CHAIRMAN ROBERT L. SUMWALT III
DAY 2 OPENING STATEMENT

Investigative Hearing—Managing Safety on Passenger Railroads:
Amtrak Overspeed Derailment, DuPont, Washington;
and CSX and Amtrak Train Collision, Cayce, South Carolina.

A very pleasant good morning and welcome back. I am Robert Sumwalt, and I'm privileged and honored to serve as Chairman of the NTSB and of this board of inquiry. I am joined today by my colleagues, Member Earl Weener and Member Bella Dinh-Zarr.

I think yesterday we elicited great testimony, and got a lot of answers. We will begin this morning by recalling a few witnesses, as staff has a few quick questions.

After that we will get back on our original schedule. Really, we're here today to talk about a couple of things:

We'll hear testimony from Amtrak on their safety management, that is, past, present, and future. And we will hear testimony from Metra regarding Safety Communications and Interactions with Host Railroads. Then we'll turn to testimony from BNSF to get a host railroad's perspective, and we'll wrap up the first panel with testimony from FRA on Part 270 which is system safety program plans, and Part 271 which is the risk reduction plan.

It's our hope to begin to probe safety management in passenger railroads as it's presently practiced, and to get a glimpse of future approaches. We want to ask questions about coming regulations, but we do not want to limit ourselves to them.

This afternoon, I think, will be fascinating. We have invited guests to come from far away including France and England to talk about what

is being done in that part of the world for safety management in the railroad industry.

We will also have very interesting presentations about what other industries are doing to manage safety.

So as he did yesterday, Mr. Gordon will introduce the technical panel and swear in the witnesses. Before we do that, I will turn it back over to Joe Gordon so he can give us our safety briefing as well as begin the process of recalling witnesses. Mr. Gordon, good morning.

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