

Emergency Information Form

Work Location (Subdivision & Milepost)

Nearest highway-grade crossing or if inaccessible from roadway nearest city and directions.

Nearby hospital and directions from job site

Nearest Emergency Services:

Ambulance: _____

Fire: _____

Police: _____

Notify SCRRRA Contact: _____

Contact Number: _____

Emergency Number

Grade Crossing Hotline
Metrolink Operations Center (MOC)
Signals Emergency 888-446-9721



General Safety Regulations for Third Party Construction and Utility Workers on SCRRRA Property

2009

Acknowledgement of Receipt

General Safety Regulations for Third Party Construction and Utility Workers on SCRRRA Property

Southern California Regional Rail Authority (SCRRA) is a joint powers authority of five county transportation authorities, organized under the provisions of the Joint Powers Act, Section 6500 et seq. of the California Government Code and Section 130255 of the California Public Utilities Code. SCRRA builds, maintains, and operates the Metrolink commuter railway system within Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties.

The rules published herein are for the benefit of third party contractor personnel.

Third party contractor employees must be knowledgeable of and obey these rules and instructions at all times. If in doubt as to the meaning or intent, the employee is responsible for asking for an explanation from the supervisor or SCRRA. Violation of any of these safety rules subjects the third party contractor to work stoppage until compliance is reached.

These rules and instructions supersede any previous safety rules and regulations governing third party contractors working on SCRRA property.

The intention of these rules is to advise third party contractor personnel working on or adjacent to the SCRRA property on non railroad work that safety is of the utmost importance. For this reason all third party contractor personnel working on or about SCRRA property must

participate in Third Party Construction and Utility Workers Safety Training Program and pass a post test with 80% or better prior to beginning work. In addition, all Third Party Construction and Utility Workers must have a copy of the "General Safety Regulations for Third Party Construction and Utility Workers on SCRRA Property" and understand their application.

Have a copy of these rules and regulations in their possession while on SCRRA property.

Immediately call to the attention of a supervisor any action not in compliance with these rules and regulations.

Attend job briefings prior to beginning work, change in work, and/or fouling the track. A job briefing will be considered complete when each employee has acknowledged understanding of the On-Track Safety Procedures and instructions by signing the Job Briefing Form.

SCRRA will regularly make observations and advise the contractor to take necessary action(s) to ensure compliance with the "General Safety Regulations for Third Party Construction and Utility Workers on SCRRA Property".

Chief of Safety and Security Officer

This is to certify that I have a copy of "General Safety Regulations for Third Party Construction and Utility Workers on SCRRA Property" and I understand and agree to abide by the Rules and Regulations outlined above.

Print Employee _____

Signature _____

Company _____

Date _____ Sticker _____

Table of Contents

The rules and regulations published herein are for the benefit of third party contractor personnel and others working on or adjacent to the SCRRA property on non railroad work.

Prior to beginning work all third party contractor personnel working on or about SCRRA property must participate in a Third Party Construction and Utility Workers Safety Training Program and pass the post test with a score of 80% or better.

These “General Safety Regulations for Third Party Construction and Utility Workers on SCRRA Property” must be in your possession any time you are on the right of way.

Third Party Contractor’s Safety Training can be requested and scheduled by dialing the toll free number at (877) 452-0205.

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General Responsibilities and Safety

Overview

These safety regulations govern activities while on SCRRA property whether on or off duty. Any work performed without obtaining proper authorization or in non-compliance with these rules will permanently jeopardize your ability to access railroad right-of-way.

Employee in Charge (EIC)

Duties and Responsibilities: On-Track Safety

SCRRA EICs are trained and qualified and are knowledgeable about the unique characteristics of SCRRA territory. No work may begin until the EIC or Watchman is present at work site and proper protection is being provided.

The EIC will provide job briefings and protection to assure the contractor a safe work environment and the safe passage of trains. The SCRRA EIC has the authority to temporarily or permanently halt work or to remove contractor employee(s) from the right-of-way in order to

assure the work is conducted safely. In all cases the contractors' employees must comply immediately with the instructions of the EIC.

Appeals: Right to Challenge

Third party contractor employees may, during the job briefing process, request clarification of the protection against trains being provided by the EIC, unless under watchman protection you may challenge the role of the watchman. If the third party contractor employee does not believe that the protection against trains is sufficient, the employee may at any time, in good faith, challenge the EIC's form of protection and must remain clear of all tracks until the challenge is resolved. The EIC, Contractor Supervisor and the SCRRA Supervisor must resolve the challenge before work can begin.

Appeals: EIC Decisions

If the third party contractor has concerns about instructions from the EIC, the contractor and contractor employees must immediately comply with the EIC's instructions. After employees are clear of tracks, the contractor may contact the EIC's supervisor to resolve any concerns. In other words, "comply, and then complain."

Third Party Training Program

Annually thousands of workers access the SCRRA rights-of-way. Each worker must be qualified in "General Safety Regulations for Third Party Construction and Utility Workers on SCRRA Property" each year.

Upon completion of the program and passing of the post test, each student will be given a sticker to be placed on their hard hat. The hard hat sticker will expire on December 31st of the calendar year following your training. You must take the Third Party Construction and Utility Worker Safety Training Program course once a year in order to remain a qualified Third Party Contractor on SCRRA property. The hard hat sticker is a proof of training; it is not a right of entry permit.

Permission to enter the SCRRA right-of-way must be obtained through contact with SCRRA staff. These rules apply to all types of work INCLUDING pre-plan work. All third party contractors working on or adjacent to SCRRA property must have, the SCRRA right-of-entry approved forms, a current SCRRA safety sticker on their hard hat, and an approved picture ID, such as current valid driver license, and/or other employer issued ID with them at all times when on property.

Additionally, all individuals working or otherwise entering SCRRA rights-of-way must have a current copy of General Safety Regulations for Third Party Construction and Utility Workers on SCRRA Property.

Personal Protective Equipment (PPE)

All employees working on SCRRA property are required to wear the following protective equipment (except in offices and motor vehicles):

1. Hard hats that meet the requirements of ANSI Z89.1 or ANSI Z89.2, as specified by CAL/OSHA and /or Fed/OSHA must be worn. Metallic hard hats shall not be worn on any SCRRA project
2. Eye protection that meets the requirements of ANSI Z87.1 is required on SCRRA property. Eye protection with side shields which meets the requirements of ANSI Z89.1 is required for those employees or contractors falling under 49CFR 214.
3. Safety vest with retro-reflective tape for night work or at railroad crossing must be worn. A safety T-shirt, sweatshirt or jacket may be worn during the day.

Proper attire includes:

- Employees must wear a suitable shirt that provides protection from sun insects, abrasions or scratches. Shirts must have a least quarter-length sleeves and cover the back, shoulders, chest and abdomen. Clothing must not interfere with vision or hearing and must allow free use of hands and feet. Long pants are a must on SCRRA property.

PPE continued

- Loose or ragged clothing must not be worn at anytime.
- Jewelry must not be worn when wearing of such objects presents a hazard.

Appropriate footwear includes:

- Safety boots; soles must give good traction on ballast and be puncture resistant.
- Open toed, lounging or jogging-type shoes, unlaced shoes or unbuckled overshoes, badly worn with loose sole shoes must not be worn on SCRRRA property.

Job Briefings

Job briefings are meetings among all of the employees who are involved or will be involved in a particular task or job at the same work site. The EIC or watchman is responsible for conducting a job briefing before any task is performed.

All information related to On-Track-Safety must be given in the job briefing to any worker who will enter railroad property. The minimum On-Track Safety information at each job briefing must include:

- Designation of the EIC or Watchman

- Type of track protection provided by the EIC
- Time and limits of the protection
- Track(s) that may be fouled
- Status of other track(s) at worksite,
- A designated place of safety where workers clear for trains
- A designated assembly place in case of an emergency
- Designated work zones
- Specific job(s) to be done or equipment moves(s) to be made
- Responsibilities of each worker
- Method of notification of the approach of trains (i.e. air horn, "hot rail".)
- Further instructions may include an unusual or a specific reminder due to a hazardous condition or unusual practice.

Additional job briefings will be given when:

- Working conditions or procedures change,
- Workers arrive late or new workers enter working limits
- The main track protection or time allowed to foul the track changes
- Visitor(s) enter the work site.

A job briefing will be considered complete when each employee has acknowledged understanding of the On-Track Safety procedures and instructions by signing the Job Briefing Form.

General Safety

SAFETY IS PARAMOUNT AND ALWAYS TOP PRIORITY. Safety takes precedence over deadlines, production schedules, and all other considerations. When uncertainty arises, take the safest course. Remember that accidents are a result of carelessness, unsafe practices, and lack of attention or complacency. All accidents can be avoided.

Please be aware of the following rules at all times:

- Using, possessing, or working under the influence of alcohol and /or drugs is not permitted anywhere on railroad property. This includes prescription drugs that cause drowsiness or otherwise impair one's ability to perform their assigned task.
- The use or possession of unauthorized radio equipment is forbidden. Use of personal radios (i.e. iPods', MP3 players), and cell phone ear pieces while working is prohibited.
- When using cellular phones you must remain at least 25-feet from the nearest rail.
- Horseplay, physical altercations, running or jumping is forbidden.

- Firearms or other deadly weapons, including knives with a blade in excess of three (3) inches are prohibited on SCRRRA property.
- Work on public streets, roadway crossings, and highway bridges should be performed with due regard for the convenience and safety of the public.
- Only authorized employees are allowed on engines, cars, cabooses, track cars or other railroad equipment.

Right of Way Safety

When on or near the tracks, the following precautions must be taken:

- Keep clear of all tracks unless the SCRRRA EIC indicates that they are protected. No work must begin until the EIC is present at work site and a job briefing has been conducted.
- Always look both ways before crossing tracks.
- Always expect a train on any track at any time. Expect movement of locomotives, railroad cars or on-track equipment in either direction at any time. (Remember, there could be an uncontrolled movement.)

Right of Way Safety continued

- Always step over the rails when crossing the tracks. Never walk, stand, or sit on the rails. The rail surface can be extremely slippery.
- Always face the direction from which the train or on-track equipment is approaching.
- Avoid track switches. The switch points can move unexpectedly and with enough force to crush ballast rock! Stand 150 feet from track switches when trains are approaching. Stay away from any other railroad device of which you are not familiar.
- Always walk single file when crossing the tracks in a group.
- Never stand between adjacent tracks in multiple track territory when a train is passing.
- Always cross at least 20 feet away from the end of equipment: i.e. engines, railroad cars, or on-track equipment
- Do not pass between standing locomotives, railroad cars or on-track equipment when there is less than 50 feet between the equipment.
- Never cross tracks by going underneath, over or through cars, engines or on-track equipment.
- Work is not allowed within 50 feet of the track centerline while trains are passing the work site. Always stand as far back as possible to prevent injury from flying debris or loose rigging.
- Always visually inspect all passing trains. If you detect a dangerous condition, inform your EIC or watchman immediately. The EIC or watchman will notify the train crew.
- Always stop equipment while a train is passing through your working limits. No movement will be allowed toward an approaching train that would cause the engineer to believe the track might be fouled.
- Trains travel faster than they appear and are relatively quiet. Trains may operate with cab car forward. You should not rely on past experiences to determine train schedule. Train schedules are unpredictable and are subject to changes and/or delays.

***No job is so urgent it can't be done
safely.***

Housekeeping

The following housekeeping rules apply to everyone.

1. California Public Utilities Commission (CPUC) General Order 26-D and 118 require that lateral and vertical clearance around a railroad track and a safe walkway parallel to both sides of the track be maintained. The EIC will observe construction and material storage activities and may direct contractor employee(s) to correct conditions not in compliance with the CPUC General Orders.
2. Material must not be stored closer than 20 feet of the closest rail.
3. Contractor employee(s) must cover areas with spilled oil or grease by applying sand or an equivalent approved material to minimize slipping hazards.
4. Contractor employees are responsible for the removal of all unused materials and debris created by the construction project.
5. Clear site immediately of all tripping hazards such as wire, loose material, etc.
6. Flammable materials, petroleum products, paints, caustics, acids and solvents must be stored in designated areas and in containers which are provided for them.

7. Contractor is responsible for restoring the property to its previous condition or better. This includes making repairs to drainage facilities, fences, gates, or buildings damaged or removed by the Contractor or its forces.

Electrical

It is the responsibility of every employee to exercise care to avoid injury to themselves or to others. The following rules are for the safety of everyone:

1. Electric wires must be considered live at all times. Employees shall not depend on the insulation of wires for their safety. Employees avoid all overhead and underground wires they may come in contact with.
2. When using temporary power cords, cords must never be placed over the rails. The EIC will work with the contractor for proper placement.
3. Employees must not place any metal objects across rails.
4. Signal cables/conduits may be encountered while excavating along the right-of-way. Excavation is not permitted until:
 - ✓ Dig Alert (USA) – identification is complete 1(800) 227-2600

- ✓ SCRRRA Signals Department has been notified and has identified signal conduits. (909) 859-4100.

Railroad signals are not covered by Dig Alert (USA) and the railroad signals department must be notified.

Emergency Situations

Prior to starting work, the EIC will have these emergency phone numbers available on site; Ambulance, SCRRRA and/or its operating contractor's representative, Metrolink Operation Center (MOC) Signals emergency number and the police. In emergency situations the following apply:

- When an injury occurs stop working and ensure everything possible is done for the injured person.
- If equipment was involved in the injury, it must be examined to ensure the equipment was in proper working condition. Any defective tools, machinery and equipment are prohibited from use on SCRRRA property.
- Immediately report to the EIC any accidents; personal injuries; defects in tracks, bridges, signals utilities or communication facilities; or, any unusual condition that may affect the safe operation of the railroad.
- Contractor employees must exercise care to prevent injury to themselves or others.

Employees must be alert and attentive at all times when performing their work.

- In case of personal injury, loss of life, or damage to property, the EIC must immediately document the names, addresses and occupation of all persons involved, including all persons at the scene regardless of whether these persons give a statement about the incident. This information should be included in the incident reports.
- If an incident causes personal injury or death, all tools, machinery and other equipment involved, including premises where such accident occurred must be promptly inspected by the EIC. Tools, equipment and machinery must be secured until SCRRRA EIC or Watchman, Safety Officer, or other competent inspector has completed an inspection. A report of such inspection, stating the conditions found and names of persons making the inspection must be promptly forwarded to SCRRRA and the supervising officer of person making the inspection.
- Information concerning incidents or personal injuries occurring to persons who are not employees, must not be given to anyone except authorized representatives of the SCRRRA or an officer of the law.

Heavy Equipment

When working on or around heavy equipment the following precautions must be taken:

1. Equipment operators must be properly trained and qualified before operating equipment on SCRRA right-of-way, and must operate equipment in a safe, skillful and reliable manner.
2. Operators are responsible for verifying their machines are in safe, operating condition before starting and must assure that proper protection is being afforded their operations. The appropriate equipment must be used and operated for each task according the manufacturer's instructions.
3. Never engage in the reckless operations of vehicles on the SCRRA right-of-way. The speed limit on the right-of-way is not more than 15 mph and may be lowered if conditions warrant. Offenders may be asked to leave the SCRRA right-of-way by any SCRRA employee or representative observing unsafe behavior.
4. Audible backup warning devices are required on all heavy equipment, at all times.
5. Operator must have the equipment manual on their machine.
6. While trains, engines or on-track equipment pass, operators must ensure that:
 - Machines are stopped
 - Vehicles are stopped
 - Brakes are set
 - Buckets and shovels or clams are lowered to rest position and machine without buckets must have their load line tightened to prevent movement
7. Unauthorized persons cannot be carried on equipment. Persons qualified to be on equipment must be properly positioned before movement is made. Never transport passengers in truck beds or on heavy equipment.
8. Never allow employees in or on loaders and backhoe buckets.
9. Operators of equipment must be aware of the locations of overhead and underground utilities. Operator must have a clear understanding of how to protect utility lines before operating machinery.
10. NEVER move equipment across the tracks except at established road crossings. Tracked or rubber tire equipment will require the supervision of an SCRRA EIC any time railroad tracks are crossed.
11. NEVER move tracked or rubber tire equipment across railroad bridges or through tunnels

12. When heavy equipment is left unattended:

- Motor must be stopped and ignition must be locked
- Parking or hand brake must be securely set
- Keys must be in possession of operator or authorized employee, not left on the vehicle
- Wheels must be securely blocked on grades
- Equipment must be secured in a highly visible area

Railroad Flagging/Protection

The third party contractor's foreman working on the right of way is responsible for the safety of their crews and must guard their crews against impending danger or injury. They shall bear in mind that safety is the first and most important consideration.

No work can begin until an SCRRA representative is on site and proper protection is being afforded.

The third party contractor must request and arrange for flagging services a minimum of five (5) working days before the work begins.

An SCRRA EIC or Watchman is required for your protection any time you are on SCRRA property (except for utility workers providing short term routine maintenance).

On-track protection must be provided by an SCRRA EIC when the following work is being performed, but not limited to:

- When any part of equipment is standing or being operated within 20 feet of the nearest track or has the **potential to foul** the track.
- When any construction activities are in progress within 20 feet of the nearest track, regardless of elevation above or below track.
- For any excavation in or around the tracks that may subject the tracks or other property to settlement or movement.
- Any clearing, grubbing, or demolition in proximity to the SCRRA property which, in the opinion of SCRRA, may endanger the property or operation.
- For any street construction and maintenance activities requiring temporary work area traffic control. All activities that change the flow of traffic across a railroad crossing, (i.e. traffic cones, lane closures, etc.), must be protected: SCRRA engineering department **must** approve traffic control plans before work can begin.

Good communication between the contractor and the EIC is imperative! The EIC is responsible for verifying all workers and/or equipment near or on the main track have moved at least 20 feet from the nearest rail before allowing a train to pass the work site.

Two Methods of On-Track Safety (OTS)

Keeping Us Away From Trains- This method does not physically separate the operation of trains and equipment from the third party contractor employee. Clearing the track before the arrival of the train protects the third party contractor employee.

TAW -Train Approach Warning

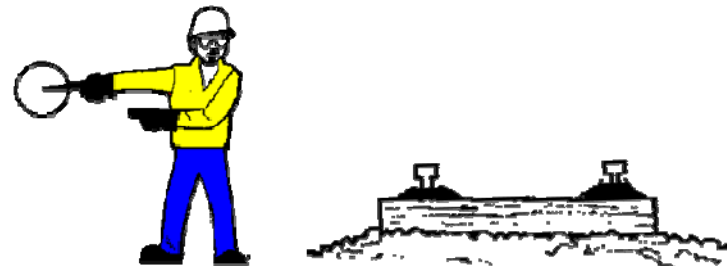
- Employs a Watchman to visually identify a train or on-track equipment and provide warning to a work group in time to occupy a place of safety 20 seconds prior to train arrival.

Keeping Trains Away From Us- This method of OTS physically separates the operation of trains from the activities of the third party contractor employee.

- Working limits are used to keep trains away from work groups.
- Working limits are established to afford third party contractor employee the separation.
- Working limits are a segment of track with definite boundaries upon which trains or equipment move only authorized by the EIC.
- Only a qualified EIC designated by SCRRRA may establish or have control over working limits for the purpose of establishing OTS

Form B- Gives the EIC control of a segment of track for a given period of time. This method of OTS allows trains and equipment to pass through the working limits with the permission of the EIC. Trains and equipment are required to pass through the working limits at a speed established by the EIC.

Track & Time-The dispatcher will authorize men or equipment to occupy a track or tracks within specified limits for a certain time period. Only a qualified EIC may establish track & time or joint track & time for a work group of third party contractors.



Railroad Terms

The following definitions apply to all Third Party Contractors entering the SCRRA right of way.

Ballast – The rock that supports the track and ties. This rock is groomed to keep the track in place, drain water away from the track, and to distribute the weight of trains to surrounding soil. DO NOT DISTURB or place soil, sand, or debris on it.

California Public Utilities Commission (CPUC) - The state agency that administers certain rules and regulations of the railroad industry.

Center Line of Track – An imaginary line, that runs down the center of the two rails of a track.

Confined Space – A space that is large enough and so configured that an individual can enter and perform assigned work. The space has limited or restricted means for entry or exit and is not designed for continuous individual occupancy. This would include but not limited to tanks, vessels, silos, storage bins, hoppers, vaults and pits.

Derailment - A potentially dangerous condition, whereby rail cars or engines leave the tracks.

Employee-In-Charge (EIC) – A roadway worker designated to provide On-Track-Protection for one or more work groups.

Engine – A unit propelled by any form of energy or more than one of these units operated from a single control typically referred to as a locomotive.

Excavation – Any removal of earth. Any excavation and/or shoring, no matter how large or small require prior approval from SCRRA Engineer.

Exclusive Track- Is a method of establishing working limits on controlled track in which movement, occupancy, or authority of trains and other equipment is withheld by control operator or restricted by flagman.

Fill – A section of earth built up to support the railroad's track structure.

Foul the ballast – Anything that contaminates the ballast section of the roadbed and inhibits the ballast from supporting the track, draining water, or suppressing weed growth. In most cases ballast is fouled by excavated material being placed on the ballast.

Foul the track – Placement of an individual or a piece of equipment in such a proximity to a track that the individual or equipment could be struck by a moving train or track equipment. SCRRA fouling distance is defined as within 20 feet from the nearest rail.

Form B- A method of exclusive track occupancy by authorizing a roadway worker to foul or occupy track(s) within limits between two recognizable points as determined by railroad timetable within a designated time period using flag protection.

General Code of Operating Rules (GCOR) – The rules that govern the use of railroad tracks by trains, maintenance employees, contractors and others.

Hy-rail Vehicle - This vehicle is considered on-track equipment. It is typically driven on highways, but has specially manufactured attachments that allow the vehicle to travel on railroad tracks. They are viewed as trains and only authorized railroad personnel may operate them.

Job Site – Any area where work is performed, where materials and equipment are stored, or which employees access during the project.

Main Track – A track extending through yards and between stations that must not be occupied without authority or protection.

Mileposts – Field indicators of approximate distance from a specific point the railroad system used for approximate locations of railroad facilities. They are not to be used for field surveys.

On-Track Equipment - Maintenance of Way machines such as track cars, Hy-rail vehicles, tampers, ballast regulators, etc. which may be operated on the track.

On-Track Safety- On track Safety is a state of freedom from the danger of being struck by moving trains or on track equipment that is provided by the operating and

safety rules, which govern track occupancy by personnel, trains and on track equipment.

Right to challenge- If the third party contractor employee does not believe that the protection against trains is sufficient, the employee may at any time, in good faith, challenge the EIC's form of protection and must remain clear of all tracks until the challenge is resolved.

Roadbed - A graded area beneath and on either side of the track structure that provides support and drainage of the track.

Safety Training - A session conducted by a qualified SCRRRA representative at which On-Track Safety and Metrolink right of way rules and regulations are discussed.

Safety Sticker - An emblem indicating completion of third party contractor training. The non transferable "Safety Trained" emblem is to be placed on each individual's hard hat so it is visible when working on the Railroad's Right-of Way.

Siding – A secondary track used for the passing of trains on single-track routes.

Third Party Contractor –Any contractor working on or adjacent to the railroad right of way on non railroad related work.

Tracks – The rails, ties, and ballast that compose the traveling surface by trains.

Track Structure – The rails, ties ballast, and roadbed that compose the traveling surface used by trains.

Track and Time- The dispatcher will authorize men or equipment to occupy a track or tracks within specified limits for a certain time period.

Trains – One or more engines coupled together, with or without cars, which use the Railroad track.

Train Approach Warning (provided by Watchmen)-A method of establishing On-Track Safety, provided by Watchmen, of warning workers of the approach of trains in ample time (not less than 20 seconds) for them to move to or remain in a place of safety.

Train Movement – Any motion of engines and/or cars over the railroad tracks.

Watchman- An employee who has been annually trained and qualified to provide warning to roadway workers of approaching trains and on track equipment.

Watchman Protection – Employees in a work group using Train Approach Warning provided by watchmen lookouts must be provided warning in sufficient time to enable each employee to move to a previously determined place of safety, not less than 20 seconds before a train moving at the maximum speed authorized on that track would arrive at the employee's location.

Working Limits – A segment of track with definite boundaries upon which trains and engines may move only as authorized by the roadway worker having control over that defined segment of track. Working limits may be established through exclusive track occupancy, foul time or inaccessible track.

Yard- A collection of secondary tracks used to store equipment (cars, engines, maintenance machines, etc.), for assembling or disassembling trains, and/or conducting other railroad operations.

*Asking me to condone an unsafe
act is like asking me to jeopardize
the value of your life.*

Zero Tolerance Safety Rules

SCRRA has a Zero Tolerance policy. Zero tolerance means that certain actions will absolutely not be tolerated under any circumstances. Be aware of the following rules at all time:

- All third party contractors must have a Right-of-Entry or approved document to work on SCRRA right-of-way.
- Drinking alcoholic beverages, being under the influence of any drug or medication or having them in your possession at any time on SCRRA property will not be tolerated.
- All third party contractor personnel must have completed the Third Party Construction and Utility Worker Safety Training Program and have a valid SCRRA safety sticker on their hard hat or they will not be allowed on SCRRA property.
- All third party contractor personnel and utility workers must wear a hard hat, safety glasses with side shield, safety vest with retro-reflective tape for night work or at railroad crossing must be worn. A safety T-shirt, sweatshirt or jacket may be worn during the day, long pants, and safety boots.

WORKING ON OR AROUND TRACKS: Contractors must be aware of the following:

1. All work within 20 feet of the nearest rail must be coordinated with the Right-of-Way Encroachment Administrator so that protection can be provided for personnel.
2. No work can begin until an SCRRA representative is on site and proper protection is being afforded.
3. Do not foul the track with any piece of equipment without an EIC, job briefing and exclusive track occupancy.
4. Do not stand on the track or within 20 feet of the nearest rail.
5. Do not leave open holes or trenches unattended.
6. Do not disturb or foul the ballast at any time.

VIOLATION OF ANY OF THESE RULES WILL RESULT IN REMOVAL FROM THE PROPERTY AND MAY CAUSE THE RIGHT OF WAY ENTRY PERMIT TO BE REVOKED.