



# Railroad Safety Advisory Committee

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## **Electronic Device Distraction Working Group Update**

to

## **The 46th Railroad Safety Advisory Committee**

**April 26, 2012  
Washington, DC**

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# Railroad Safety Advisory Committee

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## EDD Agenda

- **Items Requiring Report**
  - **Model Education Presentation**
  - **Model Awareness Posters**
  - **Public Service Announcement**
  - **Peer to Peer Coaching**
  - **Grants - Notice Of Funding Availability**
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# RSAC Task Statement: Preventing Railroad Employee Distractions Caused by Personal Electronic Devices



- RSAC Task No: 11-01 May 20, 2011
- Purpose: To prescribe mitigation strategies, programs and processes for governing the use of personal electronic devices which could cause distractions to railroad employees engaged in safety critical activities.



# ISSUES REQUIRING REPORT

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- What criteria should be used to determine the most effective programs/methods of dissemination and compliance?
  - What are the desired outcomes/objectives of these programs/methods?
  - Identify parameters of both prohibited and permissive use of personal electronic devices.
  - Who will develop the program to achieve the outcomes/objectives?
  - Who will institute and control the program?
  - How will the compliance and program efficacy be evaluated and monitored?
  - How much will this program cost?
  - When will all safety critical railroad employees be educated/trained through this program?
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# What criteria should be used to determine the most effective methods of dissemination and compliance?

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- Simplicity
  - Effectiveness
  - Use of peer coaching
  - Cost
  - Time to complete
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# What are the desired outcomes and objectives of the programs/methods?

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- Educate employees in the rules and regulations describing EDD prohibitions
  - Make employees aware of the dangers associated with electronic device misuse
  - Coach employees (by peers) to recognize and exhibit safe behavior with regards to the use of electronic devices
  - Change the culture to make misuse of personal electronic devices unacceptable
  - Eliminate or reduce accidents/incidents caused by electronic device distraction
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## Identify parameters of both prohibited and permissive use of personal electronic devices.



- The Task Force developed a matrix (next slide) of each railroad's rules, but was not able to devise a concise, simple list of universally applicable rules regarding acceptable use that could be published for industry wide guidance.
- Some members of the Task Force believe there is no safety distinction between the dangers of using an electronic device for business purposes vs. other purposes.



# Matrix of Rules

Electronic Distraction Matrix - Microsoft Excel													
Personal Cell Phone Matrix - Summary of Current Practices													
All Employees		Amtrak	BNSF	CN	CP	CSX	KCS	LIRR	MNCW	METRA	NS	SEPTA	UP
1	24-Dec-11												
2	<p><b>§ 220.305 Use of personal electronic devices.</b> A railroad operating employee must have each personal electronic device turned off with any earpiece removed from the ear—</p> <p><b>§ 220.305 Use of personal electronic devices.</b> A railroad operating employee must have each personal electronic device turned off with any earpiece removed from the ear— (b) When any member of the crew is (1) On the ground, or (2) Riding rolling equipment during a</p> <p>Use While Stationary - Not at controls, no member of crew on the ground, riding equipment or assisting in preparation of train for movement.</p>	Use is prohibited <b>NORAC Rule 716</b>	Device(s) must be turned off and stowed out of sight	Use is prohibited	Device(s) must also be stored out of sight	Device(s) must also be stored out of sight	Device(s) must be turned off and stowed out of sight	prohibited.	Use is Prohibited	Prohibited	Also, devices must be stored out of sight.	Use is prohibited <b>NORAC Rule 716</b>	Prohibited
3		Use is prohibited <b>NORAC Rule 716</b>	Device(s) must be turned off and stowed out of sight	Use is prohibited	Device(s) must also be stored out of sight	Device(s) must also be stored out of sight	Device(s) must be turned off and stowed out of sight	Prohibited.	Use is Prohibited	Prohibited	Prohibited	Use is prohibited <b>NORAC Rule 716</b>	Prohibited
4		<b>NORAC Rule 716</b> Authorized for voice communication under certain circumstances <sup>41</sup> .	Voice, text/email only	Use is prohibited	Voice only	Voice Only	Voice Only	prohibited	Use is Prohibited	Prohibited	Voice Only	<b>NORAC Rule 716</b> Authorized for voice communication under certain	Voice only
5		While Moving	<b>NORAC Rule 716</b> Prohibited in the controlling locomotive or cab; authorized elsewhere if use doesn't interfere with safety.	Any device permitted	YES	Permitted	Device(s) must also be stored out of sight	mitted for voice c	Prohibited	Use is Prohibited	Not Prohibited	Prohibited	<b>NORAC Rule 716</b> Prohibited in the controlling locomotive or cab; authorized elsewhere if
6	Aboard Trailing Unit - Deadheading	While Stationary	<b>NORAC Rule 716</b> Prohibited in the controlling locomotive or cab; authorized elsewhere if use doesn't interfere with safety.	Any device permitted	YES	Permitted	Voice Only	mitted for voice c	Prohibited	Use is Prohibited	Not Prohibited	Allowed w/same restrictions when on controlling locomotive. <b>NORAC Rule 716</b> Prohibited in the controlling locomotive or cab; authorized elsewhere if	Voice only
7		On Rollie Equipment	Use is prohibited <b>NORAC Rule 716</b>	Device(s) must be turned off and	YES	Prohibited	Device(s) must also be stored	Device(s) must be turned off	Prohibited	Use is	Prohibited	Prohibited	Prohibited



# Who will develop the programs to achieve the outcomes/objectives?

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- The Working Group developed a model educational presentation that illustrates the dangers of distraction.
  - The presentation may be modified by stakeholders and used to make their members aware of the dangers.
  - The Working Group selected the slogan:  
“One Text or Call Could Wreck It All”  
to be used on all outreach material.
  - The Working Group developed model posters which can be used to raise awareness.
  - The posters can be also modified by stakeholders.
  - A Public Service Announcement has been developed and is proposed to be delivered by the FRA Administrator via video.
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# Who will institute and control the program?

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- Awareness, Education, and Coaching are most effective when delivered by a peer to a peer
  - Where possible this should be the preferred method of delivery
  - Model Slide Presentation, Posters and PSA are available for use by all stakeholders
  - Management and FRA will enforce rules and regulations as usual, but will also participate in training, coaching and leading
  - Several railroads have initiated Peer to Peer programs aimed at Elec. Device Distraction with promising results.
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# How will the compliance and program efficacy be evaluated and monitored?

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- The Task Force has developed a Logic Model that will guide the evaluation effort.
- The Task Force has also developed survey questions which will provide qualitative measures of the programs' success.
- OMB approval will be needed to conduct large scale surveys.
- FRA Office of Safety will monitor EDD related accident rates and rule violations



# EDD RSAC Logic Model



## RESOURCES/ INPUTS

## ACTIVITIES

## OUTPUTS

## OUTCOMES

## IMPACTS

FRA  
RAIL  
MANAGEMENT  
RAIL LABOR

ANALYZE PROBLEM  
DEFINE MESSAGE  
DEVELOP: POSTERS,  
MODEL SLIDE  
PRESENTATION, PSA  
MESSAGE  
BASELINE MEASURE  
VIA SURVEY  
AWARENESS AND  
EDUCATION  
DISTRIBUTION  
PEER TO PEER  
COACHING

RR EMPLOYEES  
HAVE BETTER  
UNDERSTAND-  
ING OF DANGER  
INVOLVED  
WITH EDD  
BETTER COMMUNI-  
CATION  
BETWEEN  
CREW  
MEMBERS,  
MANAGEMENT  
& FRA

REDUCED  
NUMBER OF  
ACCIDENTS  
FEWER FRA  
VIOLATIONS  
FEWER OPS  
TEST  
VIOLATIONS

REDUCED  
USAGE OF CELL  
PHONES/  
ELECTRONIC  
DEVICES  
SHIFT IN  
CULTURAL  
ACCEPTABILITY



## ***When will all safety critical railroad employees be educated/trained through this program?***



- Awareness and Education ~1 year
- Peer to Peer projects will vary based on the existing infrastructure.
- Some railroads have already developed and implemented programs which will probably show results at some locations within 6 months to a year.
- Other railroads that are just developing Peer to Peer programs will probably take 1 to 3 years to build programs that have an impact.



# Recommendation to full RSAC

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- Accept approach that includes
    - Outreach program focused on message “One Text or Call Could Wreck it All”
      - Model presentation
      - Model poster
      - Public Service Announcement by Administrator
    - Evaluation including survey
    - Peer to Peer Coaching programs
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# Electronic Device Distraction

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# QUESTIONS?

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