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As leaders, our mission is to maintain 100% compliance with safety and operating rules 100% of the time to protect our employees, our customers’ freight, and the communities in which we operate. We will only accomplish the mission through unwavering commitment to our Safety Plan.
Operate Safely

Our guiding principle. Every terminal stakeholder (employee, vendor and drayman) needs a clear understanding of how to Operate Safely at CSX.

A. Know the work, perform it responsibly.
B. Avoid unsafe acts and hazardous conditions.
C. Look out for others and hold them accountable to Operate Safely.

Set the Example

Walk the safety walk, your personal influence forms the best team, with the hardest work ethic and the best safety culture in the industry.

Understand the Intermodal Critical Issues

Explain them to your team, set the standard, and accept no deviations or shortcuts. Reward positive sustained results.

Create Relationships

Build trust and confidence in the safety system. Go cross functional, canvas vendors and the dray community leaving no stakeholder untouched or un-coached about your expectations for safety and productivity.

Empowerment and Accountability

The 2020 Safety Plan requires Managers to be out among the workforce guiding them in the right direction. We need them to take ownership for themselves and their teams (empowerment) and own it. This is a very important message that we need to get to all our leaders. Our role is to train the right way, not just punish the wrong way. I am a big believer in accountability, but think if we put more effort into the training and coaching, we can spend a whole lot less time in the discipline and remediation. Drive this message through the organization.

Leaders, team members and vendor partners are directed to review this plan with your team, discuss the Safety Plan components and develop your region or terminal approach to execute the requirements of the safety plan.

These are the 2020 Safety Plan expectations. Action and accountability are built into this plan. Spot checks are included in the plan at regular intervals to ensure we stay on course to deliver championship results and become Champions of Expectations we can all be proud of.
The Pillars of our Safety Plan

**Leadership**

The willingness and ability to direct actions that create a culture promoting safety and inclusion among employees, vendor partners and the dray community. Interactions between leaders and teams influence safety performance through words and actions.

**Engagement**

Commitment to being involved and actively participate in every aspect of the safety plan. Leaders and the team will constantly focus on identification and mitigation of workplace hazards to improve safety culture and set conditions for success.

**Training**

Providing resources to ensure operational readiness, develop employee knowledge and skills necessary to know the work and perform it responsibly and efficiently.

**Accountability**

Ownership of the safety plan by leaders and team. Accepting responsibility for driving the right results and desired end state. The desired end state is the team delivers positive outcomes and sustainable culture change. Deviations from the plan to Operate Safely, are dealt with by leaders positively using coaching/counseling, remedial training and if required the disciplinary process.
Roles and Responsibilities

The complete list of responsibilities for each position is found in the Safety SOP current edition.

**Directors of Terminal Operations**

- Set expectations and provide guidance for terminal safety action plan elements.
- Allocate resources to terminals and hold them accountable for safety and training.
- Provide specific guidance to hubs and terminals to ensure safety vulnerabilities are identified and the plan to improve is in place, monitored and sustained.
- Identify top safety challenges by terminal / region and initiate plans for improving safety performance in the challenge areas.
- Know your safety metrics and Key Performance Indicators (KPIs).
- Support Intermodal Equipment Reliability Program and ensure terminals are active participants in the process to improve equipment reliability and provide feedback to equipment operators on repairs and maintenance status.
- Establish plans for short notice; short duration Safety Blitz events to focus leaders on designated testing topics.

**Hub Directors and Senior Managers**

- Leaders of multiple terminals are directly responsible for the execution layer of the Safety Plan at their terminals.
- Safety planning and execution is aligned and consistent with the guidance from the Region Director of Terminal Operations.
- Responsible for ensuring training and other time-sensitive elements of the plan are accomplished within designated timelines.
Roles and Responsibilities (cont’d)

Hub / Terminal Leaders and Team

- Develop Terminal Safety Action Plan per guidance from the Region Director and this plan. Communicate it widely to your team, vendor partners and dray community.

- Build and foster intermodal operations safety culture that establishes an environment that
  - Promotes actions preventing mishaps through elimination of unsafe behaviors and hazardous conditions.
  - Encourages employees to raise safety questions and concerns, and
  - Resolves safety concerns in a retaliation-free, retribution-free and timely manner.

- Establish clear rules of accountability using pre-shift safety briefs, rules testing, regulatory training, operational performance evaluations (OPEs), terminal audits, and on-board camera systems as leadership tools to influence safety culture.

- Improve equipment reliability by establishing a positive and effective system that begins with employees/vendors performing pre-shift equipment inspections and follows discrepancies through the repair process and return to service. A Daily Vehicle Inspection Report (DVIR) will be completed and submitted by each operator using the equipment. See information on MyAssets within this plan. Feedback to equipment operators on the resolution of their DVIRs is a critical part of improving real and perceived equipment reliability. Any questions on the DVIR process can be answered by sending an email to DL IMOD Asset Management.

- Commitment to daily engagement and being where the work is.
Intermodal Safety Team

- Support the Directors and terminal leaders in development and execution of safety plans and initiatives.
- Focus on Intermodal Operations safety challenges. Make certain there is an aggressive plan to improve and sustain desired safety performance.
- Provide safety performance data and trend analysis to support decision-making and planning.
- Track the execution and completion of the components of this plan.
- Conduct Safety and Training audits (scheduled and unannounced) to measure compliance with this plan.
- Provide feedback/recommended practices to provide consistent information on methods to correct and improve.
- Safety mentor for your terminals and leaders.
- Support requirements for new employee training that includes Safe Start Orientation topics, standard operating procedures, safety and equipment operations.

Employees and Vendor Partner Responsibilities

- Operate Safely
  - Know the work and perform it responsibly.
  - Avoid unsafe acts and hazardous conditions.
  - Look out for others and hold them accountable to Operate Safely.
- Accept responsibility for knowing and following written and established safety rules and policies including the current CSX Intermodal Operations Rule Book and Standard Operating Procedures.
- Participate in the terminal safety committee initiatives.
- Report unsafe conditions to terminal leadership.
- Report all mishaps and near misses immediately to terminal leadership per the SOP.
- Ensure all vendor employees complete required training designated through BROWZ registration.
- Safely operate equipment and perform functions for which they are qualified.
Training and Terminal Administration

- Managers are responsible to ensure new hire, reoccurring, regulatory and remedial training is assigned and completed as appropriate per Standard Operating Procedures requirements.

- Training completion for online resources is administered through the Learning Portal and supporting resources are available on the training team site located at https://teamsites.csx.com/sites/itpap/SitePages/Home.aspx.

- CSX Instructional Design provides regulatory-compliant training resources to support safe and efficient operations.

- Support for the Learning Portal is available through directing email inquiries to Learning Administration at LearningAdministration@csx.com

Metrics

Metrics within this plan include the following:

- OSHA injury rating
- Mishap Severity Index (MSI)
- Vendor Incidents and OSHA injuries
- Regulatory compliance training
- Operational performance evaluations
- Rules testing through OPTS
- Drayman incidents and outreach program
- BROWZ compliance for vendors performing work and services on CSXIT property.
- Other metrics as presented during weekly safety calls and as directed by the Safety Council.

During 2020, Safety metrics will be published using tableau dashboards. The dashboard URL will be published during Q1 2020.
Terminal leaders will review safety performance regularly and at monthly safety meetings to identify opportunities to improve (including vendors and the dray community who operate on the terminal.) Factors to consider are:

- Identification of contributing factors and recommended practices to improve safety performance in challenging areas.

- Forward-looking statistics by month and quarter that can be emphasized early to correct or prevent a trend area in advance (seasonal transitions, severe weather preparations, etc).

- Identification of safety trends that need attention or improvement (high mishap/injury areas).

- Identification of rules testing strategies for employees/vendors that drive improvement into areas not meeting expectations.

- Reports and video generated by onboard camera systems from lift equipment and hostler trucks.

- BROWZ compliance of vendors operating on the terminal.

Execution milestones are as follows:

**Director Kickoff – Communicate the 2020 Safety Plan**

Target completion date: **December 13th,**
during December 2019 Safety Council Meeting.

Target publish date: **During December 2019**

Leadership discussion and roll out with team during December and January Weekly Safety Calls.

Additionally,

- Directors will meet with their leaders to discuss the plan elements and provide emphasis for the region.

- Review 2020 Safety Performance (from team site dashboards)

- Review 2020 Terminal Safety Action Plan expectations and Face to Face conversation talking points.
## Appendix A | Safety Plan Elements

<table>
<thead>
<tr>
<th>SAFETY PROGRAM ELEMENT</th>
<th>REFERENCE</th>
<th>EXPECTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal Safety Action Plan (TSAP)</td>
<td>Terminal</td>
<td>Terminal level plan to improve and sustain desired safety performance through monthly audit/inspection of facilities, equipment, and training and vendor compliance through Leadership, Engagement, Training and Accountability.</td>
</tr>
<tr>
<td>Pre-Shift Safety Brief</td>
<td>Safety Plan</td>
<td>Premier engagement opportunity. Delivered to crew before work starts and if the work conditions change during a shift. Mandatory requirement for employees and vendors prior to starting work on a shift.</td>
</tr>
<tr>
<td>Monthly Terminal Safety Meeting</td>
<td>Teamsite</td>
<td>Monthly meeting of terminal leaders (employees, vendors) to discuss topics defined in the TSAP. Focus on performance (safety and productivity), communication and solutions. Terminal Leaders will submit written notes (uploaded) to the Safety Team site within the month of the meeting.</td>
</tr>
<tr>
<td>Manager Safety Audit</td>
<td>Teamsite</td>
<td>Manager Safety Audit is conducted to ensure terminal leaders regularly review specific terminal facilities for serviceability, safety and productivity. A monthly cross functional terminal audit will be conducted and submitted to the Safety team site along with the minutes from the Monthly Safety meeting. Where issues are identified, solutions are the responsibility of the terminal leaders.</td>
</tr>
<tr>
<td>Vendor Compliance BROWZ</td>
<td>BROWZ</td>
<td>Terminal leaders will validate (at the monthly Safety meeting), vendors who operate on CSX property by instructing the vendor to present a printed copy of their employee BROWZ status. Vendors who are not BROWZ compliant will not operate on CSX property until they have met BROWZ requirements.</td>
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<tr>
<td>Safety Blitz</td>
<td>As directed</td>
<td>Leaders focus execution of the Safety Plan through audit of processes and testing during a specified time frame. The goal of the Safety Blitz is to increase the frequency and quality of engagement with employees on safety concerns.</td>
</tr>
<tr>
<td>Equipment Status</td>
<td>My Assets</td>
<td>Properly functioning equipment is essential to safe operations. Terminals have a robust process to inspect, identify and maintain equipment readiness per the guidance in the Equipment Reliability Program (ERP). Equipment inspections are documented using a Daily Vehicle Inspection Report (DVIR). Discrepancies are reported to the terminal maintenance vendor for correction. Visibility of equipment status will be maintained in the My Assets Application. Expectations are that DVIRs are completed daily, discrepancies reported to maintenance. Maintenance corrects and provides feedback to Operations on repairs.</td>
</tr>
<tr>
<td>Terminal Incident Reporting &amp; Reviews</td>
<td>MRS and Incident Report Tool</td>
<td>The first report of an incident is recorded by the terminal using the Initial Incident Report tool immediately. Follow up reporting is completed using the Mishap Reporting System (MRS). Incidents are reviewed weekly on the Intermodal Operations Safety Call and monthly during the terminal safety meeting. Employee incidents require a discussion of rule violation, remedial training assigned and how the disciplinary policy was applied. Incident review will include root cause analysis (what, why) and plans to prevent future occurrence and improve safety performance at the terminal.</td>
</tr>
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</table>
## Appendix A | Safety Plan Elements (cont’d)

<table>
<thead>
<tr>
<th>SAFETY PROGRAM ELEMENT</th>
<th>REFERENCE</th>
<th>EXPECTATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operational Testing</td>
<td>OPTS</td>
<td>Testing of employees and vendors is an opportunity to provide real time feedback on tasks being performed with the expectation of being 100% rules compliant. Meaningful feedback should be provided immediately following the test. Testing will be performed per guidance in Appendix C Guidance for Conducting Operational Tests on Intermodal Terminals</td>
</tr>
<tr>
<td>Employee Testing Intervals</td>
<td>Tableau</td>
<td>Leaders will monitor crew and vendor “last test” dashboard to ensure testing and engagement is occurring at least every 16 days. Status of employees not tested in over 16 days is discussed on the weekly safety call.</td>
</tr>
<tr>
<td>Operational Performance Evaluations (OPE)</td>
<td>LMS and Tableau</td>
<td>To meet OSHA requirements for equipment operators, CSXIT conducts an OPE every 3 years for each item of equipment the employee operates. OPE requirements and templates are located on the team site.</td>
</tr>
<tr>
<td>Regulatory Training and Face to Face</td>
<td>LMS and Tableau</td>
<td>Training required for the year is assigned in January 2020. Training is completed by June 30 2020.</td>
</tr>
<tr>
<td>Face to Face Discussions</td>
<td>Team Site</td>
<td>Leader and team member discussion focused on safety performance of company/terminal/vendor. These conversational engagements will ensure alignment and commitment to Operate Safely for anyone who works on a CSXI terminal. Completed twice a year and documented in the LMS using code IMODSAFF2F.</td>
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<tr>
<td>SAFETY PROGRAM ELEMENT</td>
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<td>EXPECTATION</td>
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<tr>
<td>Drive-cam coaching</td>
<td>Lytx.com</td>
<td>Regular review of events from Lytx website, coaching and discipline as required. Video evidence of rule non-compliance are addressed through the discipline system/recorded in OPTS as a rule failure.</td>
</tr>
<tr>
<td>Power Equipment</td>
<td>Intermodal Equipment Reliability Program</td>
<td>Weekly leader visits to the shop to reconcile with maintenance on equipment status, inspect housekeeping, hazmat, electrical and safety expectations.</td>
</tr>
<tr>
<td>Maintenance Shop</td>
<td></td>
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<tr>
<td>CCT Maintenance Shop</td>
<td>Intermodal Equipment Reliability Program</td>
<td>Weekly visit to discuss terminal chassis requirements, repairs in progress, bad order reporting, housekeeping, hazmat, electrical and safety expectations.</td>
</tr>
<tr>
<td>Leader Safety &amp; Training Audits with Safety Team</td>
<td>Teamsite</td>
<td>Safety coaching and mentoring with a Safety Team member during terminal level audit. Opportunity to align expectations among leaders and recognize progressive productivity and safety performance.</td>
</tr>
<tr>
<td>Industrial Hygiene</td>
<td>Industrial Hygiene Teamsite</td>
<td>Ensure compliance with CSX Industrial Hygiene requirements and initiatives. Maximum compliance with annual Hearing Conservation Program plans is planned and executed across the terminals.</td>
</tr>
</tbody>
</table>
# Appendix B | Critical Issues

<table>
<thead>
<tr>
<th>INCIDENTS</th>
<th>CRITICAL ISSUES</th>
<th>REFERENCED RULES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collisions</td>
<td><strong>43% of all incidents in 2019</strong>&lt;br&gt;Collisions make up the largest percentage of incidents.</td>
<td><strong>At all times be alert and keep clear of movement of railcars, locomotives, or equipment.</strong>&lt;br&gt;(TRC. 1)</td>
</tr>
<tr>
<td><strong>Collisions are often preceded by:</strong>&lt;br&gt;• Failure to avoid obstacles within the direction of travel&lt;br&gt;• Failure to ensure path is clear before backing&lt;br&gt;• Failure to adjust for proper space management when making U-turns or maneuvering obstacles&lt;br&gt;• Distracted driving (electronic devices, complacency)</td>
<td><strong>Scan all surfaces where you plan to step. Utilize routes made for foot traffic.</strong> (GRND. 22.)</td>
<td></td>
</tr>
<tr>
<td><strong>Collision types Include:</strong>&lt;br&gt;• Vehicle on Vehicle&lt;br&gt;• Backing&lt;br&gt;• Fixed Objects</td>
<td><strong>Always face equipment when mounting or dismounting while maintaining 3-points of contact.</strong> (GEN. 16.)</td>
<td></td>
</tr>
<tr>
<td><strong>Collisions can be mitigated by:</strong>&lt;br&gt;• Awareness of surroundings/attention on the task at hand&lt;br&gt;• Getting out and looking before backing</td>
<td><strong>Remain alert. Avoid unsafe acts and hazardous environmental conditions.</strong> (GEN. 15.)</td>
<td></td>
</tr>
<tr>
<td>Process Errors</td>
<td><strong>29% of all incidents and 36% of OSHA injuries in 2019</strong>&lt;br&gt;Process Errors make up the second largest percentage of incidents and the second largest percentage of OSHA injuries.</td>
<td><strong>Do not apply excessive force or attempt to make adjustment without the correct tools. Always wear seatbelts as intended by the manufacturer.</strong> (GEN. 17.)</td>
</tr>
<tr>
<td><strong>Examples include:</strong>&lt;br&gt;• Failure to perform a tug test&lt;br&gt;• Failure to raise landing legs to sufficient height for travel&lt;br&gt;• Failure to float the load when hoisting a container&lt;br&gt;• Injury related to a rule, policy, or procedure violation</td>
<td><strong>Avoid distractions and ensure ramp equipment is stopped in a safe location before using onboard computers.</strong> (EOP. 19. a-d.)</td>
<td></td>
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<tr>
<td><strong>Process Errors can be mitigated by:</strong>&lt;br&gt;• Following all established rules, policies, and procedures</td>
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<tr>
<td>INCIDENTS</td>
<td>CRITICAL ISSUES</td>
<td>REFERENCED RULES</td>
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| Other             | **12% of all incidents in 2019** Incidents in this category do not fit into any other mishap types. **Examples include:**  
  • Weather related incidents  
  • Being bit/stung by an insect or animal  
  • Injury unrelated to a rule, policy, or procedure violation | Ensure adequate lighting for tasks being performed.  
  *(GRND. 25.)*  
  Report unsafe acts and hazardous conditions.  
  *(GEN. 2.)* |
| Equipment Failure | **10% of all incidents in 2019** Incidents of this type are sometimes unavoidable due to equipment not performing as designed.  
  **Equipment Failure can be mitigated by:**  
  • Thorough vehicle/equipment inspection  
  • Daily Vehicle Inspection Report (DVIR) process  
  • Preventative maintenance  
  • Adherence to the Equipment Reliability Program (IERP) | Get out and look when unsure of surroundings or conditions.  
  *(Recommended Practices)*  
  Perform tug test when connecting to a chassis.  
  When lifting or moving a container, lift operator will float the load.  
  *(EQP. 20.)* |
| Slip, Trip, or Fall | **6% of all incidents and 46% of OSHA injuries in 2019** Slip, Trip, or Fall incidents make up the smallest percentage of incidents, but they are often the most severe and lead to injuries.  
  **Slip, Trip, and Fall can be mitigated by:**  
  • Never placing your feet or hands where your eyes have not been  
  • Ensuring railcar catwalks and platforms are free of damage or debris prior to traversing  
  • Utilizing 3-Points of contact when mounting/dismounting equipment | |

**Operate Safely:**  
• Know the work and perform it responsibly  
• Avoid unsafe acts and hazardous conditions  
• Look out for others and hold them accountable to Operate Safely

Document discussions in the Learning Portal using the code **IMODSAFF2F** for Intermodal Face to Face discussion.
What does a good test look like?

What is your test plan?

- **When** – day or night, weekday or weekend, time on duty duration?
- **Where** – physical location of the team member and leader conducting test.
- **What** – processes to observe, rules to measure compliance against?
- **How** – personal observation, camera, onboard recording device, drone?
- **Who** – when was the employee last tested? How were they rated? Employee strengths and weaknesses, what is the coaching opportunity? Demeanor during pre-shift brief calls attention for follow up testing.
- Announced or unannounced testing?

Observation of a series or sequence of processes – Does the method comply with our SOP?

- Equipment operations – sequence of four to six iterations of operating the equipment (lift machine, hostler shuttling chassis, ROS load/unload.)
- What rules apply? How does the employee perform when measured against the rule as written?
- Provide examples of rules for:
  - Lift machine operator
  - Hostler operator
  - Securement and grounds man
  - ROS
  - DVIR and equipment condition reporting

What is the debrief plan?

- Make sure the employee knows they were tested and why. This is the most important phase of the test and an opportunity to give feedback to the observed individual.
- Positively engage the employee or vendor being tested.
- “Ask, Tell, Ask method” Ask the person to assess their own performance or to tell you what they were doing.
- Is training or remediation
Tell the person what you observed them doing and how they performed against your expectation. Ask the person to summarize the conversation and testing event and clear up any misunderstandings. (See link to OSHA article to right.)

Provide feedback, positive or “opportunity to improve”.

Enter the test into OPTS within 48 hours.

Required reading for all leaders conducting Operational Tests is located at the OSHA link below.

Appendix D | CSXIT Employee Face-to-Face Form

- Critical Issues discussion
  - See Appendix B

- Safety Performance review
  - Use talking points provided by Safety Team to guide discussion

- Discuss Safety Plan Expectations
  - See Introduction page

- Introduce Safety Plan Components in Appendix A
  - Highlight importance of leadership and engagement leading becoming a Champion of Expectations

- Leader/Team member Safety Performance
  - Results from rules testing or conducting testing.
  - Discuss coaching effectiveness and opportunities to improve.
  - Identify any issues/trends and create action plan for improvement

- How do we Operate Safely?
  - Know the____________________________ and perform it ____________________.
  - Avoid unsafe _____________________ and hazardous ____________________.
  - Look out for ______________________ and hold them____________________ to Operate Safely.

- Discuss training requirements and leader responsibilities for self and terminal team.

- Ask for commitment to Operate Safely in 2020.

- Record the discussion using the Record Learning feature in the Learning Portal.

- Solicit and discuss recommendations for improving safety and operations processes.
Appendix E | Leader to Vendor Face-to-Face Form


- Listen and ask for their plan to improve in 2020. The vendor plan must include:
  - Every team member must Operate Safely.
  - Operate Safely means the vendor team will:
    - Know the work and perform it responsibly.
    - Avoid unsafe acts and hazardous conditions.
    - Look out for others and hold them accountable to Operate Safely

- Discuss and confirm understanding of BROWZ registration and badging

- Discuss and confirm the vendor has policies complementing CSX policies in these areas:
  - Restricted medication policy.
  - Drug and alcohol policy.
  - Hearing conservation policy.
  - Opportunities for CPR & AED training.
  - Vendor process for maintaining qualifications for lift machine operations, securement and hostler truck operations (Annual OPE).
  - Access to applicable rule books and Standard Operating Procedures.

- Ensure the vendor understands expectations for safety performance and has access to the CSXIT Safety Plan and SOP. They are not employees, they are vendor partners who must Operate Safely on CSX property.

- Solicit and discuss recommendations for improving safety and operations processes.

- Leader recommendations for opportunities to improve vendor safety or operations performance.

- Discussion participation and commitment to the Terminal Safety Committee and Terminal Safety Action Plan.

- Ask for commitment to Operate Safely.

- Record the discussion using the Record Learning feature in the Learning Portal.
Appendix F | Pre-Shift Safety Brief

Date: _____________________ Time: _____________ Shift: ______________

Safety Brief Conducted by: _________________________________________

SAFE START

☐ Announce: The pre-shift brief is starting now
☐ Observe: Ensure all team members have PPE and are ready to work
☐ Share: Weather conditions and forecast for the shift.

Forecast: ____________________________________________________________

☐ Review: Mishap Prevention Insight (MPI) topic and Safety Rule for the day.

MPI Topic: _____________________ Safety Rule: __________________________

☐ Review: Network mishaps occurring in the last 24 hours.

What can be learned from the mishaps to ensure crew will Operate Safely?

_______________________________________________________________________

☐ Discuss: Any other information required to Operate Safely during the shift
(repair vendors on terminal, paving, etc.):

_______________________________________________________________________

WORK ASSIGNMENTS

☐ Leader shares terminal work plan for the shift.

Notes: _________________________________________________________________

☐ Leader issues equipment DVIR instructions and provides follow-up information from previous DVIRs.

Notes: _________________________________________________________________

☐ Leader reviews fuel log instructions and provides follow-up information from previous fuel logs.

Notes: _________________________________________________________________

☐ Leader makes work assignments and provides break times.

Notes: _________________________________________________________________
CREW PERSONAL RISK ASSESSMENT DISCUSSION

☐ Leader asks direct questions to all crew coming on shift
☐ Are you rested and able to Operate Safely on your shift today?
☐ Leader engages crew in two way discussion on risk.
   Lift Operators – Identify one safety risk you will face during your shift?
   Risk? ________________________________________________________________
   Crew manages the risk by: _____________________________________________

☐ Hostler / IBC cart / Truck or Van Operators – Identify a safety risk you will face
during your shift?
   Risk? ________________________________________________________________
   Crew manages the risk by: _____________________________________________

☐ Ground person – Identify a safety risk you will face during your shift?
   Risk? ________________________________________________________________
   Crew manages the risk by: _____________________________________________

PRE-SHIFT SAFETY BRIEF SIGN-IN SHEET

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<th>NAME (PRINT)</th>
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