

## Hobart yard, Commerce

A community meeting was held on October 25 at the Commerce City Counsel room. Discussion was for both Hobart and Commerce yards.

<p>General comments: Why has it taken so long to apply these newer technologies from trucking to the rail industry?</p> <p>Public outcry is what started the driving of the installation of the auto shut down equipment.</p> <p>There must be a cost savings if locomotives are shut down within 15 minutes vs 1 hour. If the MOU is shut down, what of these elements is BNSF going to follow through with? If they (ARB) are going to monitor this program, do they have studies showing the current emissions and then report back the change? Another participant - As part of the health risk assessment has the ARB inventoried each piece of equipment and how much pollution per hour of operation compared to an air monitor outside the yard that can discriminate from truck traffic or outside sources to determine whether the reduction came from the rail yard or other sources.</p>	<p>Responses Not all of the technologies transfer easily from the trucking to rail industry because of the engine and locomotive design differences. The market place drivers are also different when you are talking about 10s of millions of trucks versus tens of thousands of locomotives. Not sure that is correct but bottom line is the installation of the auto shut down equipment is moving forward. There will be a fuel savings and reduction in emissions. Do not know. There will be a lot of disusion about what to do. I am not familiar with what detail they have now. With the HRA work they will have more detail. I do not know.</p>
<p>Comments from a meeting with a local EJ Representative: The newer technologies should be implemented as soon as they can, hybrids, LNGs, multiengine, hydrogen, etc.. What about building an emission collection system to capture the emissions at the fueling and engine test areas? All sources should be reviewed and emissions reduced.</p>	

### Hobart:

Yard: 5 sets (10) GPs 7 days/week/24' day (3 shifts)  
Yard: Industry, 1 set (2) GPs 5 days/week/12' day  
Yard: Industry, 1 single GP 6 days/week/8' day

Intermodal trains come in and are cut from the trains and move to the Commerce Mechanical facility for service. They are brought back to when needed for out bound trains.

### Intermodal operations

110 Yard tractors  
16 RTG  
13 Top and side loaders

1,000,000 + lifts/yr

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
<b>1 Movement into &amp; out of the yard</b>													
1a	Intermodal	Movement	Road fleet	1	Discontinue use of area	-	-	No	No	-	-	<b>NO</b>	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	No	No	-	-	<b>not yet</b>	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	<b>?</b>	Will require more evaluation
				4	Manual Shutdown	Yes	Yes	Yes	Yes	-	-	<b>05 MOU</b>	
				5	Use LNG units	No	Yes	No	No	?	No*	<b>NO</b>	*technical/safety/logistics issues
				6	Use CARB diesel	Yes	Yes	No	No	-	-	<b>NO</b>	Cannot get CARB out of state
				7	Use specialty fuels	Not sure	Yes	No	Unknown	-	-	<b>NO</b>	biodiesel, lubrizol, purinox, etc.
				8									
1b		Movement	Local fleet	1	Discontinue use of area	-	-	No	No	-	-	<b>NO</b>	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	?	?	-	-	<b>not yet</b>	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	<b>05 MOU</b>	
				4	Enforce shutdown policy	Yes	Yes	-	-	-	-	<b>05 MOU</b>	
				5	Use LNG units	Yes	Yes	No	?	?	No*	<b>?</b>	Hp size and fuel logistics issues
				6	Use CARB diesel	Yes	Yes	Yes	?	-	-	<b>05 MOU</b>	
				7	Use specialty fuels	Yes	Yes	No	-	-	-	<b>NO</b>	biodiesel, lubrizol, purinox, etc.
				8	Use Green Goats	Yes	Yes	No	-	-	-	<b>NO</b>	Hp issue
				9	Use Multi Gen Set	Yes	Yes	Yes	?	-	-	<b>?</b>	Will require more evaluation

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<b>2</b>	<b>Idling &amp; movement within identified locations</b>												
2a	Intermodal	Idling	Road fleet										
					See Source Area 1a for options associated with movement of Road fleet locomotives.								
2b		Idling	Local fleet										
					See Source Area 1b for options associated with movement of Local fleet locomotives.								
<b>3</b>	<b>Idling of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)</b>												
3a		Idling											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule
<b>4</b>	<b>Movement of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)</b>												
4a		Movement											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule