NORTH CIKCLE Be Legendary. Public Service Commission

Rail Safety Stakeholder's Meeting 2022

Rail Safety Program Mission

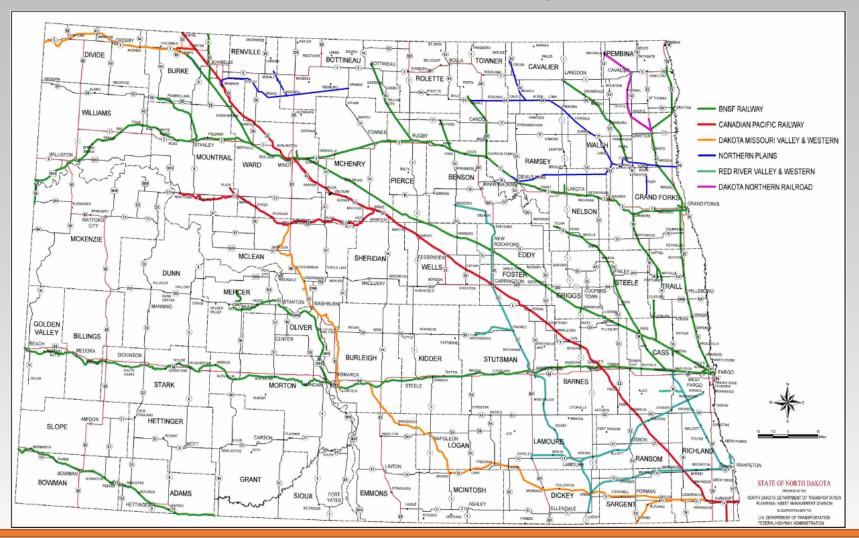
Implementing inspection and compliance programs that:

- Reduce the potential for injuries, deaths, and property damage in and along North Dakota railroads and communities.
- Reduce the number of accidents, derailments and other equipment failures experienced within the state of North Dakota.
- Reduce fatalities and injuries in addition to economic losses and environmental impacts.

Rail Safety Program Priorities

- Expand safety inspections of track infrastructure to include main line, sidings and industrial spurs, railroad equipment and cars.
- Use enforcement actions to include education, notification, and penalties regarding compliance with safety standards.
- Work with railroads and shippers to upgrade safety and community relations.
- Ensure crude oil/HAZMAT routes are inspected regularly, as well as components and equipment used to transport/carry commodities.
- Serve as a safety resource and provide guidance regarding federal and state laws.

North Dakota Rail System



3,532 Miles of Main Line Track

Communities Impacted by Railroads

• 290 communities intersect or are in close proximity to the railroad, many of which the Commission has inspected at:

Absaraka, Adams, Alsen, Amenia, Ambrose, Aneta, Anamoose, Ardoch, Argusville, Arvilla, Ayr, Balfour, Baldwin, Barney, Barton, Beach, Belfield, Benedict, Bergen, Berlin, Berthold, Beulah, Bisbee, Bismarck, Blaisdell, Bordulac, Bottineau, Bowbells, Bowman, Braddock, Bremen, Buchanan, Bucyrus, Buffalo, Burlington, Butte, Buxton, Calvin, Cando, Canton City, Carpio, Carrington, Casselton, Cathay, Cavalier, Cayuga, Chaffee, Churchs Ferry, Cleveland, Clifford, Cogswell, Coleharbor, Colfax, Conway, Coulee, Courtenay, Crary, Crosby, Crystal, Cuba, Cummings, Dahlen, Davenport, Dawson, Des Lacs, Devils Lake, Dickinson, Donnybrook, Douglas, Drake, Drayton, Driscoll, Dwight, Doyon, Eckelson, Edgeley, Edinburg, Egeland, Eldridge, Elliot, Emerado, Emrick, Enderlin, Englevale, Epping, Erie, Fairdale, Fairmount, East Fairview, Fargo, Fessenden, Fingal, Finley, Flaxton, Fordville, Forest River, Forman, Fortuna, Foxholm, Fredonia, Fryburg, Fullerton, Galesburg, Gardner, Garrison, Gascoyne, Gladstone, Glen Ullin, Glenfield, Gilby, Grace City, Grafton, Grand Forks, Grandin, Grano, Granville, Gwinner, Hamberg, Hankinson, Hannaford, Harmon, Harvey, Harwood, Hatton, Havana, Haynes, Hazen, Hebron, Hensler, Heimdal, Hettinger, Hillsboro, Hoople, Hope, Horace, Jamestown, Juanita, Judson, Karlsruhe, Kelso, Kenaston, Kenmare, Kensal, Kindred, Kintyre, Kief, Knox, Kramer, Kulm, Lakota, LaMoure, Langdon, Lankin, Lansford, Larimore, Larson, Leal, Leeds, Lehr, Lemmon, Leonard, Lidgerwood, Lignite, Lisbon, Logan, Lucca, Luverne, Maddock, Makoti, Mandan, Manfred, Mantador, Manvel, Mapleton, Marmarth, Martin, Mayville, Max, McKenzie, McLeod, McVille, Medina, Medora, Menoken, Michigan, Milnor, Milton, Minto, Minto, Moffit, Mohall, Mooreton, Munich, Nash, Napoleon, Nekoma, New Rockford, New Salem, New Town, Niagara, Niobe, Nolan, Noonan, Norma, Northgate, Northwood, Norwich, Oakes, Oberon, Oriska, Osnabrock, Palermo, Page, Park River, Parshall, Pekin, Perth, Petersburg, Pillsbury, Pingree, Pisek, Plaza, Portal, Portland, Powers Lake, Prosper, Ray, Reeder, Reile's Acres, Reynolds, Rhame, Richardton, Rogers, Rolla, Ross, Rugby, Ruso, Rutland, Ryder, Sanborn, Sawyer, Scranton, Selz, Sentinel Butte, Sharon, Sheldon, Sheyenne, Simcoe, South Heart, Spiritwood, Springbrook, Stanley, Stanton, Steele, Sterling, Stirum, Surrey, Sutton, Tappen, Taylor, Thompson, Tioga, Tolna, Tolley, Tower City, Towner, Trenton, Underwood, Valley City, Velva, Verona, Voltaire, Walcott, Walhalla, Washburn, Wellsburg, West Fargo, Wahpeton, Wheatland, White Earth, Williston, Willow City, Wilton, Wimbledon, Windsor, Wishek, Wyndmere, York.

Monthly Overview - 2021

ERIC MILLER	January	Feburary	March	April	May	June	July	August	September	October	November	December	YTD Total
Inspection Days	15	7	13	14	9	10	12	13	10	13	11	7	134
MP&E													
Inspection Reports	9	2	6	1	3	8	11	11	9	12	9	6	87
Units	1392	234	619	49	224	1459	2557	2754	875	1413	1261	872	13709
Cars	306	52	130	52	52	323	579	605	212	336	304	134	3085
Defects	46	3	23	3	18	68	83	80	41	80	53	34	532
Violations	1	0	0	0	0	0	1	0	0	1	0	1	4
HAZMAT													
Inspection Reports									4	3	7	3	17
Units									53	63	108	23	247
Cars									20	14	53	11	98
Defects									1	1	4	2	8
Violations									0	0	0	0	0
BRADLEY FUCHS	January	Feburary	March	April	May	June	July	August	September	October	November	December	YTD Total
Inspection Days	0	0	0	0	0	0	0	0	9	12	11	13	45
TRACK													
Inspection Days													
Units													
Defects													
Violations													

MP&E Defects

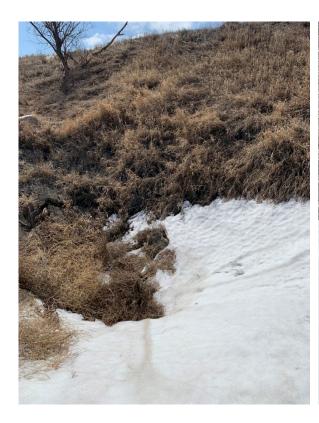


- March 4, 2022
- Tank car at a facility had several defects relating to safety appliances. It was found that during a repair the safety appliances were welded instead of being secure with the proper mechanical fasteners.
- 49 CFR 231.136(c)(1)

Hazmat Defects

- 48 Hour Rule
- 49 CFR 174.14(b)
 - (a) carrier must forward each shipment of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded), after acceptance at the originating point or receipt at any yard, transfer station, or interchange point, except that where biweekly or weekly service only is performed, a shipment of hazardous materials must be forwarded on the first available train.
 - (b) A tank car loaded with any Division 2.1 (flammable gas), Division 2.3 (poisonous gas) or Class 3 (flammable liquid) material, may not be received and held at any point, subject to forwarding orders, so as to defeat the purpose of this section or of § 174.204 of this subchapter.
- March 23, 2022, it was found that 12 tank cars loaded with Anhydrous Ammonia (Class 2.3 Poisonous Gas) had been sitting with an excess of 48 hours dwell (approximately 240 hours of dwell)

Track Defects

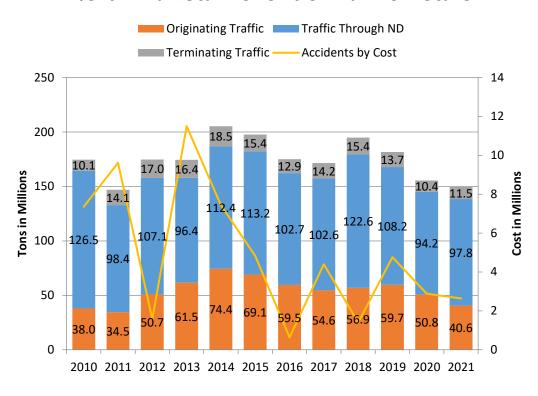




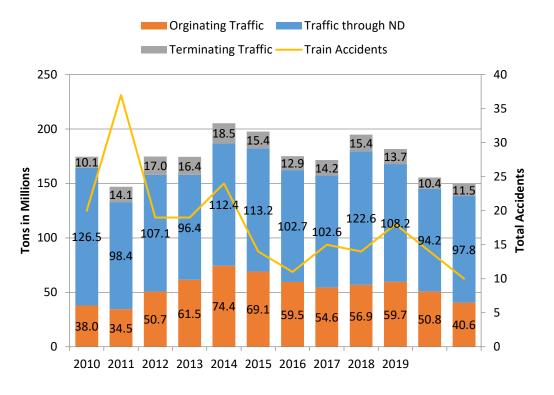
 Culverts found in area of major derailment collapsed and plugged not allowing water to drain under roadbed.

Traffic vs. Accidents

North Dakota Revenue Traffic Totals



North Dakota Revenue Traffic Totals



Other Safety Outreach and Education

- Identified critical defect in maintenance and inspection electronic tracking and log program allowing data manipulation after entry. Program used by numerous Class I railroads.
- Worked with FRA to heighten national visibility of broken side bearings on crude oil trains. This was driven by inspections conducted by the PSC's inspector.
- Worked with railroad mechanical departments to ensure all mechanical inspections of crude oil trains are being conducted at the correct locations and proper intervals.
- Cleared blocked crossings on multiple occasions by working with railroads, local government and citizens.
- Served as liaison between railroad and landowners obtaining new or repairing existing livestock fences along railroad right-of-way.
- Presented at schools and expos on the importance of safety near trains and railroad tracks.
- Working on dual inspection certification for inspectors (Mechanical to take on HAZMAT and Track to take on Grade Crossing Safety and Trespasser Prevention).
- Provided track inspection report to help local investors determine the merits of replacing the burned rail bridge which threatened line abandonment in northeast North Dakota.
- Work with North Dakota Department of Emergency Services to coordinate rail maintenance which has the
 possibility of causing brush fires; ensure first responders are aware of potential risks within their jurisdictions.
- Fencing