CHICAGO CAR INTERCHANGE BUREAU

Annual Intermodal Operations Seminar

Ron Ruisz
Mechanical Manager
Intermodal Operations
The Courage Pledge

I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path. We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.
Reportable Incident Rates as of July 6, 2016
Union Pacific Railroad Employees

Incident Rate*
- LAST YEAR (YTD): 1.24
- CURRENT (YTD): 0.95
- GOAL (2016): 1.28

Reportable Rate
- LAST YEAR (YTD): 0.85
- CURRENT (YTD): 0.67
- GOAL (2016): 0.84

Lost Day Rate
- LAST YEAR (YTD): 0.55
- CURRENT (YTD): 0.39
- GOAL (2016): 0.48

*Union Pacific’s goal is to send everyone home safely, every day, as we strive to set annual safety records on the way to zero incidents. The 2016 goal represents the need to continuously improve and sustain safety measures.
INTERMODAL SAFETY
Intermodal Terminal Safety Initiative

BUSINESS CASE
PROJECT NEED
Opportunities exist to improve safety performance within intermodal terminals, yards and depots through elimination of at-risk behaviors and improving situational awareness.

GOAL STATEMENT
Key objectives of the Task Force are to identify initiatives, activities, or processes that can influence and reduce the frequency of mishaps in terminals, yards, and depots.

IANA

Task Force Leader:
Vernon Price, CSX Intermodal Terminals

Task Force Members:
Tony Ann, Mark-it Express
Seth Eadie, Union Pacific Railroad

desired outcomes
INTERMODAL SAFETY FACTS
Most Recent Crash Statistics

**327,000 CRASHES**
Large trucks were involved in 327,000 police-reported crashes.

**1%**
3,541 FATALITIES
3,541 crashes resulted in at least one fatality.

**265,000 PROPERTY DAMAGE ONLY**
Large trucks were involved in 265,000 property damage only crashes.

**21%**
69,000 INJURIES
69,000 crashes resulted in at least one nonfatal injury.

**NOTE:**
A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
SAFETY STATISTICS
Gate Transactions and Mishap Data By Day of the Week

GATE TRANSACTIONS

MISHAPS

CALENDAR YEAR
2015  2014  2013
TERMINAL MISHAP CAUSES
Intermodal Terminals Drayman, Employee, & Vendor Mishaps

DISTRACTED DRIVING

COLLISIONS
- Hitting or being hit by another vehicle or object
- Maneuvering
- U-turns
- Backing
- Space Management

PROCESS ERROR
- Failure to follow rules or procedures
- Not clearing tracks/crossings
- Dropping containers/chassis off 5th wheel

SLIP, TRIP, OR FALL
- Failure to use 3 points of contact

EQUIPMENT FAILURE
- Equipment not performing as designed

CELL PHONE USE
- Any mishap not otherwise classified

SITUATIONAL AWARENESS

SPEEDING
UNION PACIFIC YTD-2016 = 152 INCIDENTS

- Collision: 74
- Process Failure: 29
- Slip-Trip-Fall: 9
- Equipment Failure: 18
- Other: 22

- Total Incidents: 152
- Collision: 49%
- Process Failure: 19%
- Slip-Trip-Fall: 6%
- Equipment Failure: 14%
- Other: 12%
CONTRIBUTING FACTORS
Collisions at Intermodal Terminal Facilities

INTERMODAL DRAYMAN COLLISIONS
Shown here are some of the most common contributors to collisions at intermodal facilities.

TERMINAL CONDITIONS
LIGHTING
UNCLEAR ROAD MARKINGS
ENVIRONMENTAL
TERMINAL CONGESTION

DRAYMAN SITUATIONAL AWARENESS

DISORGANIZATION
TERMINAL LAYOUT
EQUIPMENT
RECOMMENDED PRACTICE
To Reduce Collisions on Intermodal Terminals

1. REMAIN ALERT
   Remain alert to potential hazards and changing environmental conditions.

2. AVOID DISTRACTIONS
   Avoid distracted driving. Only use electronic devices when stopped and in designated safe areas.

3. GET OUT AND LOOK
   Get out and look when unsure of surroundings, especially before backing.

4. REVIEW FACILITY MAPS
   Review facility maps and understand areas of concern (tracks, crane paths, signs, etc.)

5. 3 POINTS OF CONTACT
   Always maintain 3 points of contact when entering or exiting any vehicle.

6. TUG TEST
   When connecting to a chassis, always perform a tug test prior to connecting brake lines.
RECOMMENDATIONS
Safety Task Force Recommendations for Improvement

TERMINAL DRAYMAN ORIENTATION
- TERMINAL DRAYMAN SAFETY HANDBOOK
- HANDOUT CARDS
- GUIDE WITH MAP

EXPLORE STANDARD RULES
- DRAYMAN SAFETY HANDBOOK
- DRAYMAN SAFETY ONLINE BRIEF

MONTHLY SAFETY MEETINGS
- TERMINAL & DRAYAGE COMMUNITY
- SHARE INFO
- OPEN HOUSE
Industry Tools

BELOW ARE TWO INSPECTION VIDEOS PRODUCED BY IANA STANDING COMMITTEES.

Intermodal Pre-Trip Inspection

The video below is a recording of the inspection performed by the driver of intermodal equipment. The process is based upon the Federal Motor Carrier Safety Regulations and illustrates the procedural steps to be followed by a driver prior to taking an intermodal chassis on the road.

Intermodal Roadside Inspection

This video illustrates the procedural steps followed by law enforcement when conducting a Level 1 roadside inspection as performed in accordance with the North American Standard Inspection procedures developed by the Commercial Vehicle Safety Alliance.
9. According to the most recent statistics involving large trucks, which type of crash occurred most often?

A. FATALITIES
B. PROPERTY DAMAGE
C. NON-FATAL INJURIES
D. ROLL-OVERS
11. According to the data, the lowest frequency of mishaps occur on which day of the week?

A. MONDAY  
B. TUESDAY  
C. FRIDAY  
D. SUNDAY
2. While conducting business at an Intermodal facility who is responsible for safety?

A. THE RAMP CONTRACTOR
B. THE INTERMODAL EQUIPMENT PROVIDER
C. THE MOTOR CARRIER
D. ALL OF THE ABOVE
IF TRUCKS STOPPED

DELIVERY of medical supplies to the affected area will cease.
HOSPITALS will run out of basic supplies such as syringes.
SERVICE stations will begin to run out of fuel.
MANUFACTURERS using just-in-time manufacturing will develop component shortages.
U.S. mail and other package delivery will cease. Within one day, food shortages will begin to develop.
AUTOMOBILE fuel availability and delivery will dwindle, leading to skyrocketing prices and long lines at pumps.

FOOD shortages will escalate, especially in the face of hoarding and consumer panic.
SUPPLIES of essentials, such as bottled water and canned meat at major retailers will disappear.
ATMs will run out of cash and banks will be unable to process transactions.
SERVICE stations will completely run out of fuel for autos and trucks.
GARBAGE will start piling up in urban and suburban areas.
CONTAINERS will sit idle in ports and rail transport will be disrupted, eventually coming to a standstill.

AUTOMOBILE travel will cease due to lack of fuel.
HOSPITALS will begin to exhaust oxygen supplies.
THE nation’s clean water supply will begin to run dry.

THE nation will exhaust its clean water supply.
ILLNESSES will increase, further taxing an already weakened health care system.
UPRR ROADABILITY RULES
ROADABILITY REPAIR AREA SAFETY
The SAFE Route is always the FASTEST Route
ROADABILITY REPAIR AREA SAFETY
PRECAUTIONARY MEASURES
What can be done to avoid Roadability?
Tell us the defects with your unit upon arrival!

DVIR Roadability
- If there are any defect with the chassis press Y and select from one of the options displayed.

1. Brakes
2. Lights markers conspicuity
3. Wheels rims lugs tires
4. Air Lines hoses couplers
5. King pin/Upper coupling
6. Rails/Frame
7. Bolster
8. Locking pins/Fasteners
9. Slider/Sliding frame lock

DVIR Roadability
- Si hay algún defecto con el chasis pulse Y y seleccione una de las opciones desplegadas.

Roadability Defects to Report?
Do you have any Roadability Defects to report for UPHZ135525?
Press Y for yes
Press N for no
SAFETY ALERT! NEVER TAKE MATTERS LIKE THIS INTO YOUR OWN HANDS!
PERFORMING YOUR OWN REPAIRS CAN BE UNSAFE AND LEAD TO DISCIPLINARY ACTION!
CAUTION!

THE NEXT SLIDE IS VERY GRAPHIC AND THE RESULT OF A DRIVER USING VERY, VERY POOR JUDGEMENT!
If you survive this, it will also get you banned!
WON’T GET YOU BANNED!

WILL HOWEVER GET YOU AN EARFUL!
### Critical Rules

**Focus on These Rules to Prevent a Banning Event!**

**Take a Pocket Handout Before You Leave Today!**

<table>
<thead>
<tr>
<th>Rule</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>2.21</td>
<td>Electronic Devices</td>
</tr>
<tr>
<td>5.13</td>
<td>Blue Flag Protection</td>
</tr>
<tr>
<td>7.6 / 32.1.1</td>
<td>Securing Cars, Engines, Trains, etc.</td>
</tr>
<tr>
<td>32.1.2 / 32.1.3</td>
<td></td>
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<tr>
<td>32.1.4 or 32.2.1</td>
<td></td>
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<tr>
<td>74.3</td>
<td>Cell Phone and Electronic Device Use</td>
</tr>
<tr>
<td>74.5</td>
<td>Seat Belts</td>
</tr>
<tr>
<td>74.12</td>
<td>Off Road Vehicles</td>
</tr>
<tr>
<td>81.23</td>
<td>Lockout Protection Required</td>
</tr>
<tr>
<td>83.1.6</td>
<td>Adjustment of Containers on Chassis</td>
</tr>
<tr>
<td>83.1.9</td>
<td>Intermodal Lockout / Tagout</td>
</tr>
<tr>
<td>83.2.1</td>
<td>Speed Limits on Ramp</td>
</tr>
<tr>
<td>83.2.2</td>
<td>Observing Stop Signs</td>
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<tr>
<td>83.3.2</td>
<td>Overhead Lifting</td>
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<tr>
<td>83.3.4</td>
<td>Slaying Clear of Suspended Load</td>
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<tr>
<td>83.3.5</td>
<td>Getting On and Off Intermodal Cars</td>
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<tr>
<td>83.3.8</td>
<td>Crossing Platforms</td>
</tr>
<tr>
<td>83.4.2</td>
<td>King Pin</td>
</tr>
<tr>
<td>83.4.3</td>
<td>Loading Container on Flat Car - COFC</td>
</tr>
<tr>
<td>83.4.5</td>
<td>Hitches</td>
</tr>
</tbody>
</table>
FTX – FIELD TRAINING EXERCISE

UP MANAGEMENT PERFORMING RANDOM OBSERVATIONS AND TAKING THE OPPORTUNITY TO COACH BOTH GOOD AND BAD BEHAVIOR AND RECEIVING FEEDBACK FROM THE PERSON BEING TESTED.
The following list sets forth those items, which the Motor Carrier has responsibility for visually or audibly checking prior to use of the Equipment:

1. Chassis Twist Locks and Safety Latches – (Check that twist locks and safety latches are engaged and properly secured.)
2. Slider Pins – (Check that slider pins are engaged for all sliding chassis.)
3. Bolsters (Check that bolsters are not bent and the container can be secured properly.)
4. Landing Legs (Check that landing legs are in 90 degree position and they move up and down properly.)
5. Sand Shoes (Check that sand shoes or dolly wheels are attached to landing legs and secure.)
6. Crank Handles (Check that handle is attached, secure and operable to move landing legs up and down.)
7. Mud Flaps – (Check that mud flaps are whole and properly secured.)
8. Tires (Check that the following conditions are not present.)
   a. Tire is flat, underinflated or has noticeable (e.g., can be heard or felt) leak.
   b. Any tire with excessive wear (2/32nds or less thread depth), visually observable bump, or knot apparently related to tread or sidewall separation.
   c. Tire is mounted or inflated so that it comes in contact with any part of the vehicle. (This includes any tire contacting its mate in a dual set.)
   d. Seventy-five percent or more of the tread width is loose or missing in excess of 12 inches (30cm) in circumference.
9. Rims (Check that rims are not cracked and/or bent.)
10. Rear Underide Guard (“ICC Bumper”) (Check that Guard is in place and not bent under the frame.)
11. Electrical Wiring/Lights – (Check that lights are in working order.)
12. Reflectors/Conspicuity Treatments (Check for reflector lenses and presence of conspicuity tape or bar on the 3 visual sides of the chassis.)
13. Brake Lines, Including Air Hoses and Glad Hands – (Check for audible air leaks and proper pressurization only.)
14. Current License Plate (Check to see that it is affixed to equipment.)
15. Proper Display of Hazardous Cargo Placards, In Accordance with Shipping Papers
16. Display of Current Non-expired Federal Placards or Stickers (Check to see that it is affixed to equipment.)
UDPATE TO UIIA

ALIGNS THE UIIA WITH THE DOT GUIDELINES PERTAINING TO THE DEFINITION OF A SLID FLAT TIRE

July 5, 2016

OFFICIAL NOTIFICATION

TO: UIIA Participants

FROM: Debbie Sasko
AVP, Information Services

RE: Proposed Modification to UIIA Agreement

A memo was sent to all UIIA participants on May 17, 2016 advising that the Intermodal Interchange Executive Committee (IIEC) had proposed a revision to Exhibit C of the UIIA relating to the definition for slid flat tire damage. UIIA participants were provided with a thirty day comment period and all comments received were forwarded to the Committee for review and consideration.

During a meeting on June 29th, the Committee decided to further modify the Exhibit C revision to reference “more than 4/32 inches” versus “5/32 inches or more” as previously proposed. Although the two statements are equivalent, the use of the reference “more than 4/32 inches” is consistent with established standards set forth in Chapter III, Subchapter B, Appendix G of the Federal Motor Carrier Safety Regulations and the AAR TOFC/COFC Interchange Rules. For your convenience, the new proposed revision to Exhibit C is shown below [Revisions are noted in bold and highlighted]:

Exhibit C of the UIIA

“Slid Flat Damage to tire and/or tube – removal of tread or rubber to 2/32 inches of remaining tread depth or less in the affected area (flat spot) while the remaining unaffected tread depth is more than 4/32 inches.”

Based on the Committee’s decision and in accordance with Appendix I, Section V, of the UIIA, another thirty day comment period is provided to all participants. Comments on the new proposed modification to Exhibit C are welcome and may be submitted over the next 30 days and should be in writing, via e-mail to debbie.sasko@intermodal.org or by USPS to the address shown below. All submissions must be received by Friday, August 5, 2016, in order to be considered. The effective date of these revisions will not be before August 29, 2016.
GEAR TIE

POTENTIAL RE-USEABLE REPLACEMENT FOR THE TWIST LOCK NYLON TIES?

ELIMINATE THE RISK OF INJURY?

ELIMINATE THE MESS?
