

# The Global Transportation and Industrial Park (GTIP)

## Asset Management and Maintenance Plan

- **Management Oversight**
  - GTIP will be assigned one (1) General Manager (GM)
    - The GM will be assigned to support the entire scope of work to be performed at GTIP including but not limited to, all business-related decisions and practices, setting and managing budgets, ensuring all safety standards are met, training and development requirements, team member evaluations, maintenance recommendations and all other duties assigned.
    - The GM will support all train operations and crew members including but not limited too the coordination of railcar movement with new and existing customers as well as the railcar interchanges with the BNSF.
    - The GM will handle all scheduling requirements to ensure maximum coverages are met and all trains are handled in the most timely and efficient manner.
    - The GM will be required to preform daily safety Efficiency Testing to ensure al rules, procedures and practices are met.
  - GTIP will be assigned one (1) Roadmaster (RM).
    - The roadmaster will report directly to the GM and be assigned to support all track personnel assigned to GTIP.
    - The RM will be responsible for track inspections of all rail infrastructure including but no limited too, road crossings at grade, vegetation, and signage at a minimum of once per week but will inspect as frequently as required by Federal Railroad Administration (FRA) Standards for Class II Track.
    - The RM evaluate all repairs that may be needed and assign a Track Section Gang (Gang) to make necessary repairs and at the conclusion of those repairs, perform post maintenance inspection.
    - The RM will also be required to perform daily safety Efficiency Test to ensure all rules, procedures, and practices are being met.
- **Scope of Work for Rail Operations**
  - GTIP will be assigned one (1) – two (2) person crew consisting of at minimum one (1) engineer and one (1) conductor positioned
    - This crew willserve all existing and new rail customers located within GTIP as well as handling all interchanges (inbound/outbound) between GTIP and the BNSF.
    - All crew members will be qualified railroad operators under the FRA requirements.
    - In addition to rail switching operations, these crew members will be responsible for visually inspecting inbound and outbound rail cars, completing air test, locomotive inspections, and maintaining a detailed list of switch moves and railcar switch request for loaded and empty railcars.

- Crew will be provided radios, personal protective equipment (PPE), other safety equipment needed, tools, office equipment and supplies and any other operating supplies in accordance with the scope of work.
- The train crews will utilize 2 (two) diesel electric and/or battery powered electric locomotives for the purposes of moving railcars.
- **Scope of Work for Infrastructure Maintenance**
  - GTIP will be assigned one (1) Track Section Gang of two (2) Team Members
    - The section gang will be responsible for carrying out all general repairs, general maintenance, material inventories, rail lubricator upkeep (if equipped), weed control, road crossing at grade, and all other task associated with the safe movement of railcars
    - All members of the track section gang will be qualified “Roadway Workers” under the standards set by the FRA.
    - The section gang will utilize one (1) hi-rail truck, track tools, welder, hydraulic rail stretcher and a backhoe to perform all track related task.
    - GTIP will utilize third party FRA approved contractors to perform any task outside of daily routine maintenance such as but not limited to, signal inspection and maintenance, bridge inspections and ratings (if equipped), geometry car inspections, power switches, hot box detectors (if equipped), ABS control points (if equipped), and AEI Tag Readers (if equipped).
    - Track will be maintained to an “as constructed” standard.