Work Instruction - Operations

BLUE FLAG PROTECTION FOR WORKERS IN THE SHOP WORK INSTRUCTION

HITACHI

@Hitachi Rail Honolulu JV

| Work description: To provide the instructions | for protecting Workers who perform work act | ivities within the OSB Shop. | | |
|--|---|------------------------------|--|--|
| Scope: This document is applicable for the Operation and Maintenance Services on the HRH | | | | |
| References: HNL-09100 Roadway Worker Protection (RWP) | | | | |
| PPE and precautions | Competencies or qualifications | Licenses or permits required | | |
| Nil | OCC, Train Operator, OTE Operators, Maintenance Team | Nil | | |
| Tools and equipment required | | | | |
| Nil | | | | |

Primary Worker/Group of Workers:

When a worker/group of workers need to perform work on one of the shop tracks that DOES NOT have blue flag protection established

- Contact the Operation Control Center (OCC) Controller and explain which shop track you would like to establish blue flag protection on. The OCC Controller will list you as the Primary on the General Order
- Once authorized by the OCC Controller, ensure the derails on the East and West end of the shop track where the work is required:
 - o Are locked with by means of the keys received from OCC
 - o The blue flag is in the upright position
- At this point, the shop track between the two derails belongs to the Primary Worker/Group of workers and cannot be entered until the Primary Worker/Group of Workers remove the locks, drops the blue flag, lines the derail into the non-derailing position and returns the keys to the OCC
- While blue flag protection is in place, Primary will authorize and be responsible for any Secondary Worker/Group of Workers that are allowed to work under their protection
- Once work is complete, Primary will clear all Workers and Secondary Workers from shop track(s), remove their locks and return locks to the OCC Controller



Note

If the secondary work group needs to continue with the Job, one representative of the primary group and one of the secondary group reach the OCC for the transfer of responsibility. The key is given by the outgoing primary group to the secondary work group representative. At that point OCC will update the Primary.

OCC

- Upon receipt of Primary Worker/Group of Workers request, OCC Controller will ensure that no blue flag protection has already been established on requested track
- If no blue flag protection exists, OCC Controller may authorize Primary's request and will list Primary's info as shop track owner and contact in the next General Order. Primary will remain in the General Order until blue flag protection has been released
- Upon approving Primary request, OCC Controller will not authorize any movement onto that track without first contacting Primary
- OCC Controller will direct any Secondary Workers/Group of Workers to Primary for authorization to work under Primary's blue flag protection
- In the event that the primary completes the job and the secondary group needs to continue, make sure that two representatives join the OCC for the transfer of responsibility and update the Primary working group for the concerned area of the shop

| Approved By: | ☐ Director, Operations and Maintenance | ☐ Department Manager | ☐ Manager, HSE (Operations and Maintenance) |
|--------------|--|----------------------|---|
| Signature: | | | |
| Date: | | | |

| Document Code | HNL-09403 - Blue Flag Protection for Workers in the Shop Work Instruction 01 | Effective Date: | |
|---------------|---|-----------------|-------------|
| File Name | HNL-09403-01.00-0-Blue Flag Protection for Workers in the Shop Work Instruction | Rev No. 01 | Page 1 of 2 |

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| Secondary Worker/Group of Workers: | When a Worker/Group of Workers needs to perform work on one of the shop tracks that DOES have blue flag protection established | | |
|--|--|--|--|
| | Secondary will need to find out which Worker/Group of Workers are the Primary on that track by referencing the General Order or discussing with OCC Secondary must request and receive authorization from the Primary before working under the established blue flag protection Secondary will clear the shop track whenever instructed by the Primary If the Primary decides to clear the blue flag protection, all Secondary Workers will clear the shop track and may request to become the Primary from OCC Controller after blue flag protection has been released | | |
| Train Operator / OTE Operator | Before coupling to or moving any PV/OTE in the Operation Servicing Building (OSB) shop, the operating crews must contact the Primary Worker to ensure that the blue flag protection is removed and verify the derail is unlocked and in the non-derailing position Only the Primary Worker/Group of Workers may remove the lock from the derail. Operating crews must not attempt to remove any blue flag protection Once blue flag protection is removed, the operating crew should perform a visual inspection of the outside of the vehicle to ensure that all employees, tools, or any other obstructions are clear of the movement. The | | |

interior of the PV/OTE should also be inspected to ensure all Workers have exited the vehicle and that it is safe

to move