

A publication of the
Michigan Railroads Association



BUILDING A SAFER FUTURE Examining Freight Rail's Comprehensive Safety Framework

At the heart of railroad operations is an unwavering commitment to safety. The wellbeing of employees, customers and the communities served is paramount. Railroads demonstrate this commitment through decisive and meaningful actions, concentrating on practical steps designed to make the biggest improvements in rail safety.

Today, railroads are the safest way to move goods and people over land – and they are working to get even safer. Federal Railroad Administration (FRA) data reflect significant advancements in safety over time, marking a positive trend that merits recognition.

It is important to acknowledge that most rail derailments are relatively minor and primarily occur in rail yards at low speeds, resulting in minimal, if any, impact on local communities.

However, on the rare occasions when a serious accident occurs, the effects on a community

can be significant. That's why railroads strive to reduce the frequency and severity of all accidents through daily, tangible safety initiatives.

Recognizing that safety is a collective responsibility, railroads actively partner with employees, customers, policymakers and

communities to achieve the ultimate goal: a future free of rail accidents.

This collaborative approach underscores the industry's dedication to elevating safety standards and ensuring railroads remain a cornerstone of American prosperity.

RAIL SAFETY TRENDS

The journey towards achieving zero accidents and injuries in the rail industry is complex and does not always follow a straight or predictable path. However, the trends over the past two decades are encouraging and underscore rail's status as the safest way to move goods over land.

Data from the FRA highlight significant safety improvements across the rail industry. The overall train accident rate in 2023 decreased 27% from 2000; the employee injury rate fell 50%; and the grade crossing collision rate dropped 25%.



SE Michigan First Responders receive specialized hazmat training from Norfolk Southern.

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Jon Cool, President
@MI_FreightRail

FROM THE PRESIDENT

Safety is always at the forefront of rail operations. Part of this safety effort is to increase awareness of how to respond if there should be an emergency at a rail crossing.

The Michigan Railroads Association is engaged in a robust conversation regarding the importance of the Emergency Notification System sign at rail crossings. This is the federally mandated blue sign attached to railroad signal devices at rail crossings.

Why is this sign so important? The blue emergency signs have the railroad name, emergency dispatch phone number for that railroad and the crossing identification number.

It is critically important that first responders, 911 dispatchers, school bus drivers, tow truck drivers and every motorist that travels Michigan's roadways know about this sign. In the case of an emergency at a railroad crossing, call the phone number on the blue sign and share the crossing number with the dispatcher.

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BUILDING A SAFER FUTURE

Examining Freight Rail's Comprehensive Safety Framework

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Notably, railroads today boast lower employee injury rates than most other major industries, including trucking, airlines, agriculture, mining, manufacturing, construction and even grocery stores.

When it comes to transporting hazardous materials over land, railroads offer an unparalleled safety record. Since 2000, the rail hazmat accident rate has plummeted by 75%. Today, more than 99.99% of rail hazmat shipments reach their destination without a release caused by a train accident, highlighting the safety of rail for even the most sensitive cargo.



SE Michigan First Responders receive specialized hazmat training from Norfolk Southern.

The industry's success is deeply rooted in its workforce and safety milestones stem from consistent investment in privately rail owned infrastructure, integration of advanced safety technologies, and updates to operating and maintenance practices based on ongoing learnings. This multi-faceted approach not only protects its workforce and the public, but it also reinforces the industry's commitment to maintaining its status as a leader in transportation safety.

DID YOU KNOW?

Most derailments are minor incidents that occur in rail yards, away from mainline tracks. Any time even a single rail car wheel leaves the rail, except when caused by a collision, railroads are legally required to report that data to the FRA as a derailment if the reporting threshold is met.

Most derailments occur in rail yards, where cars are added to and removed from trains, not on mainline tracks running across the country. These rail yard derailments have an average train speed of five MPH and typically result in few – if any – injuries and minimal property damage or impact on local communities.

EMPOWERING FIRST RESPONDERS WITH TRAINING & TECHNOLOGY

In 2023 alone, freight railroads trained 35,500 first responders in local communities across the nation and 1,800 first responders at the Security and Emergency Response Training Center, the industry's leading hazmat response training facility. This program has been enhanced with advanced scenario planning and training tools to better prepare responders for real-world challenges.

To further bolster first responder capabilities, the industry, in collaboration with the International Association of Fire Chiefs, developed the AskRail app. This free tool gives first responders instant access to crucial hazmat information, enabling safer and more informed emergency responses.

ACTIVE ENGAGEMENT & SUPPORT FOR COMMUNITIES

Railroads actively engage with communities,



First responders in SE Michigan received specialized rail tanker car hazmat training.

government entities, and first responders to improve safety and reduce the impact of rail operations. Efforts include maintaining and enhancing grade crossings, implementing grade separations, improving warning systems and advancing public safety initiatives. Since 2005, these initiatives have led to a 10% decrease in the number of public crossings and a 40% increase in the number of crossing with gates.



The AskRail App is available for first responders, 911 dispatch center leadership and emergency managers.

Collaboration with state and local governments is key to planning and funding projects that separate grades and close crossings, with the states playing the primary role in prioritizing these projects.

AAR

FROM THE PRESIDENT

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The MRA would like to thank Representatives Tyrone Carter (D-Detroit) and Brian BeGole (R-Antrim Twp) for recently recording safety messages on the importance of the ENS sign and posting these videos to their social media.

Illegal dumping on railroad property has been a longstanding problem along railroad corridors. We are happy to announce that a new law increasing penalties for illegal dumping has been signed by Governor Whitmer.

The MRA thanks Rep. Helena Scott (D-Detroit) for her tireless advocacy in introducing and guiding this legislation through the Michigan Legislature.

We also appreciate railroad law enforcement for testifying in support of this legislation.

As the FY2024-25 budget is crafted by appropriators this spring and summer, the MRA is optimistic that funding for the new Local Grade Separation program will materialize. The new program is managed by the Michigan Department of Transportation and pays for 90% of a grade separation project.

There are about 7-10 locations that have been identified by local law enforcement, fire chiefs, city managers, and regional organizations that could be candidates for a grade separation project. These projects separate roads and rail corridors

by taking vehicle traffic over or under rail lines.

The grade separation issue has been discussed in Lansing for decades. We look forward to funding that can help bring solutions to some of the state's most congested rail - road crossings.

Rail carriers always enjoy having elected officials tour their operations. We recently had the pleasure of hosting State Senator Sarah Anthony (D-Lansing) at the CN autoloading facility in Delta Township. Thank you to the CN team for providing this tour and showcasing the vital role of rail in moving Michigan's finished automobiles across the nation.

MOVING MICHIGAN

FEATURING



CN is a world-class transportation leader and trade enabler. Essential to the economy, to the customers, and to the communities it serves, CN safely transports more than 300 million tons of natural resources, manufacturer products, and finished goods throughout North America every year. CN's network connects Canada's Eastern and Western coasts with the U.S. South through an 18,800 mile rail network. CN and its affiliates have been contributing to the community prosperity and sustainable trade since 1919. CN is committed to programs supporting social responsibility and environmental stewardship.

CN is the largest of four Class I railroads operating in Michigan. CN's operations cross the state's Lower Peninsula with rail yards in Battle Creek, Flint, Port Huron and Flat Rock. CN also has a railcar/locomotive repair shop in Battle Creek. In the Upper Peninsula, CN has rail yards in Escanaba and Gladstone. CN employs over 1,000 employees across Michigan.

One in four automobiles built in Michigan is moved on a CN train. CN has an automotive distribution facility, two CN CargoFlo® bulk handling centers as well as forest products and metals distribution facilities in the state.

The Paul Tellier Tunnel between Port Huron and Sarnia serves as the border crossing for CN trains moving between Eastern Canada and the U.S. Midwest. CN has another international crossing at Sault Ste. Marie. CN also has an intermodal facility in Ferndale, in suburban Detroit. CN hosts several Michigan Amtrak trains. All five of CN's yards in Michigan are certified

by the state as Clean Corporate Citizens (C3), recognizing Pontiac, Flat Rock, Flint, Port Huron and Battle Creek for their strong environmental performance and commitment to continual improvement. CN was one of the first transportation companies to receive the C3 designation seven years ago.

Over the past decade, CN has invested about US \$900 million to build and maintain a safe and efficient network in Michigan and to support our supply chain partners. The program focused on bridge, tunnel and network upgrades, the replacement of rail and ties, plus maintenance of bridges, public crossings, culverts, signal systems, and other track infrastructure.

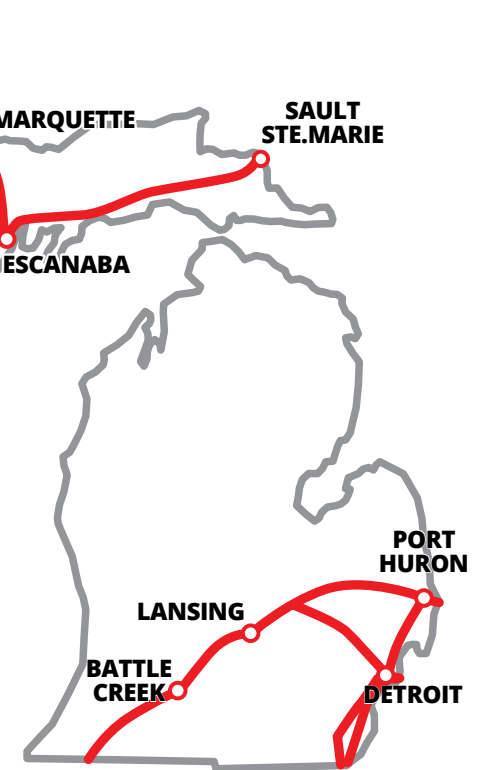
In 2023 CN contributed to several Michigan based organizations, including:

WHALEY CHILDREN'S CENTER

Whaley Children's Center provides shelter, hope and healing to nearly 90 children each year who are survivors of horrific abuse and neglect. Through an intense treatment process provided by qualified and dedicated staff, children are taught the skills necessary to cope with their past and thrive in life.

SOUTH OAKLAND SHELTER (SOS)

For over 30 years, SOS has been working to end homelessness for individuals and families in crisis. With an emphasis on prevention,



sustainable housing solutions, and career development, SOS implements strategies and programs that provide realistic options for people experiencing homelessness and at-risk people seeking stabilization and self-sufficiency.

GREATER LANSING FOOD BANK (GLFB)

GLFB has led mid-Michigan's fight against hunger since 1981 to ensure local families in need have access to the nutritious food they

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A northbound CN mixed freight heads north through Fenton as the apple blossoms come to life. Photo credit: Kyle Korienek.



A northbound auto train comes through Holly at sunset with new Ford cars from their plant in Flat Rock. Photo credit: Kyle Korienek.

MOVING MICHIGAN

FEATURING



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need to support their health and well-being. CN sponsored the organization's annual Empty Plate fundraising dinner.

FRIENDS OF THE DETROIT RIVER (FDR)

FDR aims to protect, defend, and improve the Detroit River through community-based stewardship and restoration, now and for

future generations. FDR envisions clean water for people, fish, and wildlife in a community where residents and government intentionally and effectively protect the Detroit River and its surrounding lands and waters.

MCLAREN MACOMB FOUNDATION

McLaren Health Care, headquartered in Grand

Blanc, is a fully integrated health care delivery system committed to quality, evidence-based patient care. The McLaren system includes 13 hospitals in Michigan, ambulatory surgery centers, imaging centers, almost 500 primary and specialty care physicians, and much more.



A northbound mixed freight sweeps through a big curve north of Holly.
Photo credit: Kyle Korienek.



An eastbound mixed freight casts a reflection in the lake trackside in Haslett.
Photo credit: Kyle Korienek.

CN WELCOMES SEN. ANTHONY TO AUTO LOADING FACILITY

CN Railroad and the Michigan Railroads Association were pleased to host State Senator Sarah Anthony (D-Lansing) recently at the CN Delta Township auto loading facility. Although the weather was cold, wet and windy, we had the opportunity to showcase how CN and the rail industry moves automobiles and auto parts across North America.

CN hauls approximately 1 out of every 4 finished automobiles out of Michigan. This includes the Grand River GM plant and the Delta Twp plant. A strong rail network allows for the efficient and environmentally friendly method of shipping new cars and parts across the United States.

We want to thank Senator Anthony for joining us on this tour.



From left: Kevin Donahue [CN-State & Local Affairs Manager], Sarah Slazinski [CN-Asst. V.P. Automotive], David Woodruff [CN-Asst. V.P. & Head of U.S. Public and Govt. Affairs] and State Sen. Sarah Anthony [D-Lansing].



From left: Kevin Donahue [CN-State & Local Affairs Manager] and State Sen. Sarah Anthony [D-Lansing].

From left: David Woodruff [CN-Asst. V.P. & Head of U.S. Public and Govt. Affairs], Lance Osmond [CN-Regional Manager], Kevin Donahue [CN-State & Local Affairs Manager] State Sen. Sarah Anthony [D-Lansing].

MICHIGAN OPERATION LIFESAVER UPDATE



MISSION STATEMENT: The goal of Michigan Operation Lifesaver is to reduce and eliminate highway/rail crashes and trespasser/pedestrian incidents in Michigan by emphasizing the three E's, Education, Engineering and Enforcement.

Operation Lifesaver Inc. is now in its 52nd year and has seen a reduction of over 80% in railroad tragedies, nationwide.

Highway/rail crashes in Michigan remained the same with 3 people killed in crashes in 2022 and 2023. Trespasser fatalities stayed at six, the same as in 2022.

In Michigan there were as many as 650 crashes and 40 fatalities a year in the 1970's. In 2018 and 2020 Michigan recorded no crash related fatalities.



An incident last November near New Buffalo shows the importance of promoting the Emergency Notification System (ENS) blue sign. That night around 10:00 PM, a truck mistakenly pulled onto the tracks and was unable to move. The truck driver called 911 to notify the sheriff's dispatcher and ask for a tow truck. In areas where there are multiple rail lines, sometimes identifying the correct railroad is difficult. This

highlights the need to promote the emergency blue sign that has the railroad's emergency number.

The ENS sign has the unique identification number for that crossing and the emergency dispatch number for that railroad.

Unfortunately, that evening the fast-approaching Amtrak passenger train crashed into the stuck vehicle and tow truck causing a derailment of the entire train with over 200 passengers on board. There were 14 injuries from the collision.

Operation Lifesaver will continue to emphasize the use of the blue sign which has been in effect for over 10 years at all 4,000+ crossings in the state and 200,000+ nationwide.

Some recent and upcoming activities for Michigan Operation Lifesaver are:

- Curtis Stewart attended the FRA National Conference for Grade Crossing and Trespasser Safety at Rutgers University in New Jersey in March.
- The Rail Investigation Safety Course (RISC) is now available for presentations to

law enforcement and is getting attention from fire and emergency responders.

- A team of from Operation Lifesaver (David Salamas, CN: Robert Braccheau, Chief of Police from Durand; Curtis Stewart and Sam Crowl from Michigan Operation Lifesaver attended the Michigan Association of Chiefs of Police Conference in Grand Rapids in February.
- MI-OL held a special event in Novi at the 'Great American Train Show' in January where 3,000 people attended. Also, a special event was held in Ann Arbor for 1,800 in February for the Ann Arbor Train Club.
- Presentations were made to two school bus groups, a city bus service and several new driver classes.

For more information on Michigan Operation Life Saver, please contact State Coordinator Curtis Stewart at: 517-974-1737 or frmn2009@sbcglobal.net.



EMERGENCY NOTIFICATION SYSTEMS (ENS) AT HIGHWAY-RAIL GRADE CROSSINGS LOOK FOR THE BLUE SIGN AT RAIL CROSSINGS!

The Michigan Railroads Association would like to thank State Representatives Brian BeGole (R-Antrim Twp) and Tyrone Carter (D-Detroit) for helping to increase awareness of the safety emergency sign at rail crossings.

The ENS sign gives the public critical emergency contact information at every highway-rail grade crossing. The information on the ENS sign enables the public to reach the railroad responsible for the crossing and to identify the specific crossing in the event of an emergency.



Rep. Tyrone Carter promotes the ENS sign.



Rep. Brian BeGole promotes the ENS sign.



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Members of the Michigan Railroads Association are: Adrian & Blissfield Railroad Co., Ann Arbor Railroad, CPKC, Charlotte Southern Railroad Co., CN, Consolidated Rail Corp. (Conrail), CSX Transportation, Delray Connecting Railroad, Detroit Connecting Railroad Co., Escanaba & Lake Superior Railroad, Grand Elk Railroad, Grand Rapids Eastern Railroad, Great Lakes Central Railroad, Hamilton Northwestern Railroad Co., Huron & Eastern Railway, Indiana Northeastern Railroad, Jackson & Lansing Line, Lake State Railway Co., Lake Superior & Ishpeming Railroad, Lapeer Industrial Railroad Co., Marquette Rail, Michigan Shore Railroad, Michigan Southern Railroad, Mid-Michigan Railroad, Mineral Range, Inc., Norfolk Southern Corp. and West Michigan Railroad Co.

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2
TRACKS

LOOK FOR A BLUE-AND-WHITE EMERGENCY NOTIFICATION SIGN

The ENS sign should be posted near the crossing and clearly visible.

It includes the name of the railroad, the railroad's emergency contact number, and the USDOT National Crossing Inventory Number.

Using the information on the ENS sign is the quickest way to notify the railroad.