

Memorandum



Date: May 27, 2016

Agenda Item No. 14(B)2
July 19, 2016

To: Honorable Chairman Jean Monestime
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

A handwritten signature in blue ink, appearing to read "Carlos A. Gimenez", written over a horizontal line.

Subject: Report on the People Mover Derailment at Miami International Airport – Directive 160449

This memorandum is in response to a request from Commissioner Dennis C. Moss during the January 20, 2016 Board of County Commissioners (Board) meeting for a report on the derailment of the North Terminal Automated People Mover (Skytrain) at the Miami International Airport (MIA) on December 22, 2015.

On December 4, 2015, several major automated alarms were detected on a Skytrain vehicle and, in accordance with operating procedures, the train was immediately removed from passenger service and quarantined for further investigation and testing. Over the subsequent two (2) weeks, the Operations and Maintenance Contractor, Crystal Mover Services, Inc., conducted aggressive testing and troubleshooting to investigate the cause of these irregular alarms. These tests were conducted at night while the train remained out of service.

During the night-time maintenance period, on December 22, 2015 while testing continued, a train consisting of four (4) cars coasted and passed through Station 4 and collided with the buffer at the end of the track. The two (2) lead cars derailed and were damaged while the two (2) trailing cars remained on the track. At no point in time, during this collision was the travelling public ever at risk.

Within hours, the cars involved in the incident were removed from the guideway by cranes and transported to a hangar area for further investigation. Mitsubishi experts from the U.S. and Japan were immediately dispatched to the site to determine the cause of the derailment. By December 25, 2015 the cause of the accident was determined to be a result of a short circuit which disabled all service and emergency brake commands generated by the train's control system. Normally, this circuit is only used for maintenance activities during manual operation. The circuit has since been modified to remove this bypass function - it is no longer possible for the braking system to be bypassed during normal operation.

At 9:50 a.m. on December 26, 2015, the system was reopened to passenger service.

Mitsubishi, at its own cost, is replacing the two (2) derailed cars and repairing/testing the two (2) cars that did not derail. Cosmetic damage to the concrete guideway and damage to surrounding metal fencing has been repaired by Mitsubishi. Any other areas of the terminal roof that were damaged during the derailment will also be repaired by Mitsubishi. In addition, the Miami-Dade Aviation Department did not pay for operations during downtime or for any service for the month of December, including the 21 full days of service prior to the incident and the six (6) days after the system was restored.

Honorable Chairman Jean Monestime
And Members, Board of County Commissioners
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If additional information is required, please contact MDAD Director Emilio T. González at (305) 876-7077.

Pursuant to Ordinance 14-65, this memorandum will be placed on the next available Board meeting agenda.

c: Abigail Price-Williams, County Attorney
Jack Osterholt, Deputy Mayor, Office of the Mayor
Emilio González, Director, Miami-Dade Aviation Department
Charles Anderson, Commission Auditor
Eugene Love, Office of Agenda Coordination