Crew staffing — particularly the number of persons in the locomotive — has always been established at the bargaining table, not by legislation. Current legislative efforts to require at least two-person crews lack a safety justification; ignore the safe and successful use of single-person crews that have happened for decades at some U.S. freight railroads and in passenger and freight rail systems throughout the world; upend decades of meaningful collective bargaining between rail management and rail labor; and undermine the sector’s ability to compete against less climate friendly forms of transportation.

After five years of analysis, the Federal Railroad Administration (FRA) — the nation’s rail safety agency that Congress has vested authority in establish national standards in every area of railroad safety — has evaluated this issue in the past and has never regulated train crew size. Safety and train crew size are independent considerations. Railroad safety has dramatically improved in recent decades due to operating and technological advances. During the same time, train crew size has steadily decreased.

**Crew size is not a safety issue.**

- **There are no data showing two-person crews are safer than one-person crews:** Single-person crews are widely used on systems around the world and on many U.S. short line railroads and passenger trains. These railroads’ safety record is comparable to two-person operations.

- **Life-saving technology called Positive Train Control (PTC) has been fully deployed on high-volume and passenger lines:** PTC monitors speed restrictions, communications and track signals to prevent certain train-to-train collisions and derailments caused by human error, rendering the conductor’s in-cab responsibilities redundant. As a result, conductors can be redeployed to support train operations from the ground. Single-person crews would only be present on PTC enabled lines and where it makes sense to have them.

**Collective bargaining works for crew staffing and safety.**

- **Rail staffing has been a matter of collective bargaining and should remain that way:** Any changes to agreements regarding crew size are already subject to existing statutory collective bargaining processes under the Railway Labor Act.

- **Safety gains in the industry coincide with reductions in crew size:** With prior technological advancements, freight railroads and labor unions have reduced crew sizes from five to three to two. These reductions have coincided with safety improvements throughout the industry, particularly for incidents caused by human error.

**Railroads must be able to innovate and compete.**

- **The long-term viability of freight rail depends on the industry’s ability to adapt and compete in a rapidly changing transportation sector:** Technology and modern staffing models are making freight railroads safer, more efficient and more productive. Crew size mandates would hinder these gains and divert traffic from rail to trucks, which are less fuel efficient, create congestion and further damage the nation’s highway system.

**Encouraging innovation is the solution.**

Congress must reject legislative efforts to require at least two people in a train crew and instead encourage innovation. Privately owned freight railroads must be allowed, in partnership with rail labor, to determine operating models most conducive to optimal safety and service performance. Federal prescriptions lacking empirical justification must not be made the law. Railroads are committed to good faith negotiations on issues — including the implementation of new technologies and train operations that maximize safety benefits and efficiencies — with their employees in the forum in which those issues have historically been resolved.