

# UNION PACIFIC Rail Safety in Oregon



## WORLD CLASS INCIDENT RESPONSE

The 2015 Oregon Legislature researched, developed and passed a statewide hazardous material rail emergency response system among the best in the country. HB 3225 grew out of the Oregon State Fire Marshall's (OSFM) report into the resources needed to adequately respond to an oil or hazardous material spill on an Oregon rail line. All Oregon stakeholders joined together to solve the OSFM-defined issues. HB 3225 directs the Oregon State Fire Marshal to adopt a plan for coordinated response to oil or hazardous material spills or releases that occur during rail transport. This plan worked on June 3, 2016 in Mosier, Oregon.

HB 3225 also requires annual reports be submitted to Legislative Assembly. Along with the legislation, the railroads signed a voluntary agreement to provide equipment and training for Oregon's rail lines. Union Pacific invested in six regional support flatbed trailers for the state, each with four Alcohol Resistant Film Forming (ARFF) foam totes. Additionally, 40 scholarships were funded by the railroads for Oregon first responders to attend Crude Oil by Rail training at the Transportation Technology Center, Inc., in Pueblo, Colorado. The rail industry is also conducting four table top drills annually at sites selected by OSFM, and all railroads continue ongoing collaboration with OSFM for the development of further state training and response preparedness. Union Pacific has trained more than 2,300 Oregon emergency responders since 2010.

## RECOGNIZING WORK DONE

Starting with the 2015 legislature, changes have been made that improve HAZMAT transport

### HB 3225 RESPONSE COORDINATION

Which included equipment and training provided by railroads operating in Oregon

### SYSTEM & PROCESS CHANGES

Both in the Gorge and across the state, rail is making changes to improve safety and reliability.

### FEDERAL AGREEMENTS

Federal regulators and Union Pacific reached an agreement on safety standards

## RAIL NETWORK IMPROVEMENTS

Nationwide, freight railroads move crude oil and hazardous materials without incident 99.98% of the time – but 100% is our goal. To realize that, Union Pacific made changes in the Gorge and improvements statewide following the Mosier incident.

Broken lag bolts caused the June 2016 Mosier derailment. Union Pacific Railroad replaced the lag bolts in all eight miles of curved track in the Gorge with rail spikes, which provide higher levels of defect detectability during regular inspections. The company enhanced its inspection (both visual and mechanical) processes in the Gorge. And statewide, Union Pacific invested more than \$1 billion over the last 10 years in rail improvements, enhancing Oregon's transportation infrastructure.

## PEOPLE

Union Pacific is mindful of the potential consequences of an accident, which is why we have a long-standing commitment to training first responders in our communities and developing teams within our company focused on safety. Union Pacific works with 38 Oregon fire departments along its rail lines and trained more than 2,300 Oregon emergency responders since 2010.

Approximately 85 percent of our 44,500 full-time-equivalent employees are represented by 15 major rail unions.



## FEDERAL COLLABORATION

U.S. Senators Wyden and Merkley recently lauded the new Federal Railroad Administration agreement with Union Pacific for improved safety for all track used to haul hazardous materials (December 2016). The new measures include an inventory of curves on Union Pacific's network and walking inspections of Oregon track curves every 90 days. Increased Gauge Restraint Measurement System (GRMS) inspections are also planned along with visual hi-rail inspections twice/week, Geometry car inspections three times/year and Ultrasonic testing twice/year. Union Pacific now has a GRMS car dedicated permanently to Oregon track inspection.



GRMS vehicle