

Idling Reduction Program Training Plan for California

Union Pacific Railroad Company has had a locomotive shutdown rule in place for several years. UPRR Rule 32.20 (and System Special Instructions) and the ARB/Railroad Statewide Agreement together define the requirements of the following training implementation plan to ensure UP employees receive, understand, and can demonstrate compliance.

Requirements

ARB/Railroad Statewide Agreement, Section C.1(f)

(f) Participating Railroads' Idling Reduction Training Programs. Within 90 days after the Effective Date, the Participating Railroads and ARB agree to establish procedures, training and any other appropriate educational programs necessary to implement and execute the provisions of this section. ARB will provide the necessary training for ARB inspectors and, if a district desires to participate in this Program Element, for inspectors from local districts. The Participating Railroads will provide the necessary training for locomotive operators, local rail yard and regional dispatchers, and any other appropriate rail yard employees. Such training shall include instruction that appropriate rail yard employees shall shut down locomotives not equipped with idling-reduction devices if they become aware that nonessential idling will exceed 60 minutes. The Participating Railroads and ARB shall undertake efforts to assure compliance with the provisions of this section, including maintaining records of training. The Participating Railroads and ARB shall make every reasonable effort to minimize the amount of time to complete this training. Information on the establishment, implementation (including training schedules), and compliance with the training components of this subsection, and any other information the railroad or ARB may deem necessary, shall be provided to the designated ARB representative within 120 days of the Effective Date of this Agreement, and every April thereafter.

Union Pacific Railroad, Rule 32.20 and System Special Instructions

Shut down locomotives in the lead consist of a train to be left standing unattended for 1 hour or longer. However, the lead locomotive of the consist may be left running when necessary to maintain the air supply on the train. It is not necessary to shut down distributed power locomotives on a train unless instructed by the train dispatcher or local supervisor. Other locomotives must also be shut down except when authorized by local supervisors or special instructions to be left running. The following guidelines apply:

- Leave all locomotives running if the outside temperature is expected to drop below 40 degrees F during the shutdown period.
- Contact the train dispatcher, yardmaster, or other authority for information concerning the expected length of the shutdown or the expected temperature during the shutdown period.
- If the lead locomotive of the consist has less than 500 gallons of fuel remaining, notify the train dispatcher or yardmaster of this fact before leaving the locomotive unattended. If the lead locomotive is not running, leave one trailing locomotive running when necessary to maintain an air supply on the train.
- Tag locomotives with weak batteries to prevent shutdown until the condition is corrected.
- Locomotives equipped with an automatic start/stop system may be left running (the switch must be properly positioned with the indicator light/message showing the system is enabled). If the system is not operable, the locomotive is considered a non-equipped locomotive. Remote control locomotives must be in the manual mode to have the system operable.

Training & Implementation Plan Components

1. **Quality Safety Meeting (QSM) Briefing:** 10-15 minute Powerpoint® presentation containing key concepts and requirements defined above, delivered to all crews at on-duty points as soon as practicable.

Begin Implementation: **November 15, 2005** Completion Target: **May 1, 2005**

2. **Summary Info Brochure for handout to Train Crews at QSMs:** Summary of the QSM training that employees take away from the training, and use as future reference. Includes key messages and requirements, as well as operating instructions for three types of ICDs.

Begin Implementation: **November 15, 2005** Completion Target: **May 1, 2005**

3. **IDS Messages on Train Bulletins:** Key messages for train, engine, and yard personnel that can be set up to deliver requirements with every train bulletin system-wide.

Begin Implementation: **November 1, 2005** Completion Target: **Periodic & Continual**

4. **Manager Training:** Similar to train crew QSM training (with informational brochure), but more in-depth and covering a wider view of MOU, as well as consequences of non-compliance.

Begin Implementation: **November 1, 2005** Completion Target: **Periodic & Continual**

5. **New Hire Training:** Integrate requirements into training of all new employees.

Begin Implementation: **November 1, 2005** Completion Target: **Ongoing**

6. **Integrate Into Rules Test Prep Training and Rules Exam:** Beginning with New Hire training, younger employees take an Operating Rules preparation training, and are required to take a proctored Rules Exam each year from New Hire through Year 5. After five years of service, employees take proctored Rules Exam every three years.

Begin Implementation: **June 1, 2006** Completion Target: **Ongoing**