# Freight Rail Safety in our Communities:

## Delivering safety and prosperity in the Pacific Northwest

Johan Hellman, Executive Director of State Government Affairs

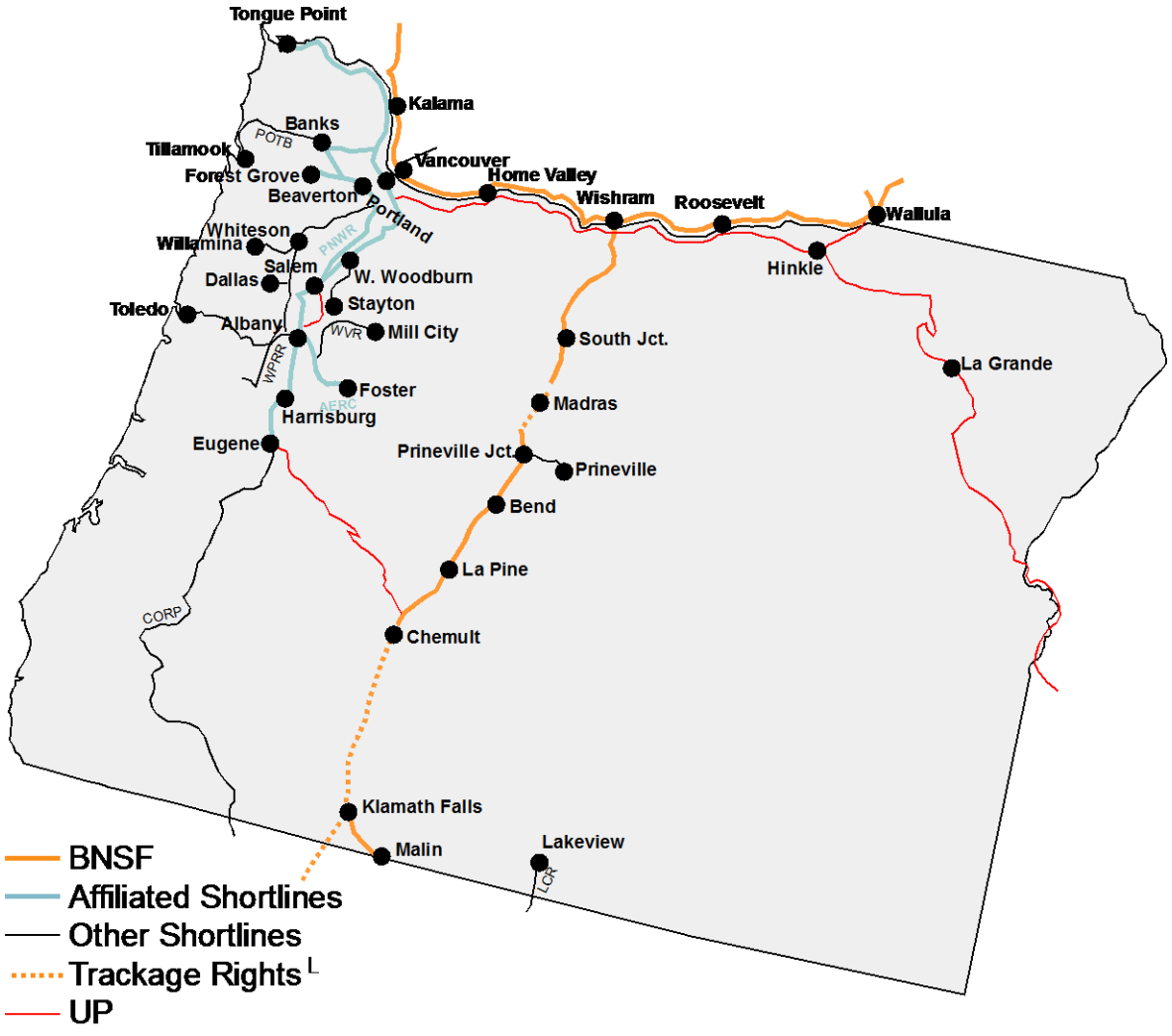
# Over 100 Years in the Northwest



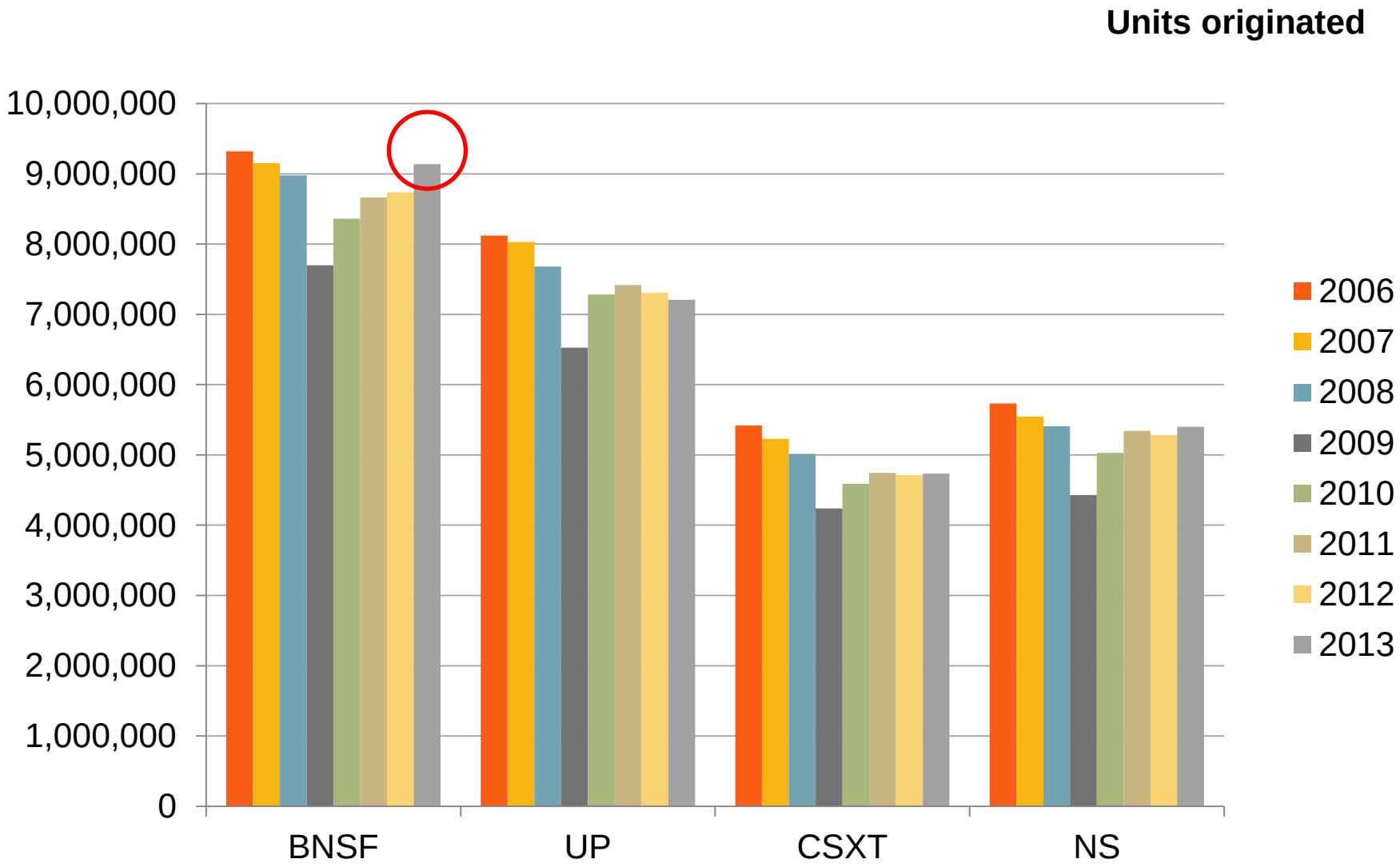



# BNSF National Network

# BNSF Oregon Network



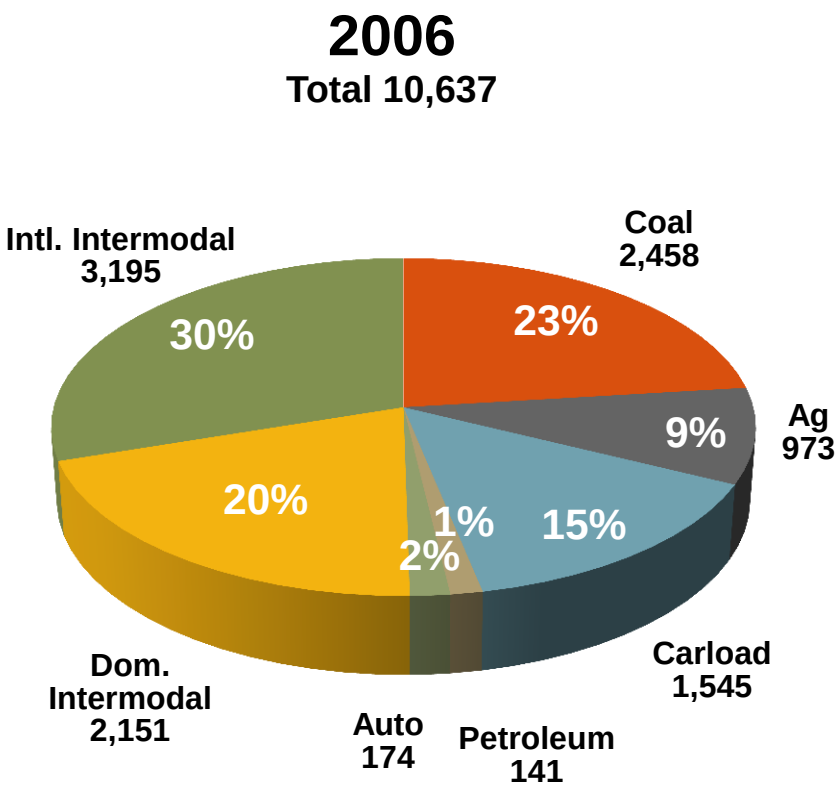
# As the Economy Improves, Rail Traffic is Rebounding

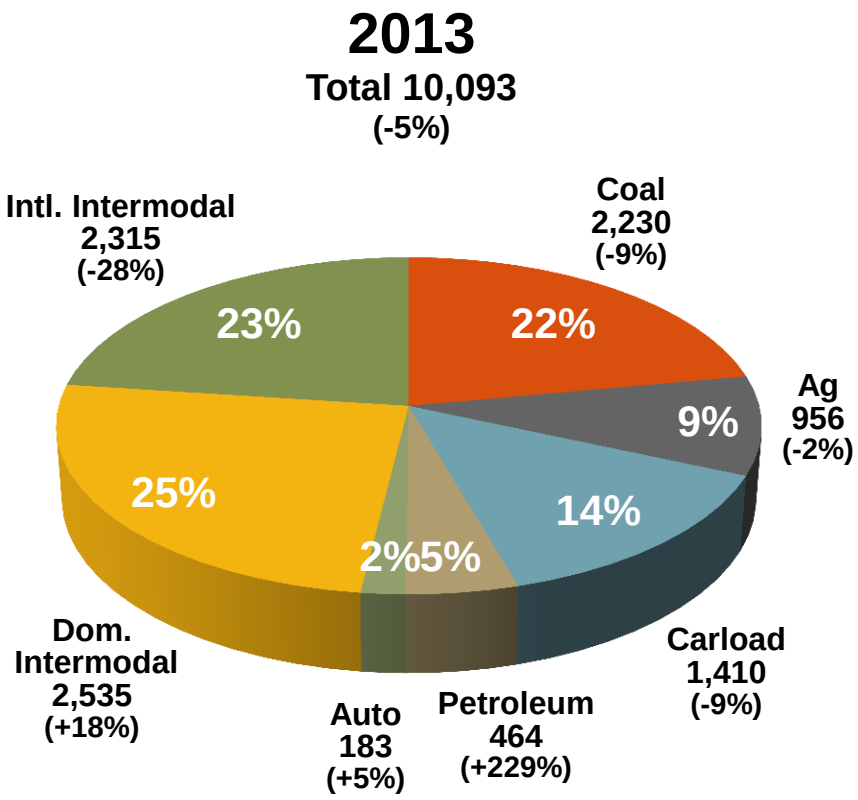



*Source: CS54 weekly traffic reports; data through Week 52, 2013.*

# Traffic Growth is Much Different Today

Units in thousands

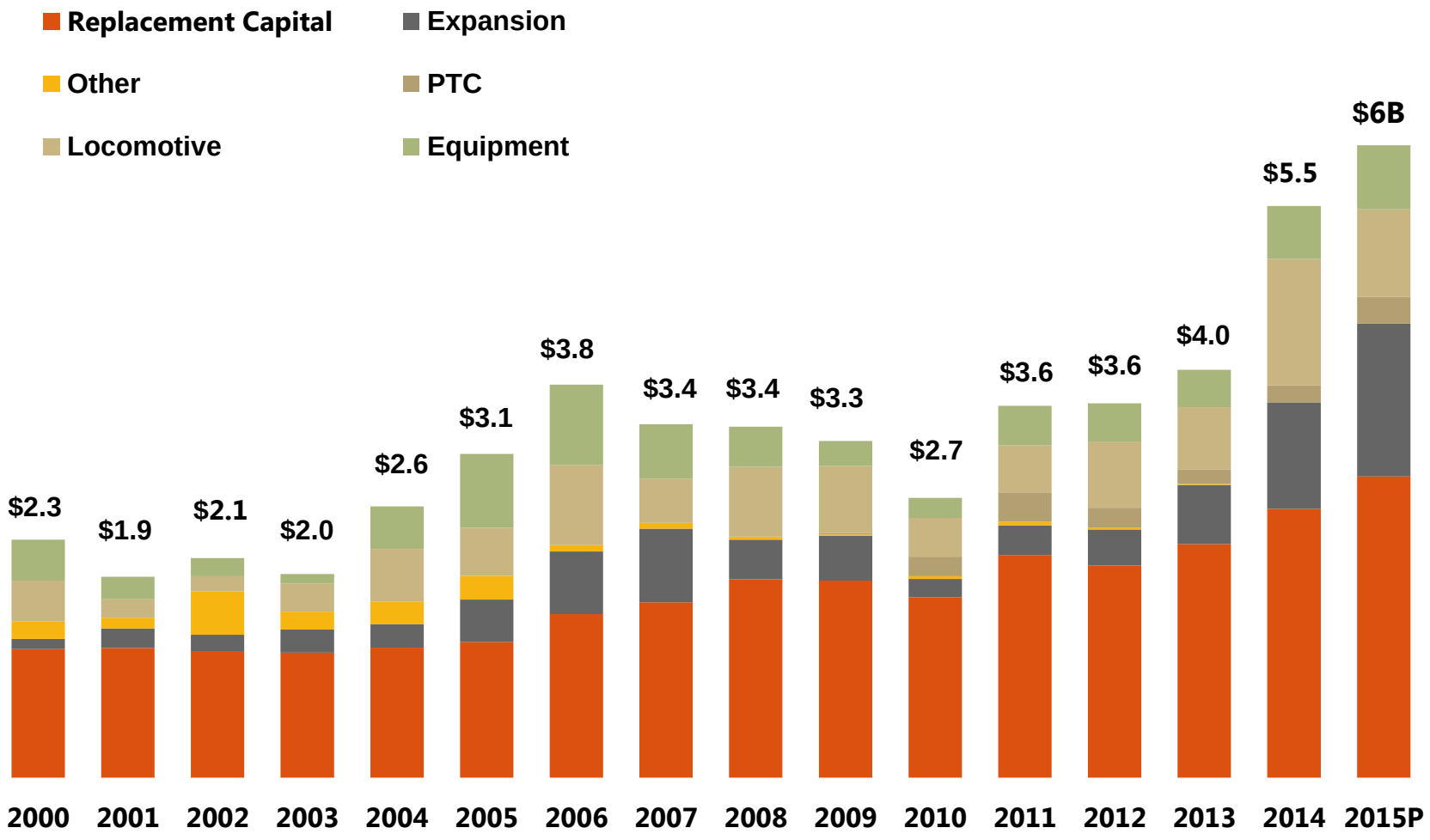



*Source: BNSF revenue support; petroleum excludes LPG.*

# Capital Commitments

$ Billions



# 2014 Capital Program - $5.5B

**$3,643M**

**CAPACITY**

Maintenance Capital: $2,615M

Expansion Capital: $1,028M

**613**

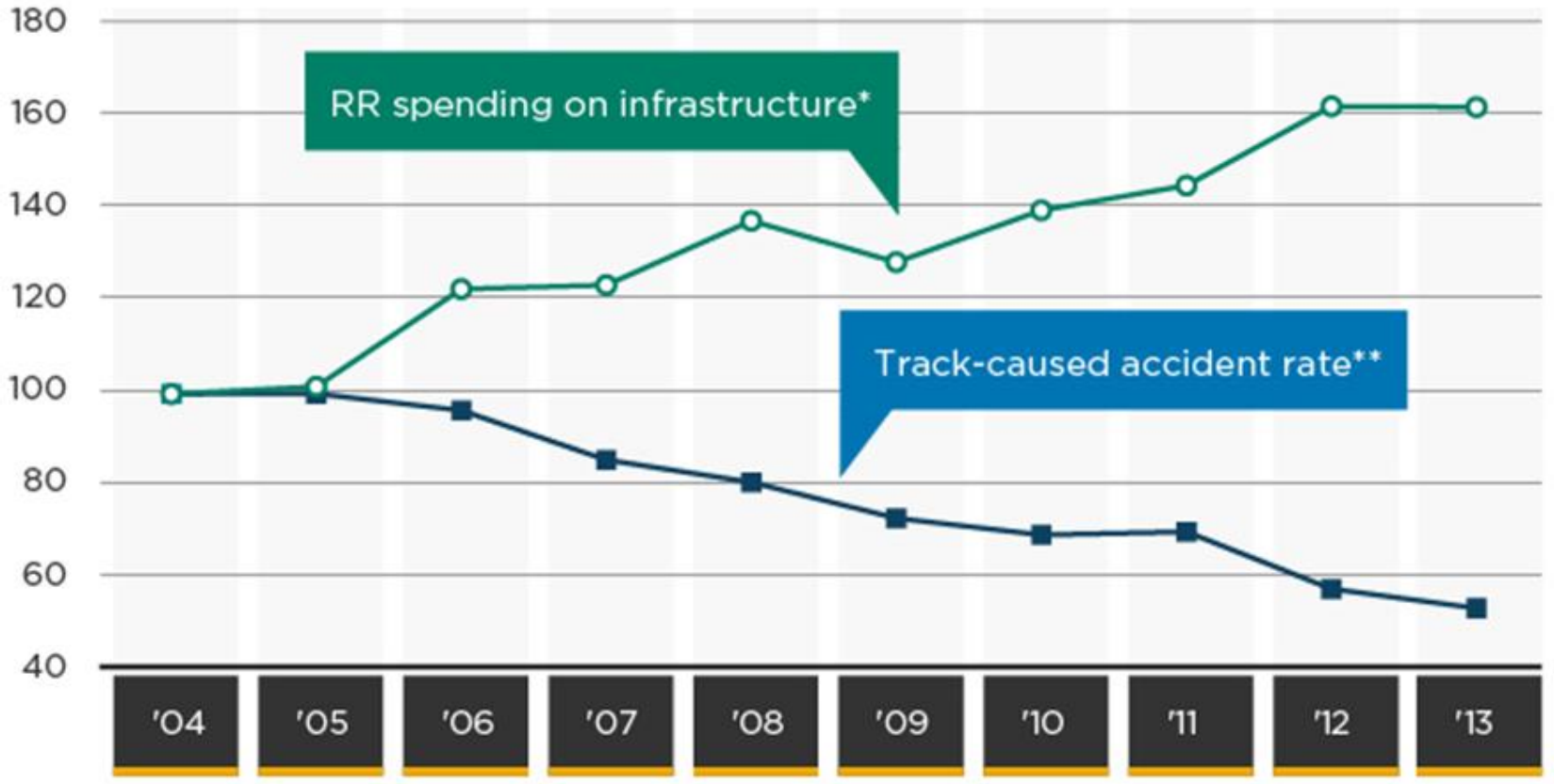
**LOCOMOTIVES**

*includes long-term leases and acquisitions

**+7,000**

**PEOPLE**

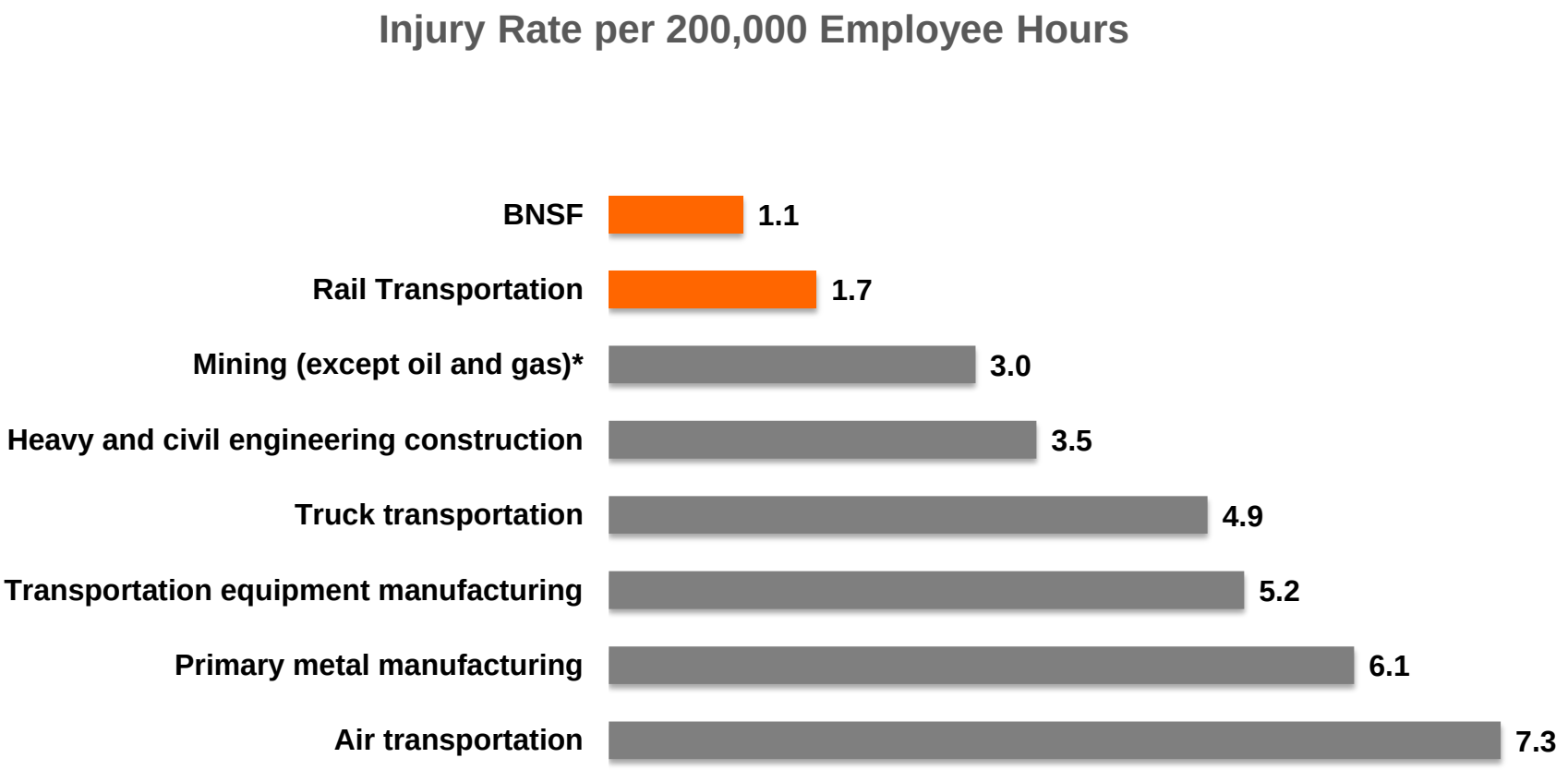
# Track Investments Reduce Incidents




Source: Association of American Railroads

# Preventing Accidents in First Place

**BNSF's employee safety record exceeds the industry average for rail transportation, and is significantly safer than other major industries**

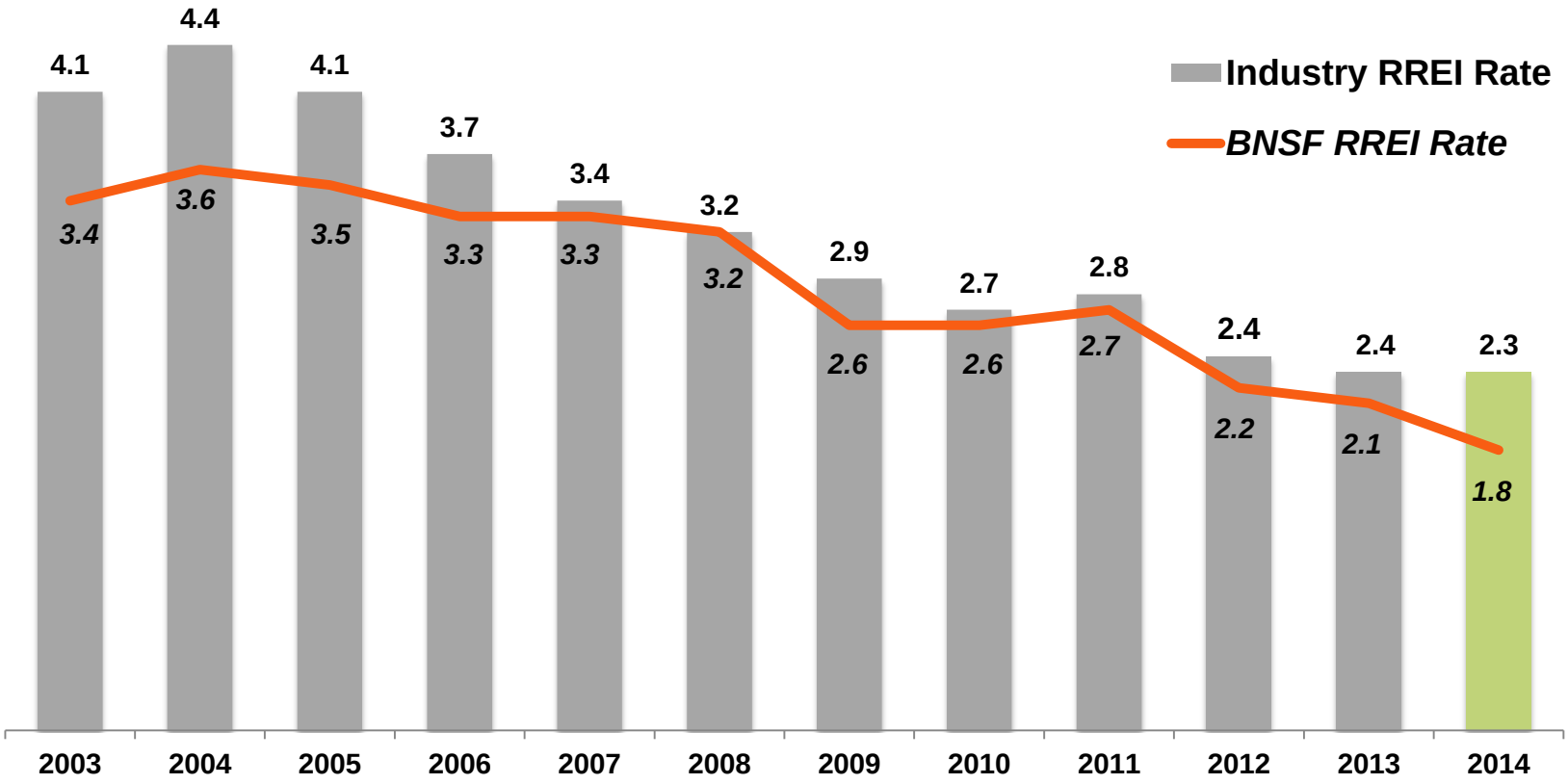



*2012 BNSF & Rail Transportation Reportable Rates/ 2011 Industry Results . Sources: US Bureau of Labor Statistics, Federal Railroad Administration, *Mine Safety and Health Administration*

# 2014: Safest Year in History

**From 1980 to 2013 rates for accident, employee injury and crossing collisions fell by more than 80%**

**Industry Reportable Rail Equipment Incident Rate** *(Incidents per Million Train Miles)*




*Source: FRA Ten Year Overview – 2013 Data Through October*

# Track Record for Safety

**Comprehensive inspection process ensures safety by identifying potential problems before they can lead to unsafe conditions**


## Bridge and track inspections

- More frequent  than required by FRA
- Most key routes inspected 4 times weekly
- Busiest main lines inspected daily
- State-of-the-art technology

## Weather & earthquake inspections

- Weather warnings 24/7 from private weather  service
- Special inspection program following natural events

# Track Geometry Car


## Geometry Car Inspections

Track Surface

Alignment

Curve Geometry

Gage

Rail Wear

# Railcar Defect Technology

**Proactive detection improves safety and extends equipment service life**

## Wheel Impact Load Detector

Evaluates wheel surface defects

## Warm Bearing Detection System

Monitors excess heat from wheel bearings

## Wheel Detector, Drive Train Inspection

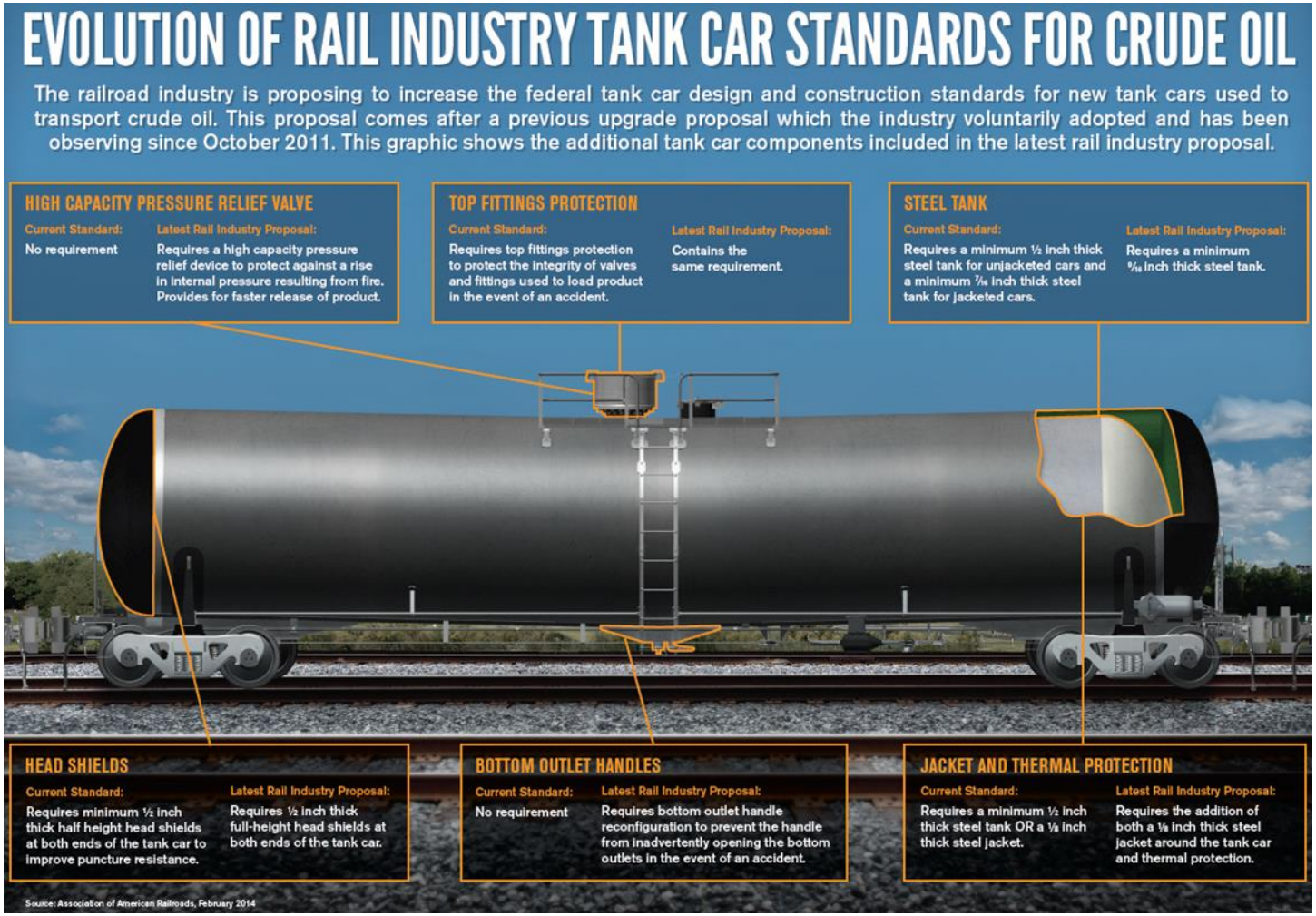
Measures wheel tread temperature

## Acoustic Bearing Detector

Microphonically identifies and evaluates flaws

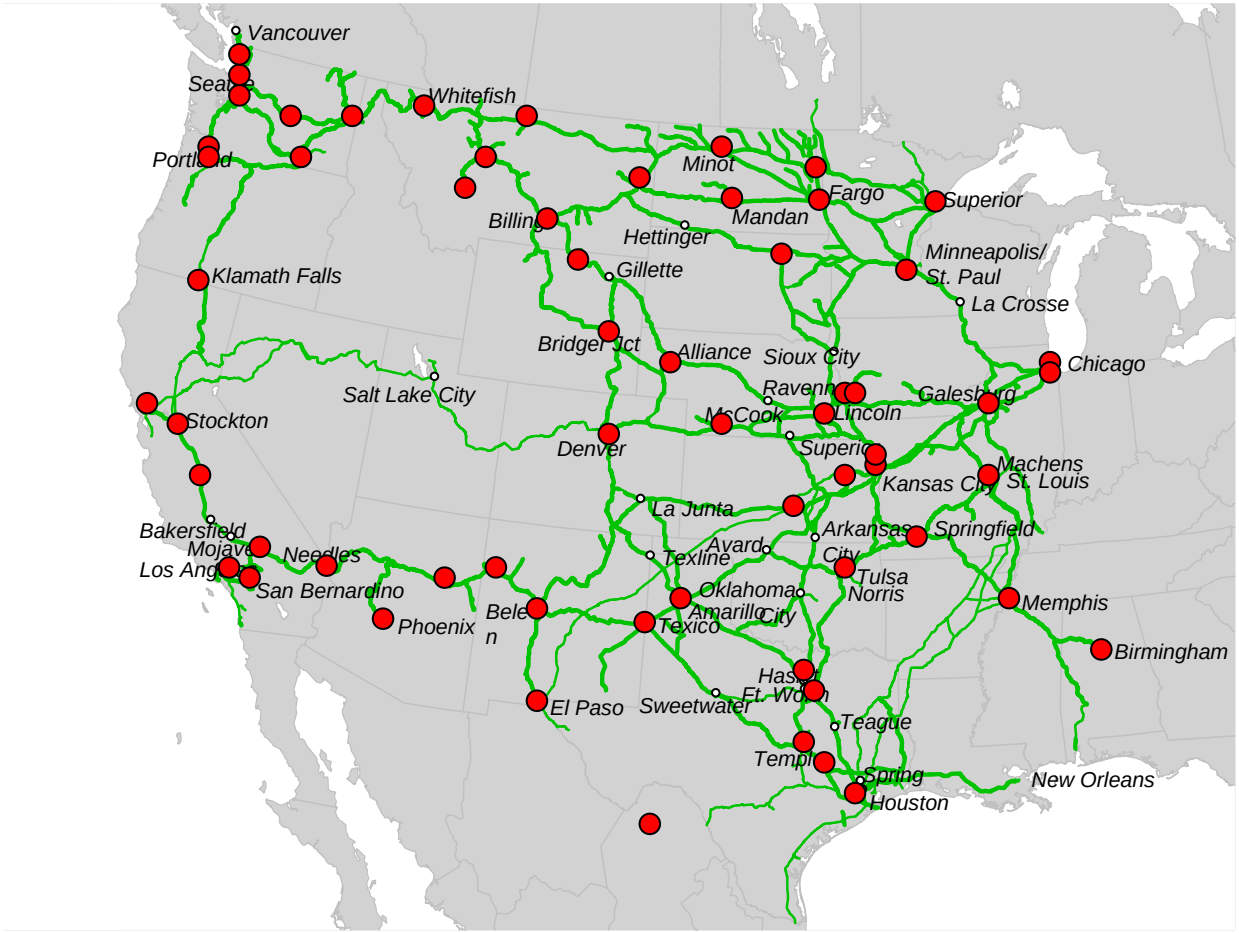
# Network Operations Center


# BNSF's Next Generation Tank Cars



# BNSF Hazmat Responder Locations

## 212 responders at 60 locations



# Free Community Hazmat Training

**BNSF trains 3,500 local first responders each year in communities across our network – more than 65,000 since 1996**

## Training includes:

- Instructor led
- Hands-on equipment in field
- Train list / shipping papers
- Placards
- Equipment
- Incident assessment

# Specialized Hazmat Equipment

- Industrial fire-fighting foam trailers
- Emergency breathing air trailers
- Chlorine kits
- Midland kits
- Air monitoring assets
- Current Busters

# Industry safety actions with U.S. DOT

**The rail industry is implementing new voluntary operating practices to further ensure the safety of shipping crude oil by rail**

- Increased track inspections
- Upgraded braking systems
- Rail traffic routing technology
- Lower speeds
- Trackside safety technology
- Emergency response training
- Tuition assistance for first responders
- Emergency response capability planning

# Remediation

## BNSF will restore the site to pre-derailment conditions

Cameron, Texas, post derailment

- Responsible for mitigation of the spill and restoration
- Contracts with pre-approved consultants and contractors
- State agencies oversee the work and must concur before a site is closed


BNSF
RAILWAY