A safe and reliable infrastructure network is ultimately serving broader economic growth rate that our rail infrastructure is connecting hundreds of different regions domestically and internationally, and then ultimately satisfying the demands of many different consumers, producers, travelers throughout the country. ” (*Joseph Kane, researcher at the Brookings Institute*)

Does a drop in crude-by rail-profits, affect rail infrastructure investments?

“I think -- obviously if those refineries are looking at options between bringing domestic crude from the Bakken or importing it via barge, they’re going to go most likely with the cheaper transport options, so yes, I think that could potentially affect their invests in the unloading infrastructure.” (*Elisabeth Treseder, Policy Advisor at API*)

“...we’ll continue to see rail in the picture because it’s got some flexibilities that pipelines don’t have and the investment, in the rail lines -- the rail lines already connect to these refineries around the country -- this oversupply of shale oil is causing some interesting challenges, because all of our gulf coast refineries are set up for the heavy crude oil, and they can only make so much of it with the light oil from the Bakken.” (*David Willauer, Chair of the TRB Subcommittee on Crude Oil Transportation*)

Positive Train Control (PTC)

“It should be case-by-case handled by the FRA, and there should be benchmarks involved in order to ensure that the work is being done. I think three years is a good compromise, and it’s been floating out there and certainly with what happened in Philadelphia with an AMTRAK train, there is a greater understanding among the public that this is a needed technology that’s

time has come.” (Sean Jeans-Gail, Vice President of the National Association of Railroad Passengers)

“They’re going to start looking at notifying their customers about discontinuance of service if there’s no extension passed around October. There’s a federal requirement that there is some lead up time to give people some notice and a heads up. The FRA has quoted them, but that was in PRIYA 2008, \$15,000 to \$25,000 per locomotive not in compliance per day. If you look at the commuter railroads, they don’t have that kind of margin. They can’t afford that, so the FRA has said, ‘We’re going to follow the law, and institute these fines’.” (Sean Jeans-Gail, Vice President of the National Association of Railroad Passengers)

“I don’t see how commuter railroads have any choice in the matter. They can’t make money. The sad part would be it would -- let’s say the extension doesn’t get passed, you would have commuters shifted on to the highway, which is a much less safe mode in terms of deaths per passenger mile. And you would also, from a freight perspective, have some toxic materials kicked out onto the highway from US railroad network, where again it’s much safer” (Sean Jeans-Gail, Vice President of the National Association of Railroad Passengers)

“So I mean if there’s a supply and a demand, it’s going to have to move at some capacity. And so I mean if FRA is going to have a pretty stringent approach to this, suppliers demand timely shipments that’s not going to stop, so they’ll probably ship it through trucks, right, or through other modes wherever that capacity is going to actually address the issue. So I think as we talk about sort of the rail safety issues, it seems very small and targeted, but it really, I think, ripples throughout the larger system in the months ahead.” (Joseph Kane, researcher at the Brookings Institute)

Rail infrastructure, overall infrastructure grade of C+

“...it’s going to come down to really targeting the investments precisely at a local level. Where are the pinch points? Whether it be Chicago or elsewhere or in the middle of an intermodal transport facility somewhere. Where are we going to target these investments, and then how are we going to govern that adequately at a federal, state, and local level between again the public and private sector getting all of these stakeholders together to kind of really address the issues.” (Joseph Kane, researcher at the Brookings Institute)

“...what railroads will do in situations where track improvements need to be made, but can’t be made in a certain timeframe, is they’ll drop the speeds. And so when you see speeds drop nationwide in the railroad network; that has an impact on a little bit of everything as well. So even though it’s a short-term measure, it is one way to gauge areas where more infrastructure improvements are needed.” (David Willauer, Chair of the TRB Subcommittee on Crude Oil Transportation)

“And so because track conditions are so important, I think you’ll see railroads making those investments, because that’s really the foundation of the railroad system. There are not as

many attributes pointing at things like brake failures that lead to these accidents. That's a very, very small proportion, but it's track improvements and human behavior that have higher percentages in terms of these rail incidents." *(David Willauer, Chair of the TRB Subcommittee on Crude Oil Transportation)*

First responder training

"We've seen crude oil for years. We've not seen crude oil with natural gas liquid mixed in like propane and butane shipped at these volumes before. That's the game changer. The volume and the type of product is a great shift. That's what's sending firefighters into training sessions to reevaluate how they're going to deal with it." *(David Willauer, Chair of the TRB Subcommittee on Crude Oil Transportation)*

"And there are situations that happen along rivers, so that when you have a rail incident, you're also going to have environmental incident as well when you have railroads fall in river corridors which is pretty common, and so that's another factor." *(David Willauer, Chair of the TRB Subcommittee on Crude Oil Transportation)*

Biggest challenges for passenger rail safety

"When we say C+ rail infrastructure, I kind of wonder if the passenger side is bringing down that grade a little bit. I mean when you look at the Northeast Corridor alone just to get it to a state of good repair, it's \$52 billion, and that's a few years old that estimate is probably higher in actuality, and that doesn't address the Baltimore Tunnel that runs under Baltimore on the Northeast Corridor." *(Sean Jeans-Gail, Vice President of the National Association of Railroad Passengers)*

"And in regard to the Gateway project, it's going to be needed just to maintain fluent movement on the corridor because those tunnels are going to fail. We know they're going to fail. Because in a decade if the AMTRAK has to shut down one of the pair of the rail tunnels, that's 75 percent capacity between New Jersey and New York City. And that tunnel alone carries 400,000 people a day." *(Sean Jeans-Gail, Vice President of the National Association of Railroad Passengers)*

TSA for passenger rail

"If you look at the 500 plus AMTRAK stations across the country. You cannot seal it off. When you've seen TSA tried to impose themselves on the AMTRAK stations, they kind of bundled the job. There was an incident three or four years ago in Savannah, Georgia where they actually were screening passengers who were coming off the train." *(Sean Jeans-Gail, Vice President of the National Association of Railroad Passengers)*

Tank Car Standard

“...tank cars could potentially lessen the effects of a derailment, but it’s not going to prevent a derailment.” (*Elisabeth Treseder, Policy Advisor at American Petroleum Institute*)

“...you can mitigate a problem, but if you prevent it in the first place, you don’t have to mitigate. And so it’s a matter of looking at track integrity. It’s a matter of looking at human factors, which those two are the biggest causes of derailments.” (*David Friedman, Vice President, Regulatory Affairs at American Fuel and Petrochemical Manufacturers*)

Technologies that could improve the rail system?

“I think one of the innovations that we’ll be seeing more of is more advanced inspection capabilities and types of calibrated instruments that can really tell about stress fractures and other parts of the infrastructure that could become vulnerable and to deal with it before it becomes too bad.” (*David Willauer, Chair of the TRB Subcommittee on Crude Oil Transportation*)

“In terms of getting qualified engineers who can actually do the work and improvements, that’s a significant issue in terms of getting that skilled workforce.” (*Elisabeth Treseder, Policy Advisor at API*)

Does there need to be a more holistic focus on how transit plays in the transportation network?

“...the congestion issue is an important one, because if you’re having congested areas and you’re having these lower speeds, then the petrochemical guys aren’t getting -- and the grain guys, and everybody else aren’t getting their products out.” (*David Friedman, Vice President, Regulatory Affairs at American Fuel and Petrochemical Manufacturers*)