



FLAGGING REQUIREMENTS & CHARGES

Per Minnesota Commercial Railway (MNNR) flagging requirements we must be notified for any construction work or related field activities that will be performed within the MNNR right-of-way, or within 25 feet of near track. In instances where there is potential danger of the track getting fouled in distances greater than 25 feet, the need for a flagging may also exist.

Flagging is important to protect the safety and well-being of the outside workforce. The individual performing the flagging is thoroughly trained on the proper safety precautions vital when working on or near the rail. The “General Contractor” is responsible for MNNR flagging charges for their sub-contractors that are working under contract. If a sub-contractor contacts MNNR to request flagging services, the sub-contractor should advise MNNR to submit MNNR invoices to the General Contractor at the time of call.

A flagman has to perform many functions in conjunction with a flagging project. **The hours start once the flagman reaches the local yard office and end once the flagman reaches the local yard office.** Any needed safety materials must be collected and other railroad employees that may come into the area must be well informed of the project that will be taking place. The commute time from the local yard to the actual project is included in an invoice. Once on site, the individual must set up warning devices, oftentimes several miles away from the site (in both directions). This is to ensure train crews are properly warned of additional safety precautions necessary. Once the day is over, the flagman must collect these warning devices and return them to the local yard. **This flagging employee is compensated for a full eight hour day regardless if the employee was physically flagging at the location or not, therefore, the full day is charged to the contractor.** If MNNR must pay the employee for **hours in excess of their daily scheduled time or on a holiday** in order to accomplish the flagging project, those costs are passed onto the contractor as well.

Occasionally it is necessary for the flagman to leave the project for various reasons. Some of these are to throw a manual switch in order to divert an oncoming train, or to meet a train that is approaching.

If a flagman is scheduled, and the schedule is changed or cancelled, MNNR must be given at least 24 hours advance notice of this change or cancellation, otherwise all charges will apply & be billed.

Terms of payments on MNNR’s flagging invoices are **NET 15 Days**. Credit is automatically issued for a flagging request as long as payment history from previous flagging jobs (if any) is within the terms. If a flagging invoice is not paid, MNNR will make several attempts to contact and collect after which time, the file will be forwarded to a collection agency for their pursuance as well as potential legal action. Any costs of doing this will be passed onto the General Contractor. In some instances, **MNNR will report the contractor to local municipalities who may put the contractor on a list of contractors with delinquent debt outstanding which could hinder their chances of receiving bids on local projects.** MNNR could also refuse to work with the contractor as well as refuse access to MNNR properties or demand an estimated payment in advance of services performed.

Call MNNR for current flagging rates.

