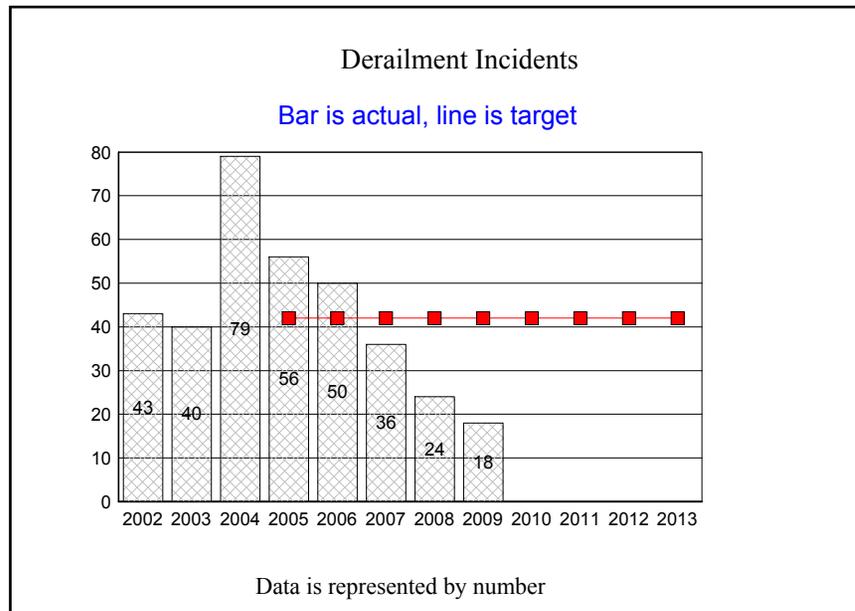


TRANSPORTATION, DEPARTMENT of	II. KEY MEASURE ANALYSIS
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KPM #7	Derailment Incidents: Number of train derailments caused by human error, track, or equipment.	1998
Goal	ODOT Goal #1 Safety -- Engineer, educate and enforce a safe transportation system	
Oregon Context	Oregon Benchmark #45: Preventable Death	
Data Source	Rail Division, ODOT	
Owner	Rail Division, ODOT, Kathy Holmes, (503) 986-4321	



1. OUR STRATEGY

Safe Infrastructure: A priority for ODOT is to provide safe infrastructure and mitigate structural safety risks on Oregon’s transportation system. The Rail Division, working with the Federal Railroad Administration (FRA), uses a combination of inspections, enforcement actions and industry education to improve railroad safety and reduce the incidence of derailments and the potential for release of hazardous materials.

2. ABOUT THE TARGETS

Fewer incidents of derailments are desired.

3. HOW WE ARE DOING

In 2009, there were 18 derailment incidents, a decrease from the 24 derailments that took place in 2008. Over the past five years, derailment incidents have decreased by 77 percent after reaching a peak in 2004. Derailments are below the target. This trend indicates significant improvement; however some of the decrease can likely be attributed to reduced train volumes due to the current recession.

4. HOW WE COMPARE

According to FRA's data, derailments decreased in Oregon and its neighboring states of Washington, Idaho, Nevada and California. Oregon showed a 25 percent reduction. The rail systems differ in terms of track miles and the number of carloads, e.g. California has a much larger system than Oregon while Idaho has a much smaller system.

5. FACTORS AFFECTING RESULTS

The decrease in derailments can be partially attributed to an increase in inspections and a full staff of certified inspectors. The decline has steadily continued since 2004 with the hiring, training and certification of new inspectors to replace the turnover in staff. This supports the need for certified inspectors performing regular inspections.

6. WHAT NEEDS TO BE DONE

Recruitment and retention of qualified compliance (inspector) personnel is vital as new hires require at least one year of training to become federally-certified to conduct inspections. Staff turnover combined with the required training period limits the Division's effectiveness in identifying non-compliant, potential derailment conditions. Also, analysis of data from previous inspections (track conditions, operating issues, etc.) aids the Division in identifying areas of concern on which to focus resources and inspections to reduce incidents.

7. ABOUT THE DATA

The reporting cycle is calendar year. The data is based upon reports submitted by the railroads to the FRA. Under federal regulations, railroads are required to report all derailments meeting federally mandated thresholds to the FRA.