



CRUDE OIL BY RAIL

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CRUDE OIL BY RAIL

TRANSPORTATION OF CRUDE OIL BY RAIL

In light of increased volumes of crude oil moving by rail, the nation's freight railroads have done top-to-bottom reviews and improved their operations and federal regulators have issued new regulations related to how railroads are moving crude oil by rail (CBR). The result: freight railroads move each oil train under rules as rigorous as those required for more [hazardous materials](#). Thanks to a nationwide rail network infused by years of major private investment reaching into the hundreds of billions of dollars, railroads are transporting what America's economy needs and helping the nation achieve energy independence. Route selection, train speeds, track inspections, and the training of personnel, all reflect today's high standards established to move CBR safely.

Fact Sheets

[Crude Oil by Rail Safety Measures](#)

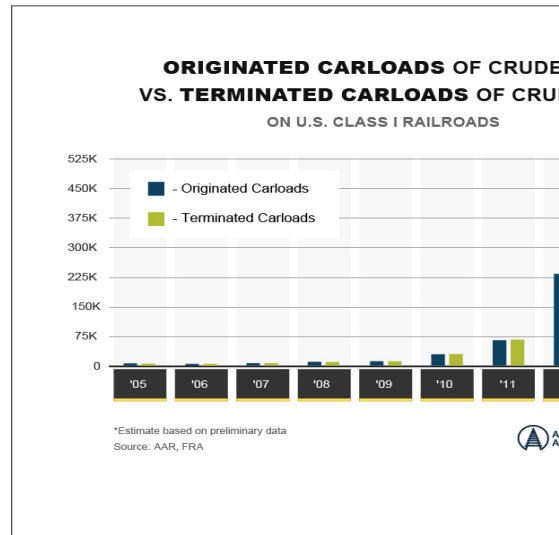
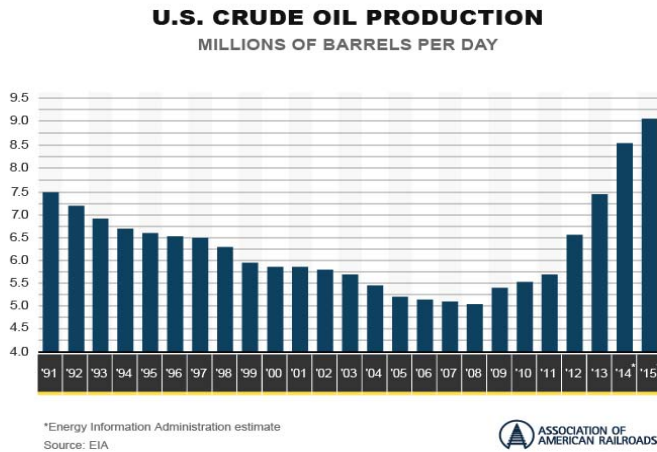
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[Railroads and Community Safety](#)

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[AAR Calls for Regulations to Enhance the Safe Transport of](#)



Flammable Liquids and Keeps the Rail Network Efficient

AAR Responds to U.S. DOT Proposed Rule on Safety of Moving Flammable Liquids by Rail

Freight Railroads Taking Significant Steps to Advance Crude by Rail Safety

RAIL'S STRONG COMMITMENT TO CRUDE OIL SAFETY

America's freight railroads constantly strive toward the goal of zero incidents. To ensure that the movement of CBR meets the highest standards for safety and efficiency, the industry assessed all aspects of their safety programs and operating protocols. Focusing on three wide-ranging areas, railroads have:

- Actively worked with state and local officials to ensure those who need to know what is moving through their areas are informed and trained to respond to an emergency situation;
- Worked with government officials to review and voluntarily update operating practices under which crude oil is transported;
- Proposed enhanced government design and construction standards for rail cars carrying crude oil and supported the accelerated deployment of these cars and the phase out of older cars.

COMMUNITY PREPAREDNESS AND FIRST RESPONDER TRAINING

Railroads play a vital role in the economic well-being of large and small towns throughout the U.S. — all with a commitment to safety. This focus on safety extends far beyond the industry's 140,000 mile rail network and into the communities railroads serve where they assist communities and first responders in preparing for rail incidents, especially those involving hazardous materials such as crude oil.

Background Papers



Moving Crude Oil by Rail



High Tech Advances Improve Safety



Positive Train Control

Railroads Moving America Safely



See how railroads are working toward an accident free future.

Community Preparedness— Railroads make technical information on shipments available to local officials and first responders along routes to ensure they are aware of what is moving through their area. In accordance with a May 2014 DOT [Emergency Order](#), railroads notify State Emergency Response Commissions (SERCs) about the routes of trains containing large amounts of Bakken crude oil in their respective states.

Freight railroads actively participate with state emergency planning committees and local first responders to develop emergency response plans. In accordance with a [February 2014 agreement](#) between the U.S. Department of Transportation (DOT) and the Association of American Railroads (AAR), railroads have developed an inventory of emergency response resources and provided DOT with information on the deployment of those resources. This information is available upon request to appropriate emergency responders.

If an incident occurs, railroads swiftly implement well-practiced emergency response plans and work closely with first responders to help minimize injuries or damage.

First Responder Training— The freight rail industry trains thousands of local public safety officials at the industry's Transportation Technology Center's (TTCI) Security and Emergency Response Training Center, while individual railroads conduct additional local training for first responders.

In accordance with a February 2014 agreement between DOT and AAR, railroads developed a \$5 million specialized crude by rail training and tuition assistance program for local first responders at TTCI. The funding will provide program development as well as tuition assistance for an estimated 1,500 first responders in 2014.



See first responders train at TTCI's SERTC.



ENHANCED RAIL OPERATIONS FOR CRUDE OIL

Freight railroads have rigorous employee safety training requirements and strict operating procedures that govern the handling and movement of hazardous goods, including crude oil. [Federal regulation](#) and self-imposed safety practices dictate train speeds, equipment and infrastructure inspections, procedures for how to handle and secure trains carrying hazardous materials, and much more.

Railroads also use a sophisticated routing model, developed in partnership with the [Federal Railroad Administration](#) (FRA), the [Pipeline and Hazardous Materials Safety Administration](#) (PHMSA), the [Transportation Security Administration](#) (TSA), and the [Federal Emergency Management Agency](#) (FEMA) to help determine the safest and most secure routes for transporting hazardous materials.

Since July 2013, in coordination with government officials, railroads have imposed additional, voluntary operating procedures for crude oil shipments:

- In August 2013, DOT issued an Emergency Order and Safety Advisory to help prevent trains operating on mainline tracks

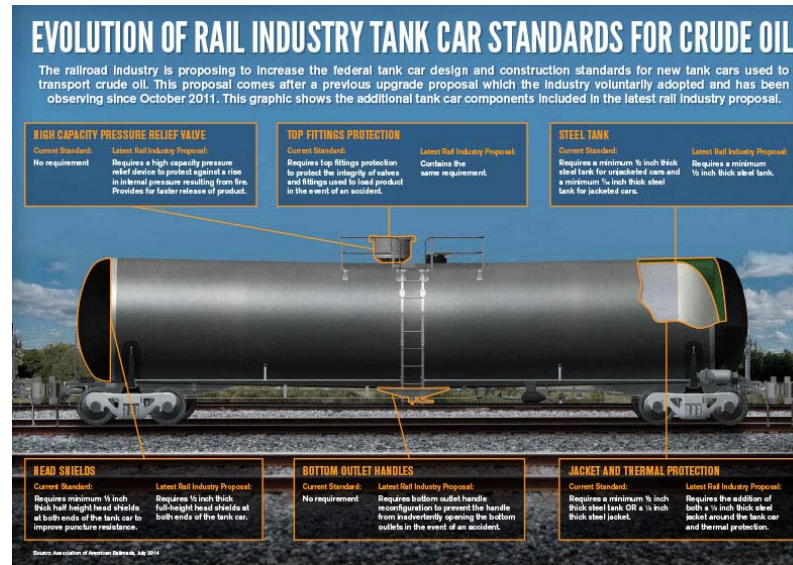
or sidings from moving unintentionally.

- In August 2013, the Railroad Safety Advisory Committee (RSAC), a federal advisory committee that develops railroad safety recommendations through a consensus process, met to discuss attendance and securement issues. RSAC has completed its work and sent recommendations to the FRA for review.
- In January 2014, PHMSA issued a safety alert regarding proper shipper classification of crude oil being transported from the Bakken region.
- In February 2014, freight railroads joined with DOT to announce a rail operations safety initiative that instituted new voluntary operating practices for moving crude oil by rail.

ADVOCATING FOR SAFER TANK CARS

Freight railroads have led the charge to ensure flammable liquids like crude oil are moved in rail cars built to stringent design and construction standards. Railroads have proposed enhanced government design and construction regulations for crude oil tank cars and advocated for the swift retrofit or phase out of older tank cars.

- In 2011, the rail industry's Tank Car Committee, comprised of shippers, rail car manufacturers and railroads, voluntarily implemented standards that exceed those of the federal government.
- In November 2013, freight railroads stepped up the call for even more rigorous standards for tank cars carrying flammable liquids, including asking that existing tank cars be retrofitted to meet these higher standards of phased out if they cannot be made safer.





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