



UNION PACIFIC RAILROAD COMPANY FUELING OPERATIONS ADDENDUM

Contractor Minimum Safety Requirements

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Union Pacific Railroad's Contractor Minimum Safety Requirements document is incorporated by reference.

Depending on the type of work and the work location, there are many specific safety regulations, including but not limited to OSHA, FRA, FMCSA requirements, that Union Pacific requires its Contractors to follow. Contractors should also be prepared to comply with all safety requirements found in their agreements to perform work for Union Pacific.

All Union Pacific rules and/or policies in effect at the time work is performed are controlling, including rules that are not listed in this document.. Please refer to the applicable General Orders, and other official publications of policy or instructions. Contractor Personnel are responsible for knowing and complying with rules that apply to their particular job responsibilities.

AUDIT:

All fuel truck drivers are subject to random safety audits to ensure compliance with all UPRR Fueling rules and regulations.

Any vendor that scores a less than desirable fuel audit will provide UPRR Fuel Management a written Corrective Action Plan within 3 business days. (70% for SDTL vendors and 60% on all others).

All corrective action plans will be reviewed and randomly re-audited for compliance.

DRIVERS:

Drivers must perform DOT pre-trip vehicle inspection to ensure vehicle free of defects and all equipment works as intended. All headlights, strobes and emergency flashers will be illuminated while on Union Pacific property. (four-way flashers and amber rotating/strobe beacon while in intermodal yards)

- Vehicle must have a working back up alarm
- All signal indicators in proper working order
- Truck equipped with working fire extinguisher and first aid kit
- Appropriate sequence in connecting fuel hose, open/close valves when unloading and disconnecting

Drivers must ensure they maintain awareness of their surroundings, remain diligent, expect movement on any track at any time from any direction, ensure the vehicle is staged in the clear when fueling and not to foul the any track , stay clear of the red zone (the area within an arms length of track), observe and maintain all posted speed limits.

Any negligent driving that results in damage to UP equipment or personnel to include speeding or failure to stop at a RR crossing are grounds for banishment from Union Pacific fueling operations. See: Section 3 of Union Pacific's Contractor Minimum Safety Requirements.

FUELING OPERATIONS:

The locomotive must be properly red flagged per red flag policy (DTL).

The driver must apply all proper PPE prior to exiting vehicle. Waist length shirts with sleeves, trousers that cover the entire leg, hard hat, safety glasses, or non vented goggles, face shield, gloves and steel toe boots, hearing protection, highly reflective vest

The driver must maintain 3-point contact when exiting vehicle. Footing conditions must be observed for poor underfoot conditions SNA (Scan Notice Adjust) when necessary. Place all red flags according to the Union Pacific red flag policy prior to fueling. Properly place spill pool and bucket to ensure environmental compliance. Inspect conditions on both sides of the locomotive for the fuel adapter and cap, fuel sight glass, fuel gauge and ensure locomotive fuel tank vent is not clogged.

During fueling operations, the driver must remain on the ground near shut off to prevent overfilling or accidental release. Upon completion of fueling event driver will remove all equipment, material and red flags.

- Vehicle engine must be off while fueling unless used for pump operation.
- Apply parking brake, have working brake interlock, and wheels chocked to prevent from moving during fuel transfer (Wheels Chocked DTS only)
- Proper CDL endorsements required.
- No smoking. This includes electronic smoking devices.
- Have copies of defective locomotive report and EFI (Emergency Fueling Information) forms available.

Environmental:

- Appropriate equipment must be used to collect fuel drips while connecting/disconnecting fuel hose
- Follow proper disposal procedures for dripped/collected fuel
- Inspect truck piping, valves and couplings prior to fuel transfer
- Inspect Union Pacific equipment prior to and during fueling events or transfers
- Ensure sufficient room in tanks to eliminate risk of overfill
- Ensure spill kit available on truck and at pump skids
- Know the proper communication process for reporting incidents. Driver must have a communication device and know who to call in the event of an incident.

Quality Assurance:

- Trucks equipped with working fuel meter, ticket printer and air eliminator
- Meter tickets legible and filled out properly

- Truck meter calibrated in last 12 months and seals in place
- Printed BOL indicating gross and net gallons (DTS)