



Adam Weiskittel
AVP & Associate General Counsel, Operations

BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, TX 76131
(817) 352-2322 Phone
(817) 352-2397 Fax
adam.weiskittel@bnsf.com

VIA ELECTRONIC FILING

307331

October 20, 2023

Ms. Cynthia Brown, Chief
Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20423

ENTERED
Office of Proceedings
October 20, 2023
Part of
Public Record

RE: Docket No. EP 770 (Sub No. 1), Urgent Issues in Freight Rail Service

Dear Ms. Brown:

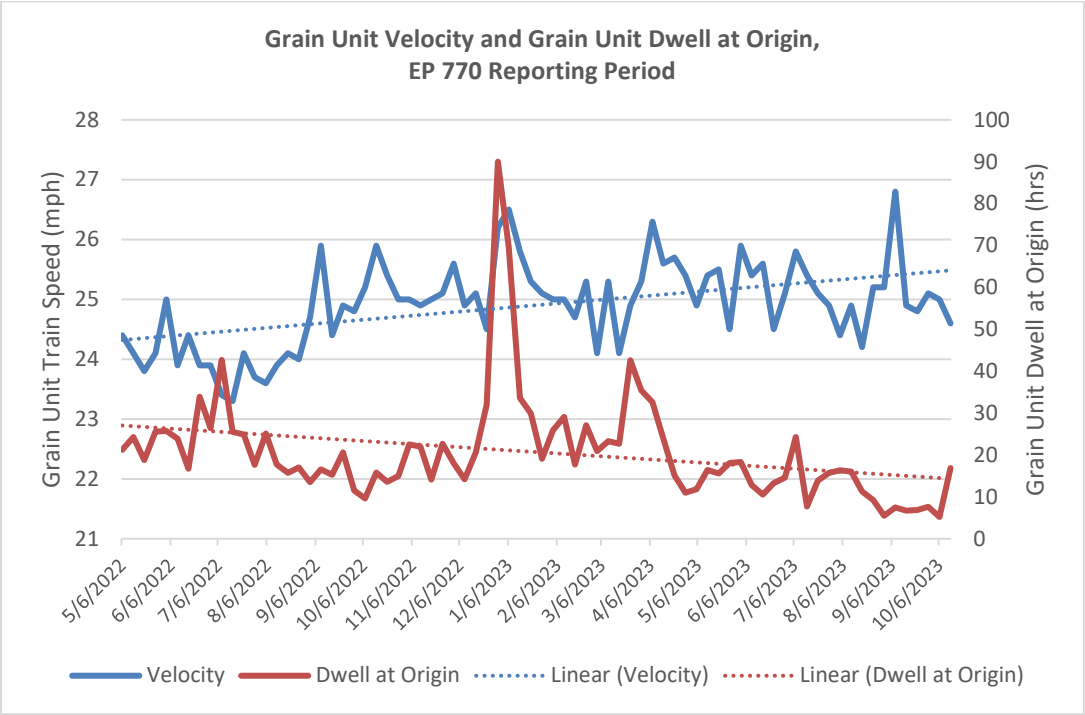
BNSF respectfully submits this update on the status of our service recovery plan filed on May 20, 2022, as modified in accordance with the Board's June 16, 2022 decision. The data in this report reflects BNSF's service performance during the week ending October 13. Last week BNSF achieved target for ten of our twelve KPIs. The following chart reflects our performance against our KPI targets over the past eight weeks:

	34	35	36	37	38	39	40	41	8 Week Avg
Train Speed	101%	101%	103%	101%	103%	102%	102%	100%	102%
Dwell	100%	103%	105%	104%	104%	104%	103%	102%	103%
Trains Holding	139%	151%	142%	153%	146%	147%	139%	124%	143%
Local Service	100%	102%	102%	101%	101%	102%	102%	102%	102%
Overall OTP	117%	116%	120%	120%	117%	115%	111%	110%	116%
Intermodal OTP	121%	120%	119%	118%	116%	116%	113%	111%	117%
Coal OTP	103%	103%	104%	109%	110%	107%	102%	106%	106%
Merch OTP	102%	103%	116%	120%	111%	108%	107%	108%	109%
Grain OTP	109%	88%	116%	108%	104%	91%	75%	62%	94%
Crude OTP	86%	81%	106%	95%	91%	87%	78%	86%	89%
Auto OTP	115%	113%	124%	121%	116%	109%	108%	115%	115%
Ethanol OTP	43%	110%	102%	101%	109%	97%	74%	108%	93%

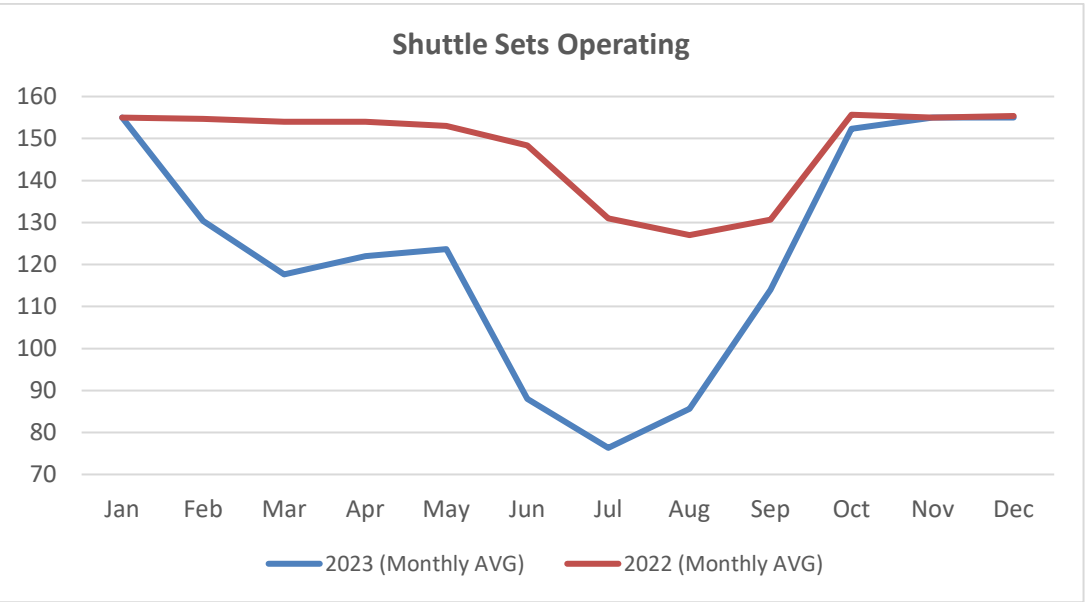
This report reflects a drop in our Grain Unit On-Time Performance, which is related to the bunching of trains at the beginning of harvest season. As we noted in a previous filing in 2022, this fluctuation occurs in some form each year.¹ The underlying performance metrics for both train speed and dwell time at origin

¹ Status Report of BNSF Railway Company, *Urgent Issues in Freight Rail Service—Railroad Reporting*, Ex Parte No. 770 (Sub. 1) (Oct. 21, 2023).

for grain unit trains continue to reflect positive trends over the course of the reporting period in this proceeding.



As shown in the chart below, the start of harvest represents a sharp increase in the number of grain shuttles operating on our network. Because of softer demand throughout the year, that increase was sharper this year than last, resulting in a 105% increase in the number of grain shuttles on our network over the course of just 3 months (from July to October).



While our on-time performance reflects the sharp increase in demand as we reach the peak of harvest season, BNSF is meeting that demand thanks to the extensive planning and short and long-term investments we've made to prepare for harvest season, which we recently described in greater detail.² These efforts have positioned our network well to meet this surge and avoid greater service disruptions for our customers. We are confident that we will fulfill our customers' expectations this harvest season.

Sincerely,



Adam Weiskittel
AVP & Associate General Counsel, Operations

CC: Mr. Michael Higgins, Office of Public Assistance, Government Affairs, and Compliance

² See Status Report of BNSF Railway Company, *Urgent Issues in Freight Rail Service—Railroad Reporting*, Ex Parte No. 770 (Sub. 1) (Sept. 22, 2023).



BNSF Service Recovery Plan

Key Performance Indicators

	Baseline (March 4, 2022)	Current ¹	Progress Against Baseline	Target
Overall Velocity	24.4 mph	26.0 mph	+6.6% 	26 mph
Terminal Dwell	28.8 hrs	25.1 hrs	-12.8% 	25.5 hrs
Local Service Performance	87.6%	92.4%	+5.5% 	91%
Overall On Time Performance	62.4%	76.8%	+23.1% 	70%
Average Trains Holding	147.3	72.3	-50.9% 	95

¹ The data in this column reflects the data BNSF reported on October 18, which reflects performance in the week ending October 13.



BNSF Service Recovery Plan

Key Performance Indicators

	Baseline	Current	Progress Against Baseline	Target
Intermodal	66.9%	82.9%	+16.0pp 	75%
Coal Unit	66.6%	79.6%	+13.0pp 	75%
Merchandise	46.9%	70.1%	+23.2pp 	65%
Grain Unit	62.7%	46.2%	-16.5pp 	75%
Crude Unit	46.1%	60.0%	+13.9pp 	70%
Auto Unit	52.0%	80.2%	+28.2pp 	70%
Ethanol Unit	18.0%	54.0%	+36.0pp 	50%

TYE Unavailability and Cause

	10/1/23	10/2/23	10/3/23	10/4/23	10/5/23	10/6/23	10/7/23	10/8/23	10/9/23	10/10/..	10/11/..	10/12/..	10/13/..	10/14/..
Availability	60.3%	69.0%	73.0%	74.3%	73.9%	68.5%	60.6%	60.9%	69.3%	73.2%	74.4%	74.1%	69.8%	62.9%
Agreement	436	519	514	417	345	379	393	399	507	450	357	332	332	361
Absences	933	777	565	554	651	856	778	790	629	550	535	631	725	622
Company Business	30	69	104	135	116	88	66	76	85	115	119	113	90	64
FMLA/Medical Leave	374	307	231	202	221	270	319	322	290	200	166	171	241	279
Furloughed	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	15	23	21	17	13	15	12	19	19	22	26	36	63	68
Training	10	26	61	77	61	12	0	10	35	45	59	45	10	1
Vacation/Paid Leave	1,151	992	911	928	1,017	1,185	1,289	1,235	1,126	1,033	1,015	1,060	1,194	1,289