

December 2014 System Safety Summary

		Month		YTD	
		2013	2014	2013	2014
PI's	Inc	1.74	1.15	1.60	1.52
	Rep	1.35	0.80	1.10	0.98
	LDC	0.45	0.33	0.61	0.55
Rail Equip.	Inc rate	9.14	8.80	8.74	7.93
	Cost (millions)	\$3.5	\$3.4	\$83.4	\$72.6
	HF Inc	53	46	625	588
Public	Grade Crossing inc rate	2.16	2.39	2.22	2.34
	# Crossing Inc	30	34	373	411
	# Trespasser Inc	10	19	166	196

Personal Safety

For the month of Dec, the incident rate (1.39) for Transportation employees was 28% better than Dec 2013 (1.92). Incident rate through Dec is 2% worse than last year (1.81 vs. 1.77). The reportable rate for Dec 2014 was 47% better than Dec 2013 (0.91 vs. 1.71). Ytd Reportable Rate was 3% better (1.29 vs. 1.33). Total incidents through Dec 2014 are 13% worse than ytd Dec 2013 (356 vs.316). 78 out of 356 (22%) are a Body motion incident, 62 of these are due to overexertion. 85 (24%) involved slip/trip/falling, 49 of these occurred on an even surface. 49 (14%) involved collisions.

Engineering had an incident rate of 1.39 in Dec 2014 which was 7% better than in Dec 2013 (1.49). The reportable rate for Dec 2014 was 2% more than Dec 2013 (1.28 Vs 1.26). YTD Incident rate (1.5 vs. 1.58) is 5% better and 7% better for ytd reportable rate (1.1 vs. 1.18). Ytd Dec 2014, there were 198 incidents compared to 214 ytd 2013. 44 out of 198 are slip,trip, or fall (22%). 34 (17%) incidents resulted from being struck by or against an object. 33 (17%) are collision type incidents. 11 of the 33 are MofW equip, 18 of the 33 are collisions between vehicles. 34 (17%) incidents were a result Body motion incident, 32 of these are due to overexertion.

The incident rate for Mechanical employees for Dec 2014 was 61% better (1.07 vs. 2.75). The reportable rate for Dec 2014 was 0.54 compared to 1.74 for Dec 2013 (69% better). Ytd incident rate through Dec was 14% better (1.64 vs. 1.91) and 34% better for reportable rate (0.66 vs. 1.0). There were 149 incidents YTD 2014 compared to 168 in 2013. 30 out of 149 (20%) total incidents resulted from Body motion injury. 28 (19%) slips, trips, falls. 24 (16%) were a result of unexpected motion/slack action.

Derailment Prevention

The Dec 2014 incident rate (incidents per million train miles) for rail equipment incidents was 4% lower than Dec 2013 (8.8 vs.9.14). There was a 2% decrease in the Dec 2014 Incident count compared to Dec 2013 (125 vs.127).

Year-to-date, there were 75 less incidents (1395 vs.1470) through Dec 2014 when compared to Dec 2013. The YTD incident rate was 9% lower than YTD 2013 (7.93 vs. 8.74), human factor incidents are 6% lower (588 vs.625), track related incidents are 4% lower (433 vs.449), miscellaneous incidents are 4% lower (233 vs. 243), signal related incidents are 5% lower (59 vs. 62) and mechanical incidents are 15% lower (82 vs. 97). Year-to-date, The General Switching Rules Group is the leading contributor to human factor incidents, but 8% lower compared to Dec 2013 (310 vs. 338). Failure to apply or remove derail incidents are 6% lower compared to Dec 2013 (77 vs.82). Switches, Use Of Group incidents are 7% higher (144 vs. 134).

Public Safety

The grade crossing incident rate (incidents per million train miles) for Dec 2014 (2.39) was 11% higher than Dec 2013 (2.16). Ytd incident rate through Dec is 5% worse compared to ytd 2013 (2.34 vs. 2.22) There were 38 more incidents ytd Dec 2014 than ytd Dec 2013 (411 vs. 373). Through Dec, 234 Incidents occurred on the Southern Region which is 29% more compared to 2013 (181). The Northern Region has decreased by 13% (97 vs. 112). The Western Region is flat at 80.

For the month of Dec, there were 19 trespasser incidents compared to 10 in 2013. YTD through Dec, tresspass incidents is 18% higher (196 vs. 166) . Northern Region accounted for 32 of the 196 in 2014 which is a 113% increase compared to 2013 at 15. Southern Region is up 12% (75 vs. 67). West is up by 6% (89 vs. 84).