



Directive and Order

Washington Metrorail Safety Commission (WMSC)

Safety Event Investigations Protocol (Temporary)

Pursuant to WMSC Compact Section 2

Effective June 1, 2020

Purpose

During the current public health emergency Centers for Disease Control (CDC), Occupational Safety & Health Administration (OSHA) and Federal Transit Administration (FTA) guidelines advise that personnel avoid in-person contact, and, as such WMSC investigators may not always be on scene on the WMATA Rail System; however, the WMSC will continue to determine which Metrorail safety events require a complete safety investigation. Such events will include accidents and some incidents and occurrences that the WMSC determines require investigations. In such a situation, as always, the WMSC requires timely access to all information, including raw and unprocessed data and any information that the WMSC believes might indicate causal factors of an event. This protocol establishes WMSC requirements for the investigation of consequential events while minimizing the need for in-person contact.

Applicability

This protocol applies to any accident, incident or occurrence that would prompt the need for WMSC's on-scene assessment and fact gathering. This protocol is in place until such time as it is deemed inapplicable by the WMSC or is subsumed into another protocol.

The WMSC Program Standard prescribes the types of events that always require a full investigation. This protocol applies to those events, and any other safety events that the WMSC determines requires a full investigation. These will be communicated to the Deputy Chief Safety Officer - Rail Safety Operations, or designee, expeditiously.

Requirements

1. The WMSC requires WMATA make the following audio data, video data and records, in their original form and without editing or alteration, available to the WMSC immediately and simultaneously with WMATA's receipt as these items are retrieved and gathered:
 - a. Station or facility Closed Circuit Television (CCTV) footage
 - b. On-board forward, interior, and rear facing cameras footage
 - c. On-board operator camera footage
 - d. Event recorder or Vehicle Monitoring System (VMS) download of the event
 - e. Radio recordings (between train operators, RWIC, on-track personnel, AMF, ROCC controller, RTRA supervisors, ROCC supervisors & management, maintenance & inspection supervisors)

- f. Telephone recordings
 - g. Ambient recordings within the ROCC or other facilities
 - h. CCTV footage of the ROCC floor
 - i. Track diagram showing interlockings and track circuits in the area of the event
 - j. AIMS data including:
 - i. Presence of work zones
 - ii. Condition of traction power breakers
 - iii. Signal aspects and switch positions
 - iv. Request or use of Stop & Proceed (Rule 3.79)
 - k. First Responder interactions:
 - i. Request for fire & rescue support via 911
 - ii. First Responder sequence of events
 - l. Train control room information
 - m. Most recent inspection reports (track, vehicles, systems)
 - n. Most recent maintenance, overhaul, or repair records (track, vehicles, systems)
 - o. Most recent Engineering Modification Instructions
 - p. Post incident drug and alcohol test results
 - q. Sleep apnea program status for employees involved in safety event
 - r. Work/rest history for preceding seven days for employees involved in safety event
 - s. Phone records for WMATA issued cellphones and private cell phones for employees involved in safety event
 - t. Results of fatigue risk interview and analysis for employees involved in safety event
2. The WMSC requires WMATA set up and make available to WMSC to participate remotely in interviews of following personnel
 - a. Train operator interview(s)
 - b. ROCC controller(s) interview
 - c. RTRA supervisor(s) interview
 - d. RWIC interview(s)
 - e. Additional on-track personnel interviews
 - f. Car mechanic interview(s)
 - g. Fire Liaison and other Office of Emergency Management personnel interviews
 3. The WMSC requires WMATA photograph:
 - a. Event scene
 - b. Damaged vehicles, damaged assets & damaged infrastructure
 - c. Interior of damaged vehicles, assets, and infrastructure
 - d. Close up photography of victim injuries
 - e. Status of breakers in operator cab
 - f. Operator cab details including console, seating and floors
 4. The WMSC will require WMATA to furnish these photographs to the WMSC for review

Release of vehicles and equipment from event scene

The WMSC requires WMATA to seek, receive, and acknowledge approval from the WMSC prior to:

1. Removal of damaged vehicles, assets, and infrastructure from the event scene
2. Disassembly of damaged vehicles for engineering assessments
3. Performing repairs on damaged assets and infrastructure
4. Restoration of service

The WMSC may require that vehicles and equipment removed from the scene of an event be preserved and protected at a WMATA facility until such time as the WMSC is able to inspect and document such items in person.

The WMSC may revise this protocol as new information regarding the current public health situation emerges.

Metrorail staff are to contact the WMSC Chief Operation Officer or designee for any additional clarifications on this protocol.

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