



Train Crew Size

April 18, 2022

This is a significant rulemaking proceeding that is inconsistent with the Administration's goals.

Single Person Crews Allow Freight Rail to Invest More



- Freight rail invests about \$25B annually on infrastructure, equipment and technology.
- A 2015 Oliver Wyman study shows 1 person crews could lead to \$1B+ annually in savings.

A Crew Size Rule Makes Freight Rail Less Competitive



- Freight rail is the most fuel-efficient and safe way to move freight over land. Trains 3-4x more efficient than trucks, on average.
- Less competitive rail means freight could be forced onto less environmentally-friendly trucks.

Crew size is a collective bargaining issue.

- Railroads cannot change crew size unilaterally. Crew size has always been set via collective bargaining agreements, as the industry reduced the typical train crew from 5 to 2 people.
- FRA declined to regulate crew size in 2009 and 2019.
- In 2019, FRA withdrew a crew size NPRM after RSAC and the rulemaking proceeding failed to yield justification for regulating crew size.

PTC technology

- **Positive Train Control (PTC) is a Congressionally-mandated technology system that prevents:**
 - Train-to-train collisions.
 - Over-speed derailments.
 - Unauthorized incursions into work zones.
 - Movement over a switch in the wrong position.
- **Arguments that conductors can perform as first responders do not reflect how railroads respond to accidents:**
 - Conductors are not equipped, trained or intended to be first responders.
 - They are trained to move away from danger or hazmat releases after any accident.

The rule lacks supporting data.

- **“FRA cannot provide reliable or conclusive statistical data to suggest whether one-person crew operations are generally safer or less safe than multiple-person crew operations.”** *(March 2016 FRA Crew Staffing NPRM – 81 Fed. Reg. at 13,919)*
- **“[A]ccident/incident data does not support a train crew staffing regulation.”** *(May 2019 FRA NPRM Withdrawal - 84 Fed. Reg. at 24,739)*
- **“[T]here is insufficient data to demonstrate that accidents are avoided by having a second qualified person in the cab. In fact, the NTSB has investigated numerous accidents in which both qualified individuals in a two-person crew made mistakes and failed to avoid an accident.”** *(NTSB Railroad Accident Report 16/02 (Derailment of Amtrak Passenger Train 188)).*

Analysis does not support crew size regulation.

- The 2015 Oliver Wyman study showed a long history of railroads operating with one person in the cab.
- The study concluded that **operations with one person in the cab are no less safe than multiple-person crews.**
- ICF study using fault tree analysis reached same conclusion.

Railroads safely operate with one person in the cab.



Most Passenger



Some Short Lines



Ubiquitous Foreign Operations

Other transportation modes already use cutting-edge tech.

- Automated trucks are already operating on highways.
- Amazon has been testing drone delivery and plans to start rolling out this year.
- FedEx plans to test autonomous cargo flights in 2023 and announced they will make an “enormous effort” toward AV trucks in June 2022.
- A Black Hawk helicopter flew without a human for the first time in Feb. 2022.