

Creating a Strong Safety Culture: FRA's Current Programs

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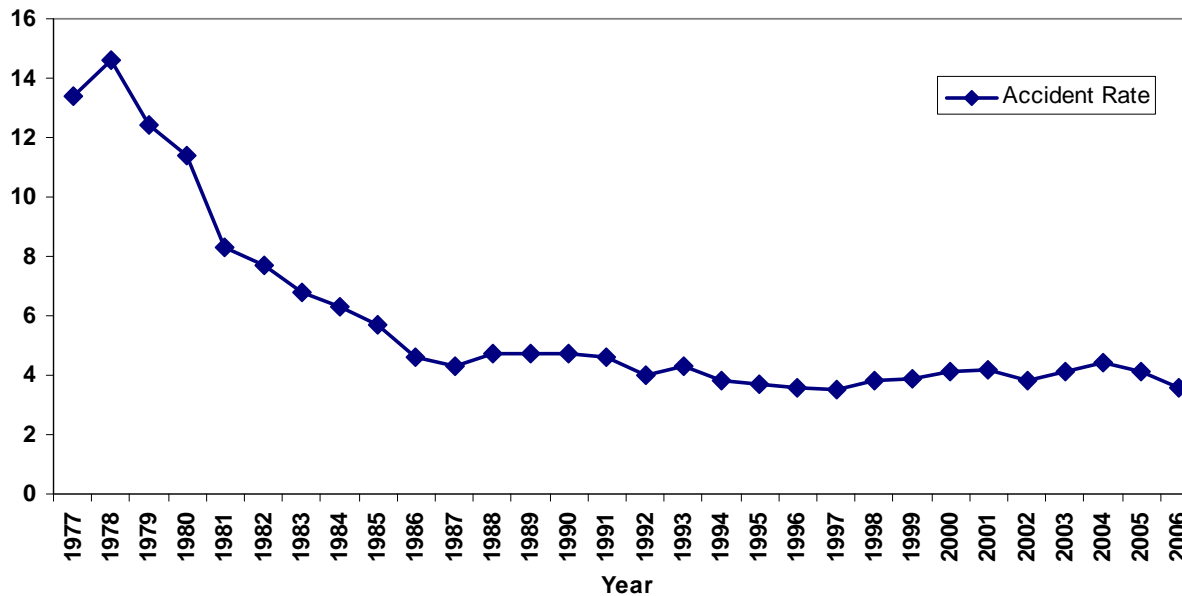
Overview

- Background
- Current and Developing Industry Programs
- FRA safety culture

Why Is This Program Being Created?

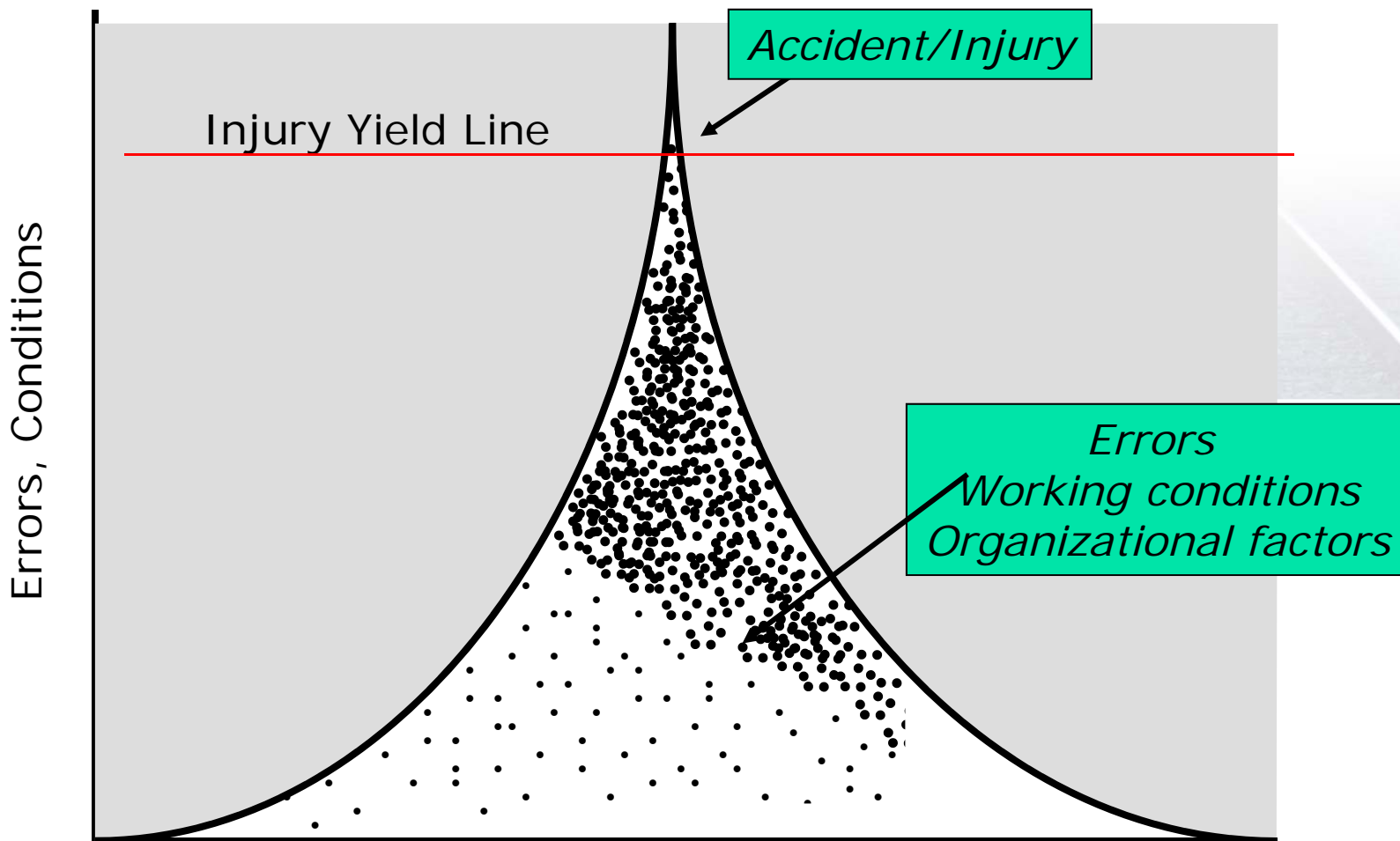
Accident/Incident Rate Plateau

Train Accidents/Incidents per Million Train Miles

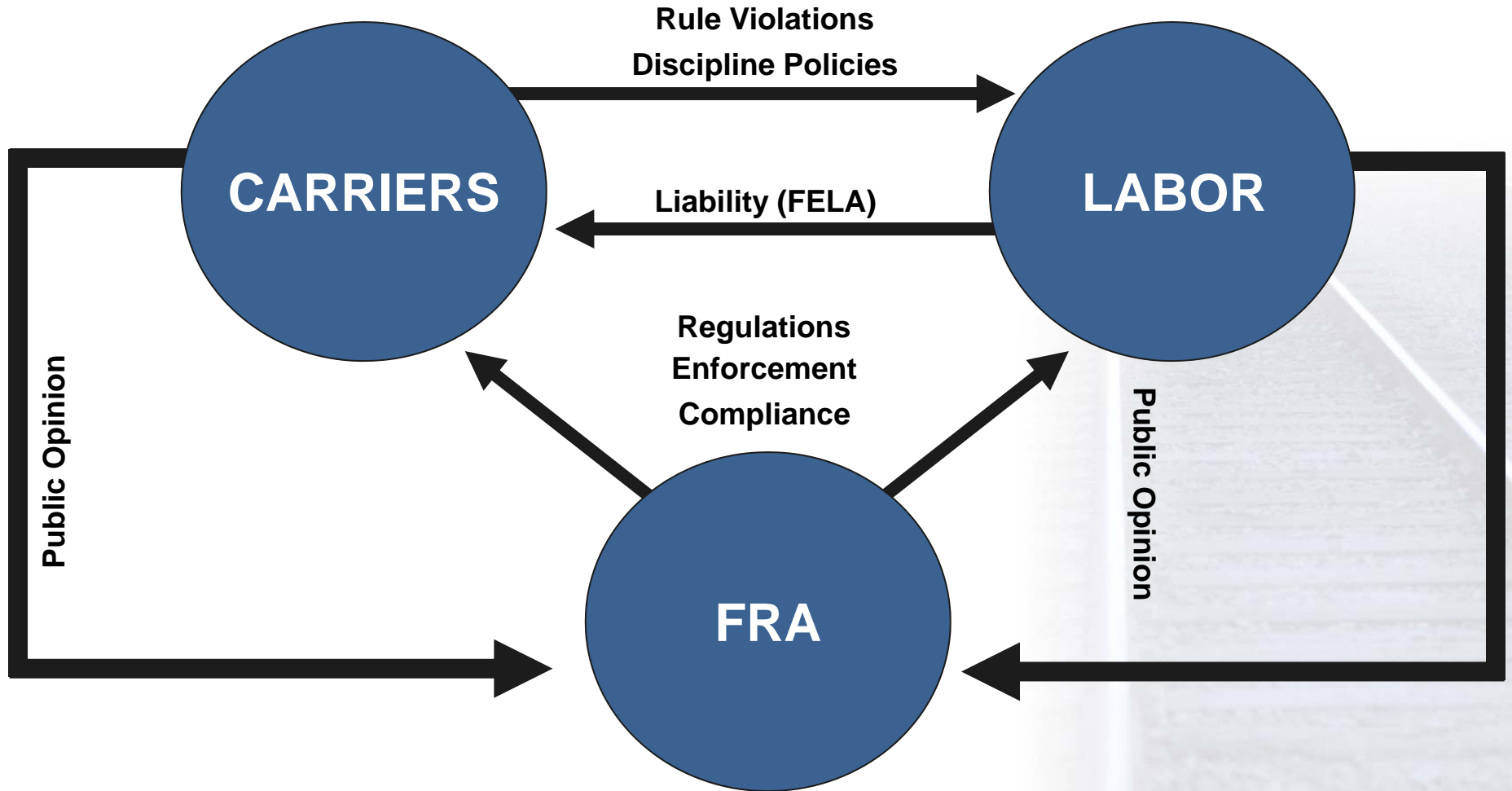


- **Over 50% reduction from 1977-85**
- **Little change from 1985 to present**

How to Reduce Accidents: Create Learning Culture



Multiple barriers/defenses using rule-based approach



An Overall View

Reactive Risk Management Systems

Reportable Accidents

FRA Database

Accountable Accidents

RR Records

Inspections and Audits

225's

Close Calls

C3RS

At-risk Behaviors

CSA

Organizational/Workplace Factors

Culture Surveys

Leadership Factors

Leadership Training

Proactive Risk Management

Passenger Rail System Safety Rule

Objectives include:

- Strengthening the current voluntary Commuter Rail System Safety Program administered by APTA.
- Satisfying requirements for Risk Reduction Programs included in the Rail Safety Act of 2008.
- Encouraging development of proactive safety culture in passenger rail industry

Passenger Rail System Safety Rule

The Six Elements:

1. Passenger Railroads must have a System Safety Program.
2. The System Safety Program must be supported by a written System Safety Program Plan (SSPP).
3. The System Safety Program must include a robust Hazard Management Process.
4. All applicable elements of the SSPP must be fully implemented.
5. The System Safety Program and its implementation will be audited for compliance.
6. The passenger railroad, host railroad, contract operators and others who provide safety sensitive services must participate in the System Safety Program.

Passenger Rail System Safety Rule

The System Safety Rule is:

1. Being developed by a sub group of the General Passenger Safety Task Force – an RSAC Group.
2. Scheduled to be completed by February 2010.
3. Scheduled to be approved by the Passenger Safety Working Group and the Full RSAC by Spring 2010.
4. Scheduled to be published as an NPRM in Mid 2010.

Risk Reduction Program (RRP)

Initiative to reduce accidents and injuries, and to build strong safety culture by:

- Identifying individual and systemic contributing factors
- Developing innovative methods, processes, and technologies
- Using upstream predictive measures

What will result from RRP and System Safety?

Reduced accidents/incidents because of:

- Better management and use of precursor (predictive) data not just reactive data
- A safety learning culture that allows open disclosure about safety without fear

RRP Pilot Projects

- Pilot projects will target operations, equipment or systems that pose a risk to operational & personnel safety

Pilot Projects 1st Cycle 2009

- Amtrak (DC)*
- Safety Culture Change
 - Reduce Grade Cross Fatalities
 - Cross-functional Risk Reduction

- Amtrak (PHL)*
- Track Substructure Risk Mitigation & Reliability Improvement Project

- BNSF Railway Co.*
- Behavioral Accident Prevention Process (PRIDE)

- Canadian Pacific*
- Unattended Track Geometry Inspection

- CSX*
- Continuous High Speed Rail Test

- Norfolk Southern*
- Broken Rail Risk Reduction

- Union Pacific*
- Fatigue Risk Management System

FRA's Safety Culture

- Stakeholder interviews
- Safety Culture Survey
- Workshop on *Synthesizing Regulation and Problem Solving to further FRA's Mission (led by Malcolm Sparrow)*
 - Choosing important problems to address
 - Test new ways to work effectively together
 - Develop internal processes to support problem solving teams