



2600SEG102 RAILROAD SAFETY STANDARD

1.0 PURPOSE

To establish the occupational safety requirements of the Panama Canal Authority (ACP) for all works performed in areas near the railway.

2.0 BACKGROUND

Activities on rail lines and their crossings are very dangerous; this implies an adequate planning before undertaking these activities. However, the ACP lacks standards to regulate such activities. At the moment what exists is a procedure to coordinate works along the rail ways and servitude of the Panama Canal Railway Company (PCRC)). The Industrial and Safety Training Unit (RHSI) and the National Civil Protection System have developed safety courses and recommendations for this work. On the other hand, the bid terms prepared by the Procurement, Warehousing and Inventory Division (FAA) establish the obligation to coordinate with PCRC and train the personnel that works in the railways. Additionally, Power Division (EAE) procedures establish an action coordinated with PCRC regarding the works performed close to the railway.

3.0 SCOPE

This standard applies to all ACP employees, contractors and third parties performing works or activities in facilities or areas under the responsibility of the ACP.

4.0 LEGAL FOUNDATION

This Standard is established pursuant to Agreement No. 12 of the Board of Directors of the Panama Canal Authority (ACP), Safety and Health Regulations, Chapter 1, Article 7.

5.0 DEFINITIONS

For the purpose of this Standard, the following definitions apply:

5.1 Caution signal: The first warning as you approach a railway crossing.

5.2 Pavement signal: Consists of two R's crossed with an X and followed by a stop line.

5.3 Competent person: A person capable of identifying present and potential hazards in the areas near the rail lines, who knows rail line safety procedures and is authorized to take the necessary actions to control them.

5.4 Safety distance: A parallel distance over five feet from the closest track. It is established to avoid being hit by the train.

6.0 GENERAL

6.1 Works on the rail ways, or in areas close thereto, which may present a hazard to workers, must be studied, planned and undertaken under the supervision of a competent person.

6.1.1 Works performed in areas close to the right of way of train tracks may only start when access to and exit from said area have been coordinated in writing with PCRC



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6.1.2 Personnel working in the areas close to the train tracks must maintain permanent communication with their office so that they may report or clarify any dangerous situation that may arise at such location.

6.1.3 Personnel working in railroad areas must be familiar with the signal system utilized in the rail ways.

6.2 Railway crossings

6.2.1 When getting close to a railway crossing on the road, personnel must make sure that the tracks are clear on both directions.

6.2.2 The way is closed when barriers are low and red lights turn on. You may not pass while the lights are on.

6.2.3 If your vehicle breaks down in the intersection of the highway with the railway, ask the occupants of the vehicle to immediately get off and move away. Contact the Office of the Train Dispatcher right away at telephone 317-6341.

6.3 Warnings and precaution signs

6.3.1 As you approach a **precaution** sign, you must reduce speed, look, listen and prepare to stop if a train is coming.

6.3.2 When you find a pavement sign R X R (stop), you must remain behind the line (stop) while you wait until the trains goes through.

6.3.3 Intermittent lights and peals. When lights start flashing, they indicate that a train is coming and you must stop.

6.3.4 Mechanic barriers, intermittent lights, bells. When a train approaches a crossing, the lights will turn on, the bells will peal, and barriers will go down over the road. You must not cross when the lights turn on and the bells start pealing.

6.3.5 Railway flags. Only flags of colors that do not interfere with the colors used by PCRC shall be used.

6.4 Personal protection equipment

6.4.1 Personal protection equipment required by a specific job must be worn. Red garments must not be used, since this color is used internationally to indicate that the train must come to a stop.

6.5 Safety distance

6.5.1 The train protrudes four feet from the tracks; therefore, in order to prevent accidents you must remain over five (5) feet from it.

6.6 Training

6.6.1 Workers exposed to railway works and crossings must receive instruction on ACP established safety procedures.



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6.6.2 Contractors personnel who must work in the railways must receive the training course on safety procedures offered by the Industrial and Safety Training Unit (RHSI).

7.0 RESPONSIBILITIES

7.1 Responsibilities for ensuring that this standard is complied with are described in the Safety and Occupational Health Management Standard of the ACP.

7.1.1 The manager of the facility is responsible for planning and coordinating work procedures for all individuals involved in activities developed in areas close to railroad tracks.

7.1.2 All ACP personnel must respect prevention signs and signals installed in railroad crossings.

8.0 INQUIRIES

Any information or clarification of the content or application of this Standard must be requested in writing to the Safety and Industrial Hygiene Unit (RHSH).

9.0 EXCEPTIONS

Any requests for changes or temporary exceptions to this Standard must be made in writing to the Safety and Industrial Hygiene Unit (RHSH).

10.0 TERM

This Standard shall remain in force until amended or revised.

11.0 REFERENCES

11.1 ACP Safety and Occupational Health Manual.

11.2 Neosho Construction Company – Track safety rules.

11.3 Electricity and Water Division (SIE) - Safety Manual for High Voltage Operations.

11.4 Railroad track worker certification, (HRTI).

11.5 Standard Operation and MPAV1 Safety Procedure - Track inspection and maintenance works on railroad tracks, (SIE).