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## **Industrial Railroad Policy Supervisor Talking Points 2015**

As part of the fatality prevention process small teams of subject matter experts from across FCX are being formed to review the global significant risks. The purpose is to evaluate existing guidelines and policies (or create new ones where one does not already exist) to update as needed as well as identify areas of potential concern with existing practices.

These talking points will serve as information regarding the policy. Issues or concerns brought up by SMEs will also be listed so that you can review your procedures and ensure proper practices are being followed.

### **Industrial Railroad**

- There was no previous corporate policy on Industrial Railroads. This policy is now in place and is named the FCX Industrial Railroad Policy.
- This policy requires pre-use inspection prior to being placed in operation and will be kept per the FCX Records and Retention Policy. Equipment defects shall be corrected before the equipment is used.
- All tracks should be maintained to Class II Railroad standards.
- Switching on grade shall be avoided. If switching on grade is unavoidable, other controls must be put in place per Section 6 of the Policy.
- There should be no less than two hand brakes set on train at any time. If in doubt of grade, all operable brakes shall be set.
- Locomotive wheels shall be turned periodically and evaluated by a qualified individual to ensure tolerances.
- Dump doors shall be closed after load is dumped.
- Train operator shall observe all posted speed limits or to the conditions while on FCX property as well as external rail.
- During maintenance and repairs, railroad LOTOTO procedures specified by work of rail and train shall be utilized by all FCX and contract personnel.
- Locomotive and railcar brakes will be visually inspected daily.
- Personnel switching rail cars shall ensure that neither the locomotive, nor the freight carried in or on the cars is damaged during switching.
- Before coupling to or moving cars or engines, the cars or engines will be properly secured.
- Railcars shall not be left on side tracks or passing tracks unless ample clearance is provided for through traffic on adjacent mainline or passing tracks.
- During chemical transport, any obvious leaks, damage, or odor shall be reported to the supervisor. The car shall not be utilized until inspected by a qualified person and deemed safe to move or repaired.
- Employees must expect the movement of trains, engines, cars and other moveable equipment at any time on any track and in either direction.

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- Before initiating movement, a crew member will sound the horn.
- Unauthorized personnel shall not go over, under, or between coupled cars.
- The train operator and all ground personnel shall have a radio programmed with the appropriate channels and frequencies to allow communication between the crew as well as with any other personnel necessary for safe operation of the train.
- Certified hazardous material training will be provided to all personnel handling hazardous material. Hazardous material training shall be documented.
- Personal protective equipment will be specifically selected for the hazards that the employees will be exposed, so that they may safely-perform the various tasks within the industrial railroad.
- There is an exemption process so when any part of the policy can't be followed, an exemption must reviewed by an engineer or other qualified individual and then must be approved by area management