

# INTERNATIONAL BROTHERHOOD OF TEAMSTERS

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To Members of the Teamster Rail Conference:

The Teamsters Rail Conference takes great interest in efforts by our nation's railroads to maintain and improve the industry's workplace security and safety – as well as workforce training and awareness – especially in light of heightened security threats and increased use of technology. As your representatives, we care deeply about your job, your employers' long-term security and viability, and employer accountability across the rail industry.

In 2004-2005, more than 4,000 members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Brotherhood of Maintenance of Way Employees Division (BMWED) completed our Safe Rails/Secure America survey. That survey provided valuable insight into the day-to-day realities of security preparedness on our nation's railroads from the perspective of front line workers. Those results were published in September 2005 in a report entitled, "High Alert: Workers Warn of Security Gaps on Nation's Railroads"

Five years later, we called on you again with a new survey asking identical questions to determine if, in the intervening five years, effective steps have been taken by the industry to address the security gaps revealed in the 2005 report. To that end, members of the BLET and the BMWED completed 7,280 surveys during 2008-09 evaluating safety and security measures in place at the Class I carriers on any given workday. The Teamsters Rail Conference has compiled those results in a new report, "**High Alert 2**," that highlights our survey findings.

On April 15, 2010, we met with the Association of American Railroads (AAR) and security representatives from seven Class I carriers (Burlington Northern Santa Fe Corporation, CSX Corporation, Kansas City Southern, Norfolk Southern Corporation, Canadian National Railroad, Canadian Pacific Railroad and Union Pacific Corporation), and a representative from Amtrak to brief them on the results of our High Alert 2 survey. Immediately thereafter, we provided copies of the report to officials from the Federal Railroad Administration (FRA), the Transportation Security Administration (TSA) and key members of Congress. On June 10, 2010, we met with officials from FRA and TSA to provide a briefing of our **High Alert 2** report.

**High Alert 2** reveals that top U.S. rail carriers have failed to make significant progress toward closing the security gaps that put at stake the safety of rail workers and communities across the country. While the carriers have made some progress in several key areas (such as the securing of remote control devices and the number of employees trained on their role in the employer's emergency action plans), the overall results suggest that workers do not believe that the rail companies have significantly improved the security of their operations. Workers continue to report an unacceptable level of vulnerability—even across survey areas that show improvement. No one

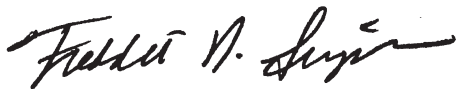
carrier emerged as a strong leader across the board regarding rail security efforts. Each company both outperformed and underperformed its peers in different areas, without many extreme variations from the industry norm.

We want to thank you for your time and effort in filling out the surveys, and we invite you to take a look at the report by clicking on the link above. As always, your input is invaluable to the safety and security of our industry and we look forward to continuing our work together to improve rail safety and security and protect railroad jobs.

In Solidarity,



John Murphy  
International Vice President, IBT  
Director, Teamsters Rail Conference



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