

Idling and Visible Emission Reduction Training Implementation

Introduction

BNSF Railway Company (BNSF) entered into an Agreement with the California Air Resources Board (ARB) entitled “Particulate Emissions Reduction Program at California Rail Yards”. Section C.1.f of the Idling Reduction element requires providing information on the establishment, implementation (including training schedules), and compliance with the training components of this subsection within 120 days of the effective date of the agreement and every April thereafter.

Section C.3.g of the Visible Emission Reduction element requires providing information on establishment, implementation (including training schedules), and compliance with the training components of this subsection within 120 days of the effective date of the agreement and every April thereafter.

BNSF has a number of different groups of employees with different roles in both the idling reduction and visible emission reduction programs. These groups include train, yard, and engine personnel (TY&E) and operation department supervisors, dispatching department personnel, resource operations center personnel, and mechanical department personnel. Different groups have different roles and will receive training appropriate to their role. This report repeats the approach previously submitted with scheduling included. The next report in April will identify numbers of employees trained.

Train Yard Engine Personnel (TY&E)

There are 23 BNSF locations that California TY&E personnel come on duty for both line haul and switch/local train service working within California. For initial training, BNSF is planning to perform an information blitz covering idle reduction and opacity management. This is the same approach used to inform these personnel of major rule changes. The blitz will cover the items in the following agenda:

Agenda

1. Sign in
2. Review Operating Bulletin covering Locomotive Shut Down rule
3. View “BNSF Idling Reduction Program” video
4. Review use of the “Pocket Locomotive Smoke Chart”
5. Questions and Answers

The blitz is being scheduled for the week of December 5, 2005. Environmental personnel and environmental consultants will be used for this training. Local operating personnel (Assistant Trainmasters, Trainmasters, Terminal Managers and safety department personnel) will assist. The training will be conducted for a 24 hour period at each facility. The Operating Bulletin covering the Locomotive Shut Down rule will be posted at each site. Personnel missing this blitz will catch the training through the CBT training in 2006.

The “BNSF Idling Reduction Program” video is being modified into a Computer Based Training (CBT) module which will be added to the required list of elements TYE personnel have to review annually. The CBT module will have questions that the student must answer correctly before they get credit for completion.

The CBT module will be included in their requirements being into 2006.

Dispatchers

The dispatching center for BNSF’s for the California operations is located at San Bernardino. They can be involved in aspects of both the idle reduction and visible emission reduction program. They will need to communicate with TYE personnel on possible extended delays affecting idle reduction and possible communication about visible emissions. Their training agenda will include:

Agenda

1. Sign in
2. View “BNSF Idling Reduction Program” video
3. Discussion of their role in communication of extended delay and need to shut down locomotives
4. Handling notices of excessive visible emission
5. Questions and Answers

This training is being scheduled for December 6, 2005.

Resource Operations Center

The Resource Operations Center in Fort Worth is a railroad based law enforcement dispatching center. They receive notifications of problems and emergencies from public agencies, railroad personnel and the general public on a variety of issues including grade crossing problems, fires, hazardous material issues, right of way trespassers, and for this program notification of possible excessive visible emissions and extended idling locomotives. Their training will target:

Agenda

1. Sign in
2. View “BNSF Idling Reduction Program” video
3. Discussion of their role in routing notifications of excessive idling locomotive and smoking locomotives
4. Discussion of record keeping requirements of notifications
5. Questions and Answers

This training is scheduled for November 16, 2005 and will be conducted by environmental personnel.

Mechanical Department

The mechanical department personnel have roles in both the idle reduction and visible emissions program. Mechanical personnel monitor locomotives at their facilities to make sure there is no excessive idling while under their control. Additionally there will be certified visible emission evaluators at Richmond, Barstow, and Commerce, California mechanical facilities. Outside of California we have certified visible emission evaluators at various mechanical facilities involved in visible emissions testing.

The employee identified to be certified visible emission evaluators will be trained by either a state managed program or through a third party training program. Initially the employees at our California facilities will go through the California Air Resources Board training program. Our employees in the State of Washington are trained through Northwest Opacity. Certified emission evaluators through the rest of our system attend classes offered through Eastern Technical Associates of North Carolina. All training is scheduled through the normal classes for the different schools.

All of the mechanical employees at Commerce, Barstow, and Richmond involved with locomotive maintenance will receive training to help them understand their role in both programs. The training will include items in the following agenda:

Agenda

1. Sign in
2. View "BNSF Idling Reduction Program" video
3. Discussion of their role in investigating possible excessive visible emissions and reporting of findings.
4. Questions and Answers

The California mechanical department personnel targeted to be certified visible emission evaluators will be attending ARB led classes starting in the spring of 2006. The mechanical department personnel at the other facilities across the system will continue attending either the classes offered through Eastern Technical Associates, Northwest Opacity, or another approved school for the state they are in.

The other mechanical personnel at Commerce, Barstow and Richmond involved with locomotive maintenance will be trained in December, 2005 and January, 2006.

Recordkeeping

BNSF training information is entered in a software program. The fields include course name, course identification codes, method of instruction (CBT, instructor lead, webcast,

etc.), instructor, location of training, student, student identification code, class date and time, and length of training.

Training records for the certified visible emission evaluators are maintained at the individual facilities and by the service providers.