BNSF Stockton Yard Emissions

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A Guide To Risk Management

Risk managers are responsible for protecting human health, but they must also consider public acceptance as well as technological, economic, social and political factors when arriving at their decisions.
Stockton Information

Stockton

35 Acres

- Primarily Classification (Switching) yard
  - 25-30 trains on a busy day
  - 6-8 switch locomotives typically in use for switching the yard and local industry

- Some fueling operations
Emissions

2005 Emissions
3.24 Diesel Particulate Matter in metric tons per year

- **Linehaul locomotives** *(Arriving & Departing trains)* 48%
- **Switch Engines** 43%
- **Adjacent foreign and commuter** 7%
- **Other (off road, basic services)** 2%
Emission Reductions

- Use of 15 ppm sulfur fuel for purchases in California
- 30% reduction in switch engine idling due to 2005 MOU
- Reduced idling from current locomotives with idle control devices
- Compliance with USEPA proposed rules for locomotive emissions
- Compliance with the 1998 MOU for nitrogen oxides
- Compliance with CARB rules for refrigerated units
- Compliance with CARB rules for off-road equipment
BNSF Stockton Yards, emission reductions

Diesel Particulate Matter in metric tons per year

Predicted reductions with 0% annual growth in activity
BNSF Stockton Yards, emission reductions

Diesel Particulate Matter in metric tons per year

Predicted reductions with 4% annual growth in activity
The railroads recognize there are serious air quality concerns, both for ozone and for particulate matter in Southern California.

People living adjacent to rail yards are exposed to similar risks as those faced by persons living adjacent to freeways and other major transportation facilities.

Diesel emissions from rail yards are going down, 19% reductions are projected from 2005 to 2020 even after a 4% annual activity growth rate.