Dark Territory Working Group Update

Presentation to
The 45th Railroad Safety
Advisory Committee Meeting

December 8, 2011
Washington, DC

Dark Territory Task Statement

Safety Technology in Dark Territory
Required by the Rail Safety Improvement Act of 2008

Task presented On September 23, 2010 in Washington, DC

- **Task No.:** 10-02

- **Purpose:** To prescribe standards, guidance, regulations, or orders governing the development, use, and implementation of rail safety technology in dark territory, as required by SEC. 406 of the Rail Safety Improvement Act of 2008 (Act).

RSAC Task Statement

Description

- Review the existing signal and train control regulations and determine their application to the use of safety technologies in dark territory

| Review what we already have for conventional systems |

- Review other existing federal regulations that are associated with the use of advanced technology and may provide additional insight/direction

| Review what we already have for advanced technology |

- Assist FRA in developing/identifying additional appropriate/applicable standards, guidance, regulations, or orders responsive to the legislative mandate

| Develop new |

- Help to ensure the appropriate and safe development and use of safety technologies in dark territories

| Ensue adherence |

- Help to determine a reasonable method for safety technology inventory and system awareness by FRA.

| Keep track |

DT WG Task Interpretation

Type of technologies	Available regulatory and non-regulatory tools										
	New FRA regulations		Amending existing regulations			AAR standards		Orders	Safety Advisory	Guidance	Other
	Mandatory	Voluntary	236, A-G	236, H	236, I	W/FRA regs	W/out FRA regs				
Switch position monitors											
Power-assisted switches											
RCL zone limiting devices											
Track integrity systems											
Grade crossing video monitors											
Slide fences											
Hot box, and other detectors											
Other technologies											

Identify the types of technologies to be addressed and find appropriate regulatory and/or non-regulatory tools to govern their use

First DT WG Meeting

Falls Church, Virginia
March 3 & 4, 2011

Results:

- Discussed the Congressional mandate.
- Identified some of the technology that exists in DT.
- Defined the scope – Main Tracks and Main Track passing sidings outside of yards.
- Agreed to use a data driven process.
- Established that FRA has no preconceived notions.
- Concentrate on existing/applied DT technology (1st Bucket) versus future DT Technology (2nd Bucket).

Types of Technology to be Initially Addressed Based on Accidents Statistics

Types of Technology	Statistics		Chosen Types of Technology

Types of Technology

- Hand operated switches #
- Switch Point Monitored
- Power Operated Switches
- Track Integrity Systems
- Unusual Occurrence Detectors
- High Water Detectors
- Slide Fences
- RCL Zone Limiting Devices
- Car Counters
- Scour Detectors
- Others

Statistics

Class 1	Short Lines
6526	4341
13	227
167	75
-- *	61
203	61
1	1
5	3
1	0
0	17
9	0

Chosen Types of Technology
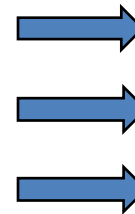
Existing arrangements only, 1st bucket

Switches

Track Integrity Devices

Detectors

For future consideration, 2d bucket

Voluntary Installation of Current Use Devices
Potential Risk-Based Required Installations
New or Novel Technologies

Applicability of Recommendations

Main Track

Main Track Passing Sidings Outside of Yards

Second DT WG Meeting

Washington, DC
May 9 & 10, 2011

- Identified the highest priority issues based on safety statistics.

- Assigned three Task Forces to explore each issue area.

- Task Forces established for:
  - Switches   led by Bob Scieszinski
  - Track Integrity Systems   led by Gabe Neal
  - Detectors   led by George Hartman

Task Force Groups Formed

GROUP 1	GROUP 2	GROUP 3
Switches	Track Integrity	Defect Detectors

Each group consists of representatives of:

FRA
LABOR
CLASS Is
SHORT LINES
SUPPLIERS
OTHERS

Assignment for the Three Task Force Groups

- Make recommendation to the Working Group

    – Evaluate the existing safety technology
    – Review of existing Federal regulations for applicability
    – Review other existing standards or guidance for applicability
    – Consider whether to use the existing standards or develop new
    – Consider FRA's oversight role
    – Provide a detailed recommendation to the WG

    3 Task Force groups worked over the summer 2011 using teleconferences and face-to-face meetings

Third DT WG Meeting

Chicago, Illinois
September 6 & 7, 2011

- Reviewed information provided by each Task Force (All Task Forces met independently over the Summer).
- Continued the discussion on standards, guidance, or regulations.
- Dissolved the Switch, Track Integrity Systems, and Detectors Task Forces.
- Established the Dark Territory Technology Task Force.

Dark Territory Technology Task Force

Task Statement

Based on Section 406 of the Rail Safety Improvement Act and the Dark Territory Working Group Statement, develop a document that outlines the basic principles or specific elements to be addressed in a railroad plan governing technology used in non-signal territory.

DT Task Force met in October 2011 and developed the report to the WG outlining Railroad Plan content and Technology Specific Guidance for switches, track integrity devices, and detectors.

Fourth DT WG Meeting

Washington, DC
November 17 & 18, 2011

Results:

- Reviewed the Dark Territory Technology Task Force document in detail.

- Discussed positions held by industry, labor, and FRA.

- Determine level of consensus of the working group.

- Identified the future role/activities of the DTWG.

Summary of Positions

Labor:

- Prefers prescriptive regulations requiring that technology be applied in Dark Territory (especially switch point monitoring).

- Feels that the RSIA requires regulations.

Industry:

- Prefer the use of guidance documents rather than prescriptive regulations.

- Do not feel that the RSIA requires regulations.

FRA:

- Prefers the use of guidance documents rather than prescriptive regulations provided that FRA has an oversight role.

- Do not feel that the RSIA requires regulations.

- Proposed an oversight role that would include some regulations combined with guidance documents and performance standards.

- Railroads would be measured against their own Dark Territory Technology Plans.

FRA's Proposal

1. Railroads should create a Dark Territory Technology Plan for inspecting and maintaining the dark territory equipment.

2. The plan will be required to address identified minimum requirements contained in the DT Guidance Document and will be approved by FRA.

3. FRA shall audit the railroad against their Dark Territory Technology Plan.

4. Railroads will be held accountable for following their plan and maintaining all required record keeping

Current Status

- RSAC Dark Territory WG activity was suspended because of a failure to reach consensus on the issue of regulations versus guidance documents.

- FRA will continue to work on the Dark Territory issue independently.

- FRA may resume the RSAC DT WG activity at a later date.