

General Passenger Safety (GPS) Task Force

**Report to Full RSAC
October 25, 2007**

General Passenger Safety Task Force

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- **Specific Issues / Tasks for GPS-TF:**
 - **A1. Passenger Safety Boarding, Debarking & On Board**
 - **A2. Passenger Safety in Station**
 - **A3. E.O. 20 Issues:**
 - » **Delayed in Block**
 - » **System Safety Program Plans**

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Initial Activity:

- High Level Platform, Station GAP:**
 - Developed a formal Guide to Managing Station GAPS**
 - Developed specific recommendations for reporting of GAP accident / incident, within the 49 CFR 225 Cause Codes**
- Status:**
 - T.F. Reached consensus on the “FRA Guide to Managing High Level Station Gaps”. Document will be introduced to the Working Group in December.**
 - T.F. Reached consensus on a set of Cause Codes and related recommendations. The recommendations were approved by the Working Group and is before you today, for your final approval.**

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Consensus Document Items, 49 CFR 225, Cause Code Recommendations (11 Total):

- 1. Within the “Physical Act Circumstance Codes”, pages F-2 and F-3 of the FRA Guide, two codes should be added, “Passenger Train-Boarding” and “Passenger Train-Alighting”.**

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2. Within the “Physical Act Circumstance Codes”, pages F-2 and F-3 of the FRA Guide, clarify that codes 63 (stepping up) and 64 (stepping down) are to be used for a boarding/alighting incident at a low level platform, and that code 65 (stepping over) is used for boarding/alighting at high level platforms.

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- 3. Within Part III of the “Location Circumstance Codes” on pages F-5 of the FRA Guide, three codes should be added:**
 - Rail Car Door Threshold Plate to Edge of Platform-Gap.**
 - Area between Coupled Cars & Platform.**
 - Area Along Car-body, other than Threshold Plate & Platform Edge.**
- 4. Within the “Event Circumstance Codes” on page F-6 & F-7 of the FRA Guide, the following code should be added:**
 - Slipped, fell, stumbled due to Gap.**

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- 5. Within Part I of the “Location Circumstance Codes,” page F-4 of the FRA Guide, P-Passenger Terminal should be changed to “P-Passenger Station – On Platform” and a new code added for “Passenger Station – Other than Platform.”**
- 6. Within Part III of the “Location Circumstance Codes,” page F-5 of the FRA Guide, a new code “Car, in vestibule” should be added.**

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7. Within Part III of the “Location Circumstance Codes,” page F-5 of the FRA Guide, C2 should be changed to “On Platform – Station” and a new code should be added, “On Platform – Other”.
8. Within the “Tools, Machinery, Appliances, Structures, Surfaces, (etc.),” Circumstance Codes on page F-8 of the FRA Guide, two new codes should be added, one for “Door, end or side – passenger train”, and another for “Door, trap – passenger train”.

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9. Definitions to be added to Reporting Guide:

Gap:

A high level station platform gap is the horizontal space between the edge of the platform and the edge of the rail car door threshold plate, and the vertical difference from the top of the platform and the top of the rail car threshold.

Gap Incident:

An event involving a person who while involved in the process of boarding or alighting a passenger train at a rail car door threshold plate at a high level platform has one or more body parts enter the area between the car body and the edge of the platform.

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10. The following examples of “Gap” incidents are recommended for inclusion into the FRA Guide:

The following are examples of a “Gap Incident”:

- While boarding or alighting a passenger train at a high level platform, a person misjudges the gap, resulting in the person’s leg entering the gap.**
- While boarding or alighting a passenger train at a high level platform, a person is stuck by a closing door, resulting in the person’s leg entering the gap.**

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10. Continued:

The following are not examples of a “Gap Incident”:

- While boarding or alighting a passenger train at a high level platform, a person misjudges the gap and falls into the vestibule or platform, without a body part entering the gap.
- While walking on a passenger station at a high level platform, a person slips on the platform, at a location other than the rail car door threshold, resulting in the person’s leg entering the gap.

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11. Maintain Records of Accountable and Reportable Injuries for Passengers and Non-trespassers. On Chapter 2, Page 1 of the “FRA Guide for Preparing Accident/Incident Reports”, the definition of an accountable injury or illness pertains solely to railroad employees.

The GPS Sub-Taskforce recommends that railroads consider recording known accountable passenger and non-trespasser incidents.

The GPS Taskforce further recommends that an APTA standards committee develop uniform recordkeeping for accountable (non-reportable) passenger and non-trespasser injuries or illnesses.

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Questions?

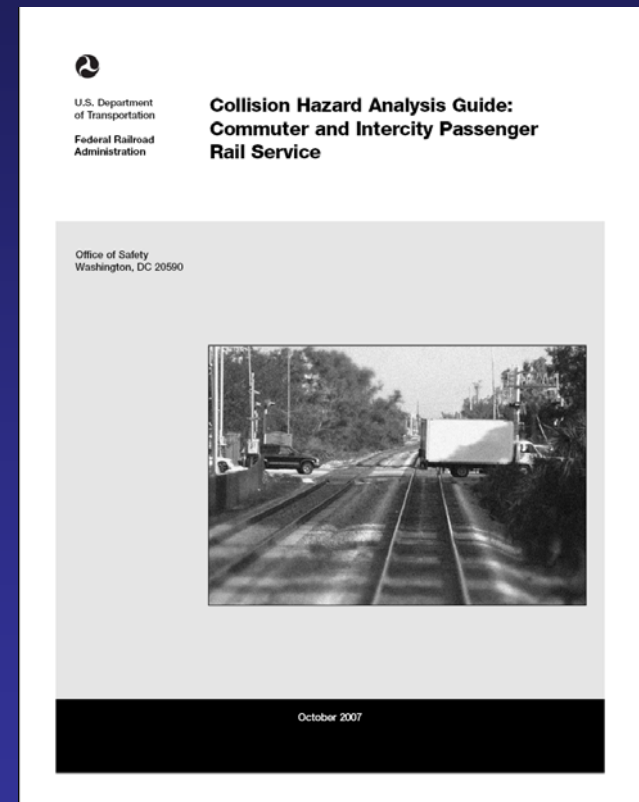
Your Approval is requested to send the recommendations to the FRA Accident Reporting Division, for inclusion in the pending 49 CFR 225 – NPRM.

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Update on Collision Hazard Analysis:

- FRA, APTA & Volpe completed updating draft “Collision Hazard Analysis Guide”.
- Final was published Oct. 2007.
- Final includes “Lessons Learned” from two pilot projects, Tri-Rail & VRE.
- Metro North Railroad working on Collision Hazard Analysis.
- Caltrain and NM-Rail Runner beginning to work on Collision Hazard analysis.



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Update on Collision Hazard Analysis:

- FTA: August 1, 2007, Circular on Large Grants includes a requirement for submitting a SSPP & Collision Hazard Analysis to FRA as a condition of their grant.**
- Orlando - New Start Commuter Railroad & NJT Tunnel Project are the first two projects covered by the provisions of the August 1, 2007, FTA Circular.**
- Several others are in the pipeline.**

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- **Next Steps for GPS Task Force:**
 - **Continue study of “Second Train” & trespasser incidents. Solutions appear to be site specific and with System Safety based solutions.**
 - **Developing recommendations for “Passenger Train Door Securement & Door Operations”. Likely to be a regulatory recommendation.**
 - **Beginning to develop a regulatory approach to System Safety – EO-20.**

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Future FRA Regulations on System Safety

- **FRA effort will officially begin at the Passenger Working Group meeting and GPS Task Force meeting scheduled for Fort Lauderdale in December 2007.**
- **The goal of the System Safety initiative will be:**
 - **To preserve the benefits gained through the APTA System Safety Program,**
 - **Provide enhancements to hazard management initiatives,**
 - **Ensure uniform standards for System Safety, in support of other regulations and FRA programs.**