Railroad System Oversight:

A Safety Initiative

RSAC Presentation – Washington, D.C.

October 11, 2005

Moving From SACP to Railroad System Oversight

➢ Where We Are Today – About SACP

➢ Challenges Driving Change

➢ Saving What Works Well

➢ Moving to RSO

➢ Value Added

➢ Implementation

➢ End Results

Moving Beyond SACP To RR System Oversight

Why Change?

➢ A need to modify FRA's safety program to address changing conditions and environment

➢ Better integration of overall safety program

SACP Since The Beginning

- ➢ SACP implemented in 1995
- ➢ Opened communication between FRA/RR Mgmt/Labor
- ➢ Initiated collaborative safety problem solving
- ➢ Improved understanding
- ➢ Improved safety

Where We Are Today

- Maturing relationships between Labor, Management, and FRA
- Hundreds of safety issues resolved
- Industry responsive as a whole
- Dedicated people involved
- More positive relationships
- Objective safety dialogue
- Working well overall with less FRA facilitation needed

Challenges Driving Change

♦ Greater Congressional expectations

♦ Greater DOT expectations

♦ Additional focus on FRA's safety program goals and accomplishments

♦ Development of FRA's National Inspection Plan

♦ Internal and external concerns/input

-Issue resolution time

-safety issues becoming "captive"

Challenges (continued)

- ◆ Change in nature of issues
  - -environmental
  - -fatigue
  - -work life concerns
- ◆ More complex issues and regulations
- ◆ Need to focus resources/staff
- ◆ New issues often involve contract considerations outside FRA area

Addressing The Challenges

- Internal work group studied SACP performance, structures, alternatives
- Recommended FRA process changes and role reduction in SACP
- Saw value in collaborative process and other SACP elements

Saving What Works Well

- ♦ Maintain FRA SACP Managers as FRA single point of contact
- ♦ Maintain collaborative process
    - Important non-regulated issues
    - Major regulatory issues
- ♦ Continue to assist with productive Labor/Management relationships
- ♦ Continue regulatory guidance and assistance

How RSO Will Function

- Include in RSO those processes that work well in SACP

- Use safety data to better identify and focus on most significant industry safety problems and emerging safety concerns

- Hold annual Safety Performance meetings with FRA and railroad senior managers (e.g., COO)

Function (cont.)

♦ Revised internal and external processes:

- Improve communication

- Increase FRA internal
  accountability

- Improve resource utilization

- Add focus on defined DOT/FRA
  safety goals and metrics

- Improve coordination between
  FRA regions, HQ, RR
  management, and labor

Value Added

- Make use of safety data to better focus resources, activities, and common interests

- Better safety analysis of railroad operations

- Additional focus on safety issues of greatest concern

- Earlier identification of emerging safety concerns and issues

Value Added   (cont.)

- ◆ Greater emphasis on resolution of more selective safety issues

- ◆ Annual RR Safety Performance Reviews with RR/FRA senior management – the good/bad/ugly

- ◆ Realign FRA resources with agency goals where appropriate

Implementation

- October 1, 2005 implementation date

- FRA sent a letter to labor organizations and railroads in September to explain changes

- RSO Manager will make a presentation to RR Oversight Groups at next regular meeting

Implementation (cont'd)

- ◆ RSO Manager (RSOM) will justify each collaborative effort against other FRA program resource needs

- ◆ RSO effort competes for priority with other FRA activities in broad safety program (GPRA)

- ◆ RSOM will focus activity on high priority safety issues and activities

End Results

- ◆ Process changes will occur – but:
- ◆ FRA remains committed to RR labor/management safety programs
- ◆ FRA Railroad System Oversight Manager will remain involved in substantive issues
- ◆ FRA will continue to be available where safety will be best served

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