Attachment 3: Minimum Factors to be Considered in the Performance of the Safety and Security Risk Analysis

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| **Minimum Factors to be Considered in the Performance of the Safety and Security Risk Analysis Required by 49 CFR § 172.820**  |
| Volume of hazardous material transported  | Rail traffic density  | Trip length for route  |
| Presence and characteristics of railroad facilities  | Track type, class, and maintenance schedule  | Track grade and curvature  |
| Presence or absence of signals and train control systems along the route (“dark” versus signaled territory)  | Presence or absence of wayside hazard detectors  | Number and types of grade crossings  |
| Single versus double track territory  | Frequency and location of track turnouts  | Proximity to iconic targets  |
| Environmentally sensitive or significant areas  | Population density along the route  | Venues along the route (stations, events, places of congregation)  |
| Emergency response capability along the route  | Areas of high consequence along the route, including high-consequence targets  | Presence of passenger traffic along route (shared track)  |
| Speed of train operations  | Proximity to en-route storage or repair facilities  | Known threats, including any threat scenarios provided by the DHS or the DOT for carrier use in the development of the route assessment  |
| Measures in place to address apparent safety and security risks  | Availability of practicable alternative routes  | Past accidents  |
| Overall times in transit  | Training and skill level of crews  | Impact on rail network traffic and congestion |

Source: HHFT Final Rule

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