

May 2015 System Safety Summary

		Month		YTD	
		2014	2015	2014	2015
PI's	Inc	1.51	1.02	1.58	1.19
	Rep	0.90	0.51	1.06	0.79
	LDC	0.39	0.24	0.51	0.39
Rail Equip.	Inc rate	8.17	7.10	7.54	7.84
	Cost (millions)	\$2.0	\$11.2	\$22.4	\$28.8
	HF Inc	53	36	241	213
Public	Grade Crossing inc rate	1.76	1.65	2.34	1.91
	# Crossing Inc	27	23	169	132
	# Trespasser Inc	17	24	64	86

Personal Safety

For the month of May, the incident rate (0.69) for Transportation employees was 63% better than May 2014 (1.89). Reportable rate in May is 64% better than last year (0.44 vs. 1.22). YTD Inc Rate is 40% better (1.14 vs. 1.89). YTD Reportable rate is 39% better (0.89 vs. 1.47). Total incidents through YTD 2015 are 37% better than YTD 2014 (94 vs.149). 25 (27%) involved slip/trip/falling, 13 of these occurred on an uneven surface. 25 out of the 94 (27%) are a Body motion incident, 15 of these are due to overexertion. 6 of the 94 (6%) involved exposure to fumes/inhalation incidents.

Engineering had an incident rate of 1.03 in May 2015 which was 3% better than in May 2014 (1.06). The reportable rate for May 2015 was 39% less than May 2014 (0.6 Vs 0.98). YTD Inc Rate is 26% better (1.07 vs. 1.45). YTD Reportable rate is 31% better (0.81 vs. 1.18). Total incidents through YTD 2015 are 23% better than YTD 2014 (62 vs. 81). 20 out of 62 (32%) are body motion incidents all from overexertion. 12 out of 62 (19%) are a result of a collision type incident. 13 out of 62 (21%) are a result of being struck, pushed, shoved by object. 7 out of 62 (11%) are Caught, crushed pinched type incidents.

The incident rate for Mechanical employees for May 2015 was 18% better (1.82 vs. 2.23). The reportable rate for May 2015 was 2% better (0.65 vs. 0.66). YTD Inc Rate is 4% better (1.72 vs. 1.79). YTD Reportable rate is 38% worse (0.77 vs. 0.56). Total incidents through YTD 2015 are the same as YTD 2014 (67 vs.67). 18 out of the 67 (27%) are a Slip, trip, fall incident 14 of those are on an even surface. 13 (19%) incidents occurred within category of Body motion injury.

Derailment Prevention

The May 2015 incident rate (incidents per million train miles) for rail equipment incidents was 15% lower than May 2014 (7.1 vs.8.17). There was a 21% decrease in the May 2015 Incident count compared to May 2014 (99 vs.125).

The YTD 2015 incident rate (incidents per million train miles) for rail equipment incidents was 4% higher than YTD 2014 (7.84 vs.7.54). The YTD 2015 Incident count compared to YTD 2014 is flat (543 vs.545). Human factor incidents are 12% lower (213 vs.241), track related incidents are 6% higher (181 vs.170), miscellaneous incidents are 4% higher (84 vs. 81), signal related incidents are 56% higher (25 vs. 16) and mechanical incidents are 11% higher (40 vs. 36). Year-to-date, The General Switching Rules Group is the leading contributor to human factor incidents at 100 which is 25% lower than YTD 2014 (134). Failure to apply or remove derail incidents are 6% down (31 vs. 33) compared to YTD 2014. YTD Switches, Use Of Group incidents are 19% higher (70 vs. 59) with 52 of the 70 are contributed by H702 - Switch improperly lined.

Public Safety

The grade crossing incident rate (incidents per million train miles) for May 2015 (1.65) was 6% lower than May 2014 (1.76). The grade crossing incident rate (incidents per million train miles) for YTD 2015 (1.91) was 18% lower than YTD 2014 (2.34). There were 37 less incidents ytd 2015 than ytd 2014 (132 vs. 169). Through May, 64 Incidents occurred on the Southern Region which is 28% less compared to 2014 (89). The Northern Region has Decreased by 27% (35 vs. 48). The Western Region is flat (32).

For the month of May, there were 24 trespasser incidents compared to 17 in 2014. The YTD Tresspass incidents are 34% higher (86 vs. 64). Northern Region accounted for 6 of the 86 in 2015 which is down 45% compared to 2014. Southern Region is up 10% (33 vs. 30). West is up by 104% (47 vs. 23).