



**BNSF**

**Visible Emission Reduction and  
Repair Program  
(VERRP)**

**August 2005**



**BNSF**

**Visible Emission Reduction and  
Repair Program  
(VERRP)**

**August 2005**

**Prepared For:**

California Air Resources Board  
1001 "I" Street  
P.O. Box 2815  
Sacramento, CA 95812



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## TERMS AND DEFINITIONS

AIR DISTRICT	Air Quality Management District or Air Pollution Control District
ANNUAL INSPECTION	An inspection of the locomotive which includes a smoke inspection performed while under loaded conditions. It will be performed each 368 day periodic inspection by way of a load test with the aid of either a visual evaluation or an opacity meter
CARB	California Air Resources Board
FACILITY INSPECTIONS	Facility inspections conducted by BNSF or designated personnel of operating locomotives within rail yards
KEY EMPLOYEES	BNSF employees trained in determining possible non-compliant locomotives for excess visible emission
LOAD BOX	Equipment used in conjunction with a load test. This equipment allows a locomotive to simulate operating, loaded condition, while stationary. Only certain locomotives require a load box to perform this task
LOAD TEST	A test that simulates locomotive operating conditions. The locomotive's power delivery system does not distinguish between a load test and actual operation. The load test is an effective way to measure the smoke performance of a locomotive
NON-COMPLYING LOCOMOTIVE	Any locomotive inspected and found to be emitting smoke density greater than the applicable standard for that locomotive



OBSERVATION PERIOD	An observation period will consist of at least one eight hour increment performed by the Field Inspector
OPACITY	Unit of measure to determine visible (smoke) emissions
OPACITY METER	Computerized opacity measuring device
OPERATING UNDER LOAD	A unit or locomotive is “operating under load” when it is delivering power to the axles or when it is in dynamic brake. It may also apply when the unit is under self-load or attached to a load box
PROGRAM COORDINATOR	Designated BNSF Manager responsible for the implementation and daily management of the program
REMOVE FROM SERVICE	When a unit is removed from service it is placed in an idle or isolated position and is delivering no power to the axles. When in this position it is unable to provide motive power or dynamic brake effort
SCAQMD	South Coast Air Quality Management District.
TARGET (OPT)	Defined as the ratio of locomotives observed as part of the performance evaluation in operation at or below 20% Opacity versus the total number of locomotives observed
VISIBLE EMISSIONS EVALUATOR	BNSF personnel or outside contractor trained in EPA Method 9 Techniques and certified to inspect locomotives en route or at facilities for excessive smoke emissions



## SECTION A

### ADMINISTRATIVE

#### A-1 Purpose, Goals, and Scope

The purpose of the BNSF Visible Emission Reduction and Repair Program, hereafter referred to as “the Program”, is to comply with the requirements set forth in the **June 2005 ARB/Railroad Statewide Agreement, Particulate Emissions Reduction Program at California Rail Yards**. Under this agreement, and according to federal regulations governing locomotives, all locomotives observed excessively smoking are required to be inspected and repaired as appropriate and necessary.

With specified inspections and testing, the goal of the Program is to ensure a visible emissions compliance rate of at least 99% for BNSF’s locomotives operating in the State of California, and that mechanisms are in place to ensure that locomotives with excessive visible emissions are repaired expeditiously.

The scope of the Program consists of specific guidelines, instructions and protocols developed for BNSF personnel. While defined in greater detail in the following sections, the basic program elements are as follows:

- a) Annual locomotive opacity shop testing schedules and requirements;
- b) Procedures and policies regarding visual field and facility inspections;
- c) Protocols for locomotive load testing and visual facility inspections, including specifications for opacity meter use, and designations/qualifications for certified Visible Emissions Evaluators;
- d) Guidelines and procedures for the follow-up testing and repair of non-conforming, i.e., “smoking” locomotives, including protocols for routing locomotives to the nearest



facility (as appropriate) for expeditious repair, and documentation to demonstrate compliance;

- e) Job descriptions and training; and
- f) Recordkeeping requirements and instructions for prompt and accurate reporting of field inspections, facility inspections, and shop inspections.

The BNSF VERRP program meets each of the required elements of the June 2005 ARB/Railroad Statewide Agreement as evidenced in the table below. The table provides a cross-reference between the details of the agreement and the contents of this document.

Agreement Section	Elements To Be Addressed	VEERP Section
3(a)	Fleet Average Performance Standard for Visible Emissions	VEERP Document
3(b)	Statewide Visual Emission Reduction and Repair Program Components	
	(i) Annual Inspection of Emissions	Section B
	(ii) Expeditious Testing and Repair	Section A-2
	(iii) Annual Number of Inspections	Section B-3 & 4
	(iv) Maintain Inspector Qualifications	Section C
	(v) Identification of Non-Conforming Locomotives	Section B
	(vi) Currently Applicable Emissions Standard	Section B
	(vii) Routing Time of Non-Conforming Locomotives to Repair Facility	Section B
	(viii) Training of Key Employees	Section C
	(ix) Mediation of Disagreements	Section A-2
3(c)	Visible Emission Inspection and Repair Program Recordkeeping	Section D
3(d)	Report on the Number of Visible Emissions Inspections	Section D
3(e)	Failure to Meet Compliance Standard	Section D
3(f)	Training Requirements for Key Employees for Each Covered Yard	Section B
3(g)	Report on Training Information	Section D
3(h)	Annual Review of Visible Emission Inspection and Repair Program	Section D
3(i)	Participating Railroads' Visible Emission Inspection and Repair Program Coordinators	Section A
3(j)	Community Reporting Process	Section A & D



## A-2 BNSF POLICY FOR IDENTIFICATION AND CORRECTION OF “SMOKING” LOCOMOTIVES

BNSF, in its efforts to improve air quality and to reduce the number of locomotives in possible violation of applicable air quality standards, has adopted the following policy as it relates to the detection, disposition, and reporting of locomotives found exceeding federal or California opacity standards.

- If the general public or company personnel observe a locomotive in operation on the BNSF system emitting exhaust that may be in excess of the federal, state or district opacity standards, they may report the occurrence to the BNSF Resource Operations Center (ROC) (1-800-832-5452 and follow the menu prompts). A Certified Visible Emissions Evaluator will confirm the report and will inform the BNSF Mechanical Department (817-234-2345 or company line 8-234-2345) who will then route the locomotive to a mechanical facility for repair and testing. (See Appendix A)
- For company self reports, the time of notification is determined by when the ROC or dispatching office was notified of the smoking condition by a BNSF employee or field inspector. For purposes of an Air District issued Notice of Violation, the time of notification is determined by when the Air District inspector or other district designated personnel contacts the appropriate BNSF office.
- Once a locomotive is observed to be in possible violation of the federal or California opacity standards, the locomotive will be removed from service within 96 hours. If the locomotive is in the jurisdiction of the SCAQMD, the locomotive will be removed from service within eighteen (18) hours if it exceeds 20% opacity, or within ten (10) hours if it exceeds 40% opacity. **The decision to remove a locomotive from service that is operating in a train consist rests solely with the dispatcher.** At no time will the lead locomotive be removed from service and at no time is a locomotive removed from service if the locomotive is needed for the safe operation of the



railroad. A locomotive found in violation of applicable standards will not re-enter California until it has been certified by BNSF personnel as meeting the applicable opacity standards.

At least annually BNSF will meet with the designated representative of CARB to review trends and issues in this locomotive visible emission inspection and repair program and will consider possible adjustments. As maybe necessary, BNSF will also meeting and confer with CARB on any areas of disagreement that may come up between the two parties relating to this program.

The BNSF Visible Emission Program Coordinator is Ms. J. L. Anderson, Manager of Environmental Operations in Seattle, Washington. She can be reached at 206-625-6034.

## **SECTION B**

### **COMPLIANCE STANDARDS, TESTING AND INSPECTION REQUIREMENTS**

#### **B-1 Visible Emission Load Test and Annual Inspection Requirements**

1. Load and Opacity Testing will be completed on a 12-month inspection cycle on all locomotives authorized by the company to operate in the state of California. These tests will be conducted at the conclusion of the annual maintenance procedure. A locomotive that can be used in California undergoing the annual maintenance procedure will not be released for service until it successfully passes the opacity standard assigned to that locomotive.
2. All opacity and visual emissions inspections identified as part of this program are performed while the locomotive is under load. All locomotives will be given a load test regardless of whether it is equipped with self-load equipment or requiring the use of a load box.
3. The smoke inspection identified as part of these requirements will be either a visual inspection of the locomotive exhaust by a facility employee trained as a Visual Emission Evaluator or an inspection using an opacity meter, whichever applies.
4. An opacity meter will be utilized for 90% of all annual smoke inspections referred to in this section. Exceptions to this requirement may be granted by the Program Coordinator if it is determined that the availability of an opacity meter is impacted by circumstances beyond the reasonable control or influence of the company.

5. The Load Test and opacity or visual emissions inspection will be conducted on a locomotive simultaneously. For locomotives that could see duty in California they shall be tested under the appropriate Tier criteria and against the California criteria .
  
6. The successful completion of the Load Test and smoke inspection will be documented on the Load Test Worksheet and shown on the Monthly Shop Inspection Summary Form (ENV3, Appendix D). This will be accomplished by noting on the form the work performed along with the actual opacity reading. In addition, when an opacity meter test is performed as part of the requirements, the test chart from the opacity meter will be retained and attached to the Annual Inspection Work Form. The computer generated record with release date, along with the chart, will be retained for 24 months and will be available for auditing procedures.

NOTE: It is BNSF's intention to perform the annual opacity test at the time of the required FRA annual locomotive inspection. There is a possibility that when a locomotive is out of use for one or more periods of at least thirty (30) or more consecutive days, or out of use for any test or inspection that the timing of the annual inspection may be extended by the number of days the locomotive is out of use since the last inspection, as provided under FRA inspection regulations.



## **B-2 Opacity Standards for Load Testing**

### **1. Locomotives Operated In California**

The load test and opacity or visual emissions inspection will be conducted on the locomotive simultaneously. To successfully complete the inspection, the locomotive shall not exceed 20% or greater opacity for more than two (2) minutes in any of the eight (8) throttle positions during the load test. For purposes of this test, the opacity reading in any given notch setting will be made only after the engine has stabilized after the throttle transition period from one notch setting to another, or thirty (30) seconds, whichever is less. Also, the locomotive will not pass the opacity test if during the test cycle it exceeds the opacity standard for four (4) minutes on a cumulative basis.

***NOTE: LOCOMOTIVES THAT OPERATE IN CALIFORNIA MUST PASS THE CALIFORNIA TEST AND THE FEDERAL TEST FOR ITS APPROPRIATE TIER LEVEL***

### **2. Federal Locomotive Operating Opacity Standards**

#### **2.1. TIER Ø**

The load test and smoke inspection will be conducted on the locomotive simultaneously. To successfully complete the inspection the locomotive will not exceed 30% or greater opacity for more than two (2) minutes in any of the eight (8) throttle positions during the load test. In addition, the locomotive will not exceed 40% opacity for more that thirty (30) seconds in any of the eight (8) throttle positions. The final standard requires the locomotive to not exceed 50% opacity for more than three (3) seconds in any of the eight (8) throttle positions.

**2.2. TIER I**

The Load Test and smoke inspection will be conducted on the locomotive simultaneously. To successfully complete the inspection, the locomotive will not exceed 25% or greater opacity for more than two (2) minutes in any of the eight (8) throttle positions during the load test. In addition, the locomotive will not exceed 40% opacity for more that thirty (30) seconds in any of the eight (8) throttle positions. The final standard requires the locomotive to not exceed 50% opacity for more than three (3) seconds in any of the eight (8) throttle positions.

**2.3. TIER II**

The Load Test and smoke inspection will be conducted on the locomotive simultaneously. To successfully complete the inspection, the locomotive will not exceed 20% or greater opacity for more than two (2) minutes in any of the eight (8) throttle positions during the load test. In addition, the locomotive will not exceed 40% opacity for more that thirty (30) seconds in any of the eight (8) throttle positions. The final standard requires the locomotive to not exceed 50% opacity for more than three (3) seconds in any of the eight (8) throttle positions.

<b>California</b>	
20%	2 Minutes
	30 Seconds
20%	4 Minutes on a Cumulative Basis

<b>Tier I</b>	
25%	2 Minutes
40%	30 Seconds
50%	3 Seconds

<b>Tier 0</b>	
30%	2 Minutes
40%	30 Seconds
50%	3 Seconds

<b>Tier II</b>	
20%	2 Minutes
40%	30 Seconds
50%	3 Seconds

### **B-3 FACILITY EVALUATION INSPECTIONS**

1. The BNSF will conduct facility visual inspections. These inspections will be conducted while the locomotive is under load at the time of inspection.
2. A minimum of 40 random visual inspections will be conducted each month. The inspection will include a combination of road haul locomotives, and switch and yard locomotives.
3. The locomotive being visually inspected will be under load and will be observed for at least one (1) minute. The Field/Facility Evaluation Form (ENV1 Appendix B) will be used to document the inspections. These forms will be submitted to the BNSF Program Coordinator to be held as part of the any update reports to BNSF Management and for the CARB Annual Report
4. If a locomotive is observed smoking at 20% opacity or greater during the facility inspection it will be reported to the Mechanical Desk in Fort Worth and the Program Coordinator and will be handled as a company self report. The unit will be removed from service and routed to a maintenance facility in accordance with self-reporting procedures.
5. The Facility Inspections will be conducted under the authority of the Program Coordinator by a Certified Visual Emissions Evaluator. Certifications of the Certified Visual Emissions Evaluator shall remain current.
6. Agency personnel may randomly accompany the auditor referenced in B-3 (5) to conduct spot checks.

#### **B-4 FIELD INSPECTIONS**

1. The BNSF will conduct field Visible Emission Inspection. These inspections will be conducted while the locomotive is under load at the time of inspection.
2. Visible Emissions Evaluators will carry out field inspections at locations determined by the Program Coordinator overseeing the VERRP for a minimum of five (5), eight (8) hour observation periods each month. Within these locations the Visible Emissions Evaluator will make efforts to select areas where excess visible emissions are likely to occur.
3. For each locomotive observed, the Visible Emissions Evaluator will document the observation by completing the Field/Facility Evaluation Form (ENV1 in Appendix B). A minimum of 100 locomotives must be observed and documented each calendar month. This is addition to the 40 locomotive observed under the facility visual inspections described in B-3.
4. While most field inspections will be in blocks of at least eight hour increments, the BNSF Program Coordinator may approve two (2) four hour increments, if for reasons beyond the control of the Visible Emissions Evaluator, eight hour inspection increments are not feasible. Any such instances must be coordinated with the Program Coordinator.
5. On a monthly basis, each observation period will be documented and signed/initialed by the Visible Emissions Evaluator on the Monthly Field/Facility Inspection Summary Forms (ENV2 in Appendix D). This form and ENV1 will be submitted to the Program Coordinator.
6. The Visible Emissions Evaluator will choose a location that permits an unobstructed observation of the locomotive for at least one minute. It will be the judgment of the Visible Emissions

Evaluator whether to notify the ROC of a problem locomotive at that time or, if possible, follow the locomotive for a longer observation.

7. Any locomotive observed by the Visible Emissions Evaluator emitting smoke for a period or periods aggregating more than three (3) minutes in any one hour in excess of 20% opacity will be reported to the BNSF Program Coordinator via electronic mail and to the Mechanical Desk in Fort Worth Texas via telephone.

***NOTE: LOCOMOTIVES REPORTED AS SMOKING BY BNSF VISIBLE EMISSION EVALUATORS WILL BE HANDLED AND REFERRED TO AS COMPANY "SELF REPORTS" OR "OBSERVATIONS."***

## **B-5 Handling Of Non-Conforming Locomotives**

1. When a locomotive is observed and reported as exceeding a steady state opacity measurement of 20 percent as part of the (a) routine field inspection, (b) facility inspections, (c) a notice of violation, or (d) an agency warning, the locomotive will be removed from service and routed to the most appropriate maintenance location.
2. Locomotives may initially be given an opacity meter test or visual emissions test by a Certified Visual Emissions Evaluator to determine the compliance status of the locomotive prior to shopping and repair. This test is performed at the discretion of BNSF.
3. The locomotive will not be released into service in California until repairs relating to the smoking condition are completed and the locomotive has successfully passed the load test and the opacity or visual emissions tests at the conclusion of repairs. For locomotives that have received an agency issued Notice of Violation, the opacity meter will be utilized for the smoke test.
4. Repairs related to the smoking locomotive will be documented in the locomotive repair history record. Details of the repair will be discussed in the comment section of the record.
5. For a locomotive that has been cited or observed as smoking, documentation showing the successful completion of the load test and the opacity or visual emissions test will be retained at the maintenance facility for 24 months and will be made available upon request for auditing.
6. All opacity meters will be calibrated per manufacturer's recommendations, prior to required tests. The tests are to be performed following manufacturer and company instructions.

## **B-6 Company Actions When SCAQMD Violation Discovered**

1. If a violation is found of a non-Federally regulated locomotive during (a) BNSF Inspections, (b) BNSF facility inspections, or (c) as part of a notice of violation, and if the violation exceeds 40% opacity, BNSF will remove the locomotive from service in the SCAQMD jurisdiction within ten (10) hours, and unless the smoking condition has been successfully remedied while underway, route the locomotive to the most appropriate repair facility. The unit will not be placed back in service in the District until the cause of the excess visible emission is corrected.
  
2. If a violation is found during (a) BNSF Inspections, or (b) BNSF facility inspection, and if the violation DOES NOT exceed 40% opacity, BNSF will remove the locomotive from service in the SCAQMD jurisdiction with eighteen (18) hours and, unless the smoking condition has been successfully remedied while underway, route the locomotive to the most appropriate repair facility as determined by the company. (Locomotives covered by items 1 & 2 of this section found in violation outside the SCAQMD will be removed from service in California within 96 hours.) The unit will not be placed back in service in California until the cause of the excess visible emission is corrected.
  
3. For company self-reports, the time of the notification is determined by when the Mechanical Department was notified of the smoking condition by a BNSF employee or field inspector. For purposes of an agency-issued Notice of Violation, the inspector who observed the violation contacts the appropriate BNSF office.
  
4. If a violation is found during (a) BNSF inspections or (b) BNSF facility inspections or (c) as part of an issued Notice of Violation, the BNSF Mechanical Management will be notified of the

- failure. The locomotive will be removed from service while repairs are completed. A determination will be made of the regulatory status of the locomotive.
5. If a violation is found during the load test or a visual emissions inspection at the conclusion of the annual inspection, BNSF will ensure that the locomotive is not placed back into service in California until the cause of the violation is corrected and the locomotive successfully completes the opacity meter test.
  6. At no time will a locomotive be removed from service, isolated, or shutdown if by doing so the safe operation of the railroad is put at risk.

## **SECTION C**

### **JOB DESCRIPTIONS, TRAINING & TOOLS**

#### **C-1 Visible Emissions Evaluator**

1. BNSF Visible Emissions Evaluators maybe employees or contractors. They will be trained and certified in EPA Method 9 Techniques and must their maintain certification.
2. Visible Emissions Evaluators will also receive duty specific training as it relates to their role in this program.
3. Time spent by the Visible Emissions Evaluator traveling to initial train observation locations or areas will not be counted toward the weekly observation requirements.
4. A list of certified Visible Emissions Evaluators will be maintained and kept on file by each BNSF Locomotive Maintenance Facility, if BNSF personnel are used. If contracted services are used, records will be kept by the contractor supplying the service.



## **C-2 Program Coordinator**

The Program Coordinator may be certified as a Visible Emissions Evaluator. The responsibilities of the Program Coordinator overseeing the BNSF Visible Emission Reduction and Repair Program include:

### **AUDITS AND REPORTS**

Assist BNSF and agency authorities where necessary in the audit procedures as defined by the June 2005 Statewide Agreement. Activities include, but are not limited to, retrieving of maintenance data from the BNSF electronic file archives and assisting in the interpretation of maintenance data, if needed, preparation of update reports for BNSF Management and the preparation of the Annual Report as described in the Statewide Agreement.

### **FIELD INSPECTIONS**

Ensure that Visible Emissions Evaluators perform the necessary number of hours of monthly visual smoke observations of operating locomotives and observing not less than 100 units in the California.

### **FACILITY INSPECTIONS**

Ensure the completion of the necessary number of monthly observations of operating locomotives within Rail Facilities in California, but not less than 40 of the total observations each month.

### **INTERNAL INTERVIEWS**

Review all relevant paperwork from the (a) citation or observation repair files, (b) annual smoke/load test, (c) monthly annual locomotive releases and (d) parts renewal from associated smoke repairs to ensure compliance with the Program.

The Program Coordinator or a designated representative will periodically audit the load test smoke opacity inspections conducted by its personnel at the maintenance facilities to ensure that proper procedures are followed to generate test results.

## **TRAINING**

The Program Coordinator will overseeing appropriate training is implemented for the various groups involved in this program. This will include certified opacity training for the visible emissions evaluators, opacity awareness level training for key employees and local program coordinators.

### **C-3 Mechanical and Operating Departments**

VISIBLE EMISSIONS EVALUATOR TRAINING (Mechanical) - Ensure that the appropriate personnel are trained, certified and re-certified as Visible Emissions Evaluators as needed for the Program Coordinator. The personnel may include scheduled and exempt employees across the system.

KEY EMPLOYEES (Operating Management) - Ensure that Key Employees are trained to recognize possible emission failures and program processes . Key Employees can be selected from any Railway Department. Key Employees will receive annual refresher training to improve observation skills and knowledge of this program.

## **OPACITY READING EQUIPMENT**

Mechanical Department is to ensure that each facility has the resources to properly maintain and service the opacity meter equipment. These facilities are to calibrate and operate the equipment per manufacturer's recommendations. The mechanical department is to ensure that each facility has the necessary instructional materials that may assist personnel in the use of opacity meters and they are to ensure each facility has opacity instructional aids as necessary for the proper reading of smoke by the human eye.

## **SECTION D**

### **RECORDKEEPING AND REPORTING**

#### **D-1 Reporting**

Field and Facility Visible Emissions Evaluators must provide the following documents completed in their entirety as soon as possible after each locomotive inspection period has been completed and forward them to Program Coordinator for further handling:

- Field/Facility Inspection Evaluation Forms (ENV1)
- Monthly Field/Facility Inspection Summary Forms (ENV2)

Locomotive Repair Facility Management must provide the following information:

- A set of Monthly Shop Inspection Summary Forms (ENV3).
- A list of locomotives inspected as part of the annual or greater inspection during the previous month for each facility.
- A list of locomotives cited by regulatory agencies or observed by BNSF or contracted personnel while in operation on the BNSF system with visible emission in excess of the applicable opacity standard.
- A list of locomotives that were previously cited or observed and that were released from maintenance during the past month.
- A list of Closeout information summarizing the action taken for locomotives observed or cited for excess visible emission (TSS Reports).
- A list of employees recently certified as visible emissions evaluators for their facility during the past month.
- Results of any Facility Reviews/Inspections to review documentation and procedures.



These reports and information must be submitted to the Program Coordinator within 15 working days of the beginning of each month.

**Form (ENV1) Field/Facility Evaluation Form will include the following:**

- DATE
- LOCATION mile posts, track number – if at Facility show Yard name
- LOCOMOTIVE #
- BNSF TRAIN SYMBOL (if applicable/available)
- DIRECTION OF TRAVEL
- % OPACITY WHEN OBSERVED
- APPROXIMATE SPEED
- LOCOMOTIVES CITED FOR NON COMPLIANCE
- TIME AND DATE OF REPORT TO BNSF MECHANICAL DESK

**Form (ENV2) Monthly Field/Facility Inspection Summary Forms will include the following:**

- NUMBER OF LOCOMOTIVES EVALUATED IN REPORTING PERIOD
- LOCATION OF EVALUATIONS IN REPORTING PERIOD
- DATES OF EVALUATION IN REPORTING PERIOD

**Form (ENV3) Monthly Shop Inspection Summary Form will include the following:**

- DATE OF REPORT
- LOCATION OF INSPECTIONS
- LOCOMOTIVE #
- DATE OF OPACITY TEST
- OPACITY RESULTS Pass/Fail
- DATE OF RELEASE FOR SERVICE
- For units that fail - what additional maintenance was performed to make it pass?

## **D-2 CARB Annual Report**

Annual reports will be submitted to California Air Resources Board (CARB) during the month of April of the reporting year the report will include the following:

- (A) Number of locomotives in BNSF fleet.
- (B) Number of locomotives in BNSF California intrastate fleet.
- (C) Number of locomotives tested at maintenance facilities for compliance.
- (D) Number of California locomotives tested for compliance.
- (E) Percentage of BNSF fleet tested.
- (F) Percentage of California fleet tested.
- (G) Number of locomotives visually evaluated in the field separated by line operation and yard operations.
- (H) Number of opacity failures.
- (I) Summary of repairs.
- (J) Number of certified evaluators by location.
- (K) Number of key employees by location.



VERRP  
August 2005

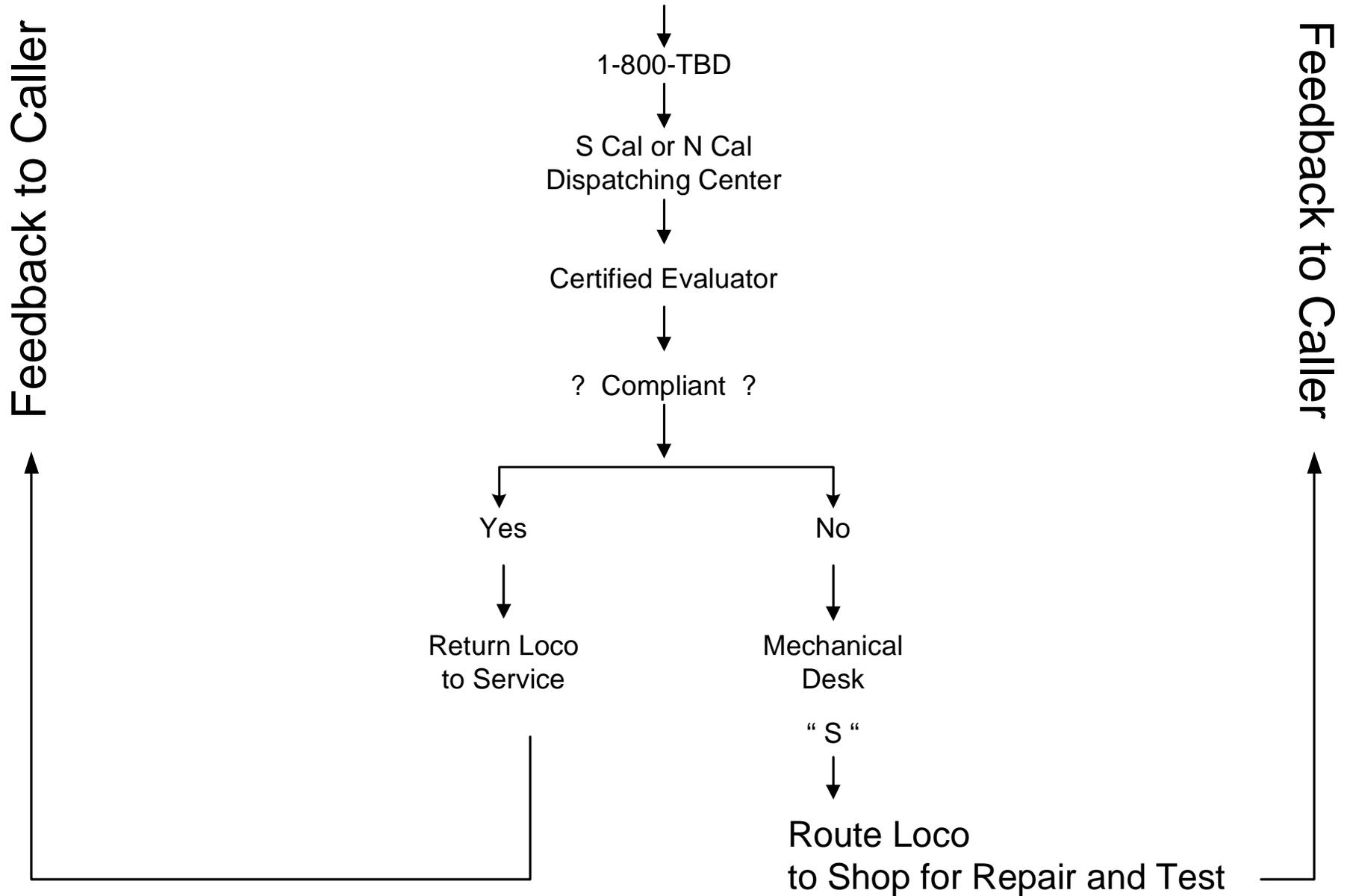
## APPENDICES

- APPENDIX A: VERRP PROCESS FLOW CHART**
- APPENDIX B: ENV1 Field/Facility Evaluation Form**
- APPENDIX C: ENV2 Monthly Field/Facility Summary Inspection Form**
- APPENDIX D: ENV3 Monthly Shop Inspection Summary Form**



## **APPENDIX A**

# Citizen / Employee Report Smoking Locomotive





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## APPENDIX B





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## APPENDIX C





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## APPENDIX D

## Monthly Shop Inspection Summary Form

To be reported by the 15th of each month for the previous month to:

Jennifer L. Anderson

2454 Occidental Avenue South, Ste. 1A

Seattle, WA 98134

Phone: (206) 625-6034

[Jennifer.Anderson@bnsf.com](mailto:Jennifer.Anderson@bnsf.com)

Date: \_\_\_\_\_

For the Month/Year: \_\_\_\_\_

Facility Name: \_\_\_\_\_

<b>Initials and Numbers of Locomotives Inspected:</b>	<b>Pass/Fail</b>	<b>Inspector:</b>	<b>Date of Inspection:</b>
1)			
2)			
3)			
4)			
5)			
6)			
7)			
8)			
9)			
10)			
11)			
12)			
13)			
14)			
15)			