



**Massachusetts Bay
Transportation Authority**

June 15th Special Directive Update

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DRAFT – For Discussion and Policy Purposes Only

No.22-4: Delayed Track Maintenance

Special Directive 22-4 has 9 findings

- Deficiencies in personal protective equipment (PPE) and right of way (ROW) safety
- Correct defective track conditions
- Address management practices that negatively impact track repair

Summary of CAP

- Prioritizing work to address the (red condition) track condition
- Investigating ways to accelerate maintenance of existing rail-borne infrastructure work equipment and opportunities to rent/lease. Re-evaluating facility to store, maintain, & protect rail-borne infrastructure equipment
- Evaluating access procedures to develop a method for safely increasing on-track time during non-revenue hours



No.22-5: Operating Procedures Related to Train Movements

Special Directive 22-5 has Three (3)

Address operating procedures for disabled trains and yard moves – to address unintended and uncontrolled train movements by disabled trains in maintenance facilities and rail yards

Summary of CAP

- Issued a series of safety directives, policies, memos and leader visits. Completed fact findings.
- Develop heavy/light rail special orders, update rulebooks, and develop audit plans; pin hitching procedures.
- Develop heavy/light rail training syllabus, hands-on training, recert. processes, embed into new hire training.
- Pilot program for Blue Flag procedures under development.
- Develop audit plans for heavy and light rail updated procedures.



No. 22-6: OCC Staffing

Special Directive 22-06 has seven (7) Findings

Address 7 actions with system. Perform daily reporting of planned and actual shift assignments for all OCC staff (required for 6 weeks - underway).

Summary of CAP

- Rule change to maximum work hours allowed for dispatchers. Reduce schedule to allow for minimum staffing levels on Heavy Rail.
- Develop sustainable, auditable processes to ensure new hours of service requirements
- Develop plan and workforce model to ensure OCC is appropriately staffed
- Create plan to address recruiting, training, and certification challenges of new employees
- Build process to ensure all required OCC staff are current with their certifications before they start a shift



No.22-7: Recertification Process for Employees

Special Directive 22-7 has three (3) Finding

Lapsed safety training certifications of safety-sensitive rail personnel. *As of June 20, all staff that needed recertifying have been recertified.*

Summary of CAP

- Moved recertifications tracker onto SharePoint. Develop/deliver weekly certifications reporting.
- Create special order to define/clarify recertification expectations/consequences/timelines.
- Issue recertification cards & improve certification/recertification tracking system.
- Develop processes to ensure personnel with lapsed certs are NOT performing safety sensitive work.
- Develop plans for creating, reviewing, and updating training materials.

