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NATHAN D. GOLDMAN
Executive Vice President &
Chief Legal Officer

March 17, 2020

Honorable Henry McMaster, Governor
1205 Pendleton Street
Columbia, SC 29201

Dear Governor McMaster:

CSX Transportation operates in your state as a critical component of the food, consumer, clean water, and industrial supply chain. We appreciate your continued partnership in safe freight railroad operations in your state during the Covid-19 conditions. As such, we appreciate your specific exemptions from curfews, operational mandates, and other directives to less-critical industries. We wish to continue to be included in such exemptions as further directives may be issued. CSX has, however, imposed strict travel, social distancing, and healthy operational policies consistent with public safety in your state.

Attached is our national industry letter used in times of severe weather or serious disruptions.

Please do not hesitate to call me at 904-366-4245.

In addition, you or your emergency management personnel can call our 24/7 hotline at 1800-232-0144.

Thank you for your continued partnership in a healthy supply chain.

Sincerely,

A handwritten signature in blue ink that reads "Nathan D. Goldman". The signature is fluid and cursive, with the first name being the most prominent.

Nathan D. Goldman



ASSOCIATION OF
AMERICAN RAILROADS

Thomas L. Farmer
Assistant Vice President – Security

March 16, 2020

Christopher Bennett
Director, Public Safety Communications Center
CSX Transportation
6425 Southpoint Parkway
Jacksonville, FL 32216
Office: 904-366-5648 / Cell: 904-540-6001
Email: Christopher_Bennett@csx.com
Emergency Response Center (24/7) – 1-800-232-0144

LETTER OF ACCESS: COVID-19 RESTRICTED AREAS
CONTRACTORS OF CSX TRANSPORTATION

This Letter of Access is prepared, disseminated, and used by the railroad industry in accordance with best practices and recommended preparedness measures for access and re-entry in the Crisis Event Response and Recovery Access (CERRA) Framework, produced in a joint government-industry effort led by the Department of Homeland Security (DHS) and the Emergency Services Sector Coordinating Council (SCC) and issued and approved for usage in March 2018.

On matters relating to critical infrastructure protection and resilience, the Association of American Railroads (AAR), as manager of the Rail SCC established pursuant to the National Infrastructure Protection Plan (NIPP), works in concert with DHS and its components, including the Federal Emergency Management Agency (FEMA), as well as the Department of Transportation (DOT) and Federal Railroad Administration (FRA), on preparedness for timely and effective protective and response measures.

The rapid spread of coronavirus disease 2019 (COVID-19) in the United States since late January 2020 has necessitated a range of actions by federal, state, and local authorities to contain the virus and mitigate its effects.

- Assessments by medical experts with the Centers for Diseases Control and Prevention (CDC) and the Department of Health and Human Services (HHS), briefed to representatives of industries across sectors in recurring teleconferences held by DHS's Cybersecurity and Infrastructure Security Agency (CISA), project sustained expansion of community spread during the next several months – in scope of geographic areas affected and volumes of confirmed infections.
- On March 13, 2020, President Donald J. Trump declared a national emergency to support containment and mitigation of COVID-19 and address the significant public health and national and economic security implications. This declaration engages the full authorities and resources of FEMA for emergency preparedness and response.

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- The virus has spread to all states and the District of Columbia – with governors, mayors, and county executives issuing declarations of emergency as well.
- Among the measures that state and local authorities may implement to contain COVID-19 spread is establishment of “containment areas,” “quarantine zones,” or other forms of geographically defined restrictions on access and specified activities.

In the event of such restrictions imposed in local areas as part of a containment and mitigation strategy, the potential preclusion of worker access to infrastructure and facilities in the covered zones could impede operations of railroads, freight and passenger. The order for quarantine or containment would likely not be directed at railroad operations or infrastructure – but those activities and sites will be within defined areas of quarantine, containment, or restriction zones.

In the interests of the welfare of residents and businesses in areas affected by such conditions and of maintaining essential supply chains, it is critical to assure continued rail operations – as safe conditions allow. For this purpose, law enforcement officers and emergency management officials, charged with responsibility for oversight and access control at areas affected by restrictions imposed as part of an overall strategy to contain the spread of COVID-19, are respectfully asked to:

- Grant the contractors of **CSX Transportation**, with proper photographic identification and as safe conditions allow, approval to cross police lines, road blocks, and control points in direct support of activities to maintain safe and efficient train operations, in furtherance of community relief, interstate commerce, and sustained supply chains.

Railroad contractors permitted access will abide by the directives of local authorities on protective measures to maintain while in zones under restrictions.

To support sustained operations, contractors granted access may need to bring railroad equipment into, or use trains, trucks, automobiles, and other vehicles in, the affected area.

This correspondence is valid for the period of **March 16 to September 30, 2020**.

Questions concerning this correspondence may be directed to me via the contact means indicated in the signature block below.

Sincerely,



Thomas L. Farmer
Assistant Vice President – Security
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Railway Alert Network: 866-494-4353 / 202-639-2910