



U.S. Department
of Transportation
**Federal Railroad
Administration**

Human Factors Research Program Close Call Reporting System Pilot Project

RSAC Briefing, April 27, 2004



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Close Call Reporting System

DOT Strategic Goal:

Promote the public health and safety by working toward the elimination of transportation-related deaths, injuries and property damage

FRA Strategic Goal:

Improve rail safety / reduce rail accidents.



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What Is a Close Call System?

- Voluntary and confidential safety reporting system
- Proactive program to prevent accidents and save lives
- Accidents often preceded by close calls
- Method for identifying and managing risk
- More information collected and shared
- Data collected by third party



Estimated Minimum Yearly Savings In Railroad Industry

- Repairs Savings (50-90%):
\$ 100,000,000 - \$ 180,000,000 ¹

- Fatalities and Injury Reductions
(15-45%): 1887 - 5661 ²

- Reduction in Damage to Cargo (50-90%)

\$2,600,000 - \$4,700,000 ³

- Sick Leave/Lost Workdays Savings
(35-45%):

\$33,000,000 - \$44,000,000 ⁴

1. Based on 2001 repair costs due to accident of \$200,000,000 (AAR)

2. Based on 2000 figure of 937 deaths and 11,643 non-fatal conditions

3 Based on Class 1 2002 freight lost or damaged of 5,189,000

4 Based on 2001 figure of 424,000 lost workdays @ \$58,000 (\$223 per day)



Proposed Close Call Reporting System

- Several railroads (Class I, commuter, etc) to participate
- Accidents and Efficiency Tests Excluded
- 48 hour period to report without penalty
- Agreement (FRA, RR Management, RR Labor) that system is non-punitive
- System will be modeled after several successful systems (aviation, UK Rail, etc)
- Bureau of Transportation Statistics to host system



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Anticipated Near-term Accomplishments

- MOU between FRA, BTS, Volpe
- MOU between FRA, Rail Management, Rail Labor
- BTS lets contract to conduct project
- Begin data collection