Freight Rail Safety in our Communities:

Delivering safety and prosperity in the Pacific Northwest

Johan Hellman, Executive Director of State Government Affairs

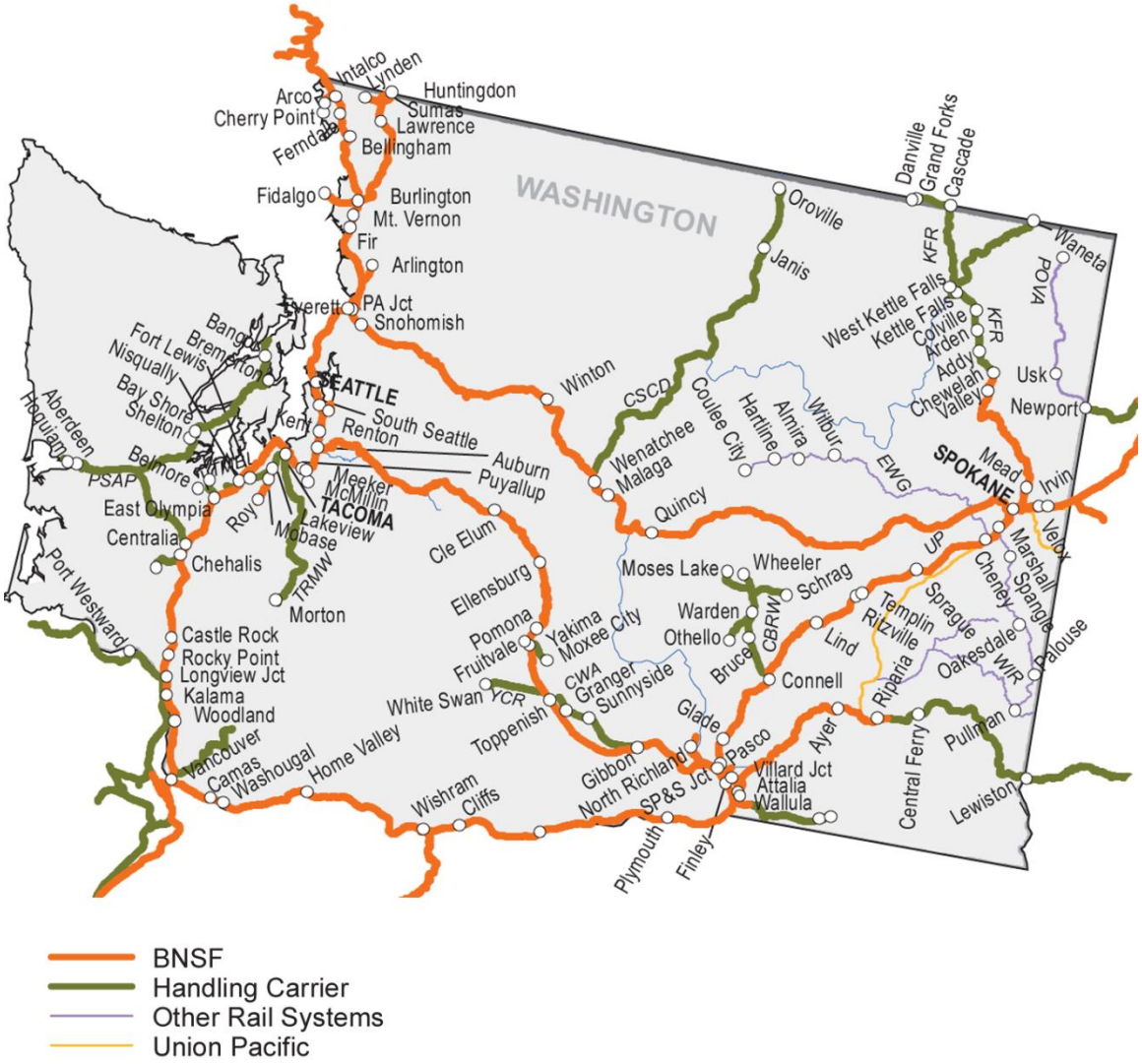
Overview

More than a century serving the Northwest

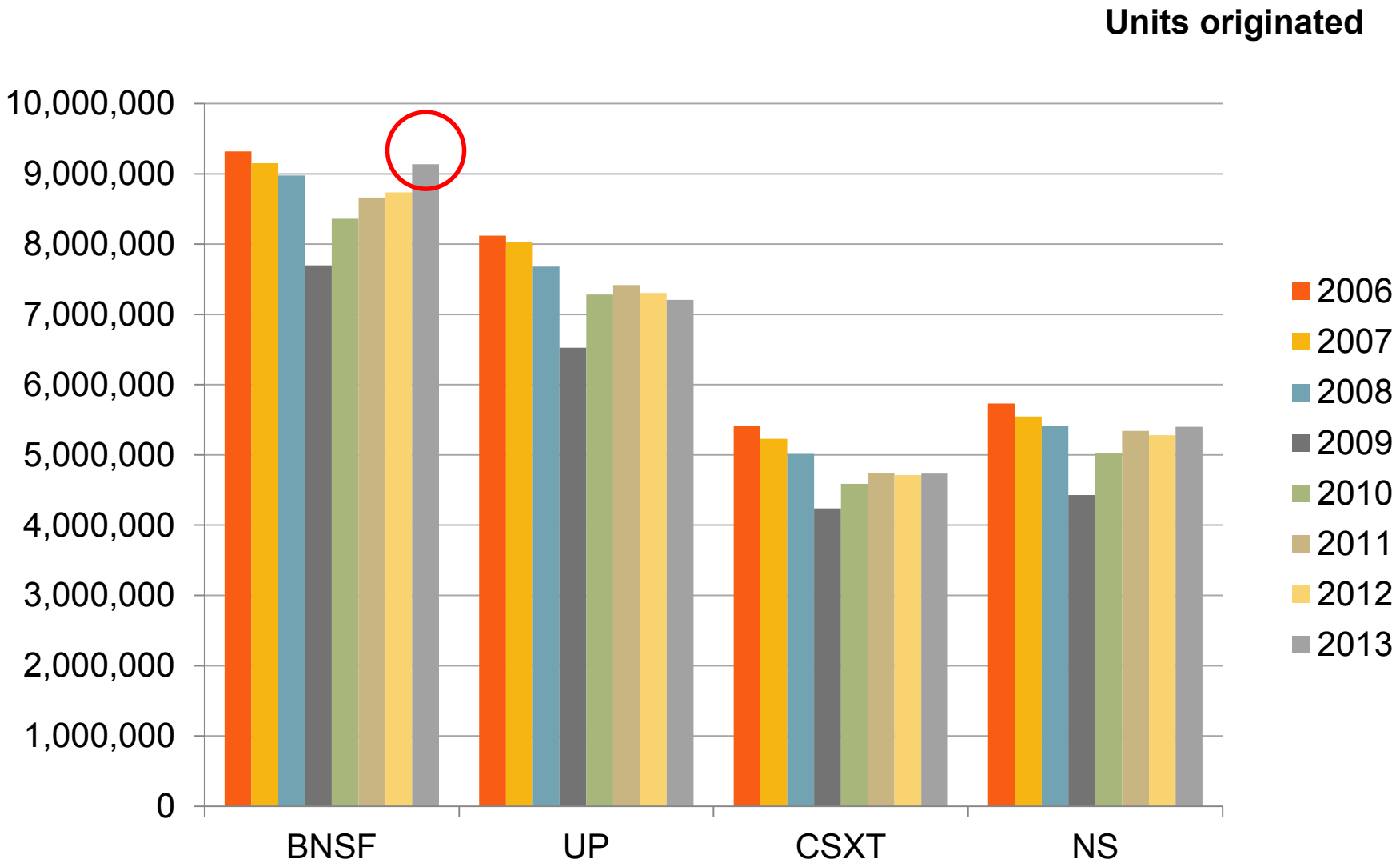
Over 100 Years in the Northwest

BNSF National Network

BNSF Washington State Network



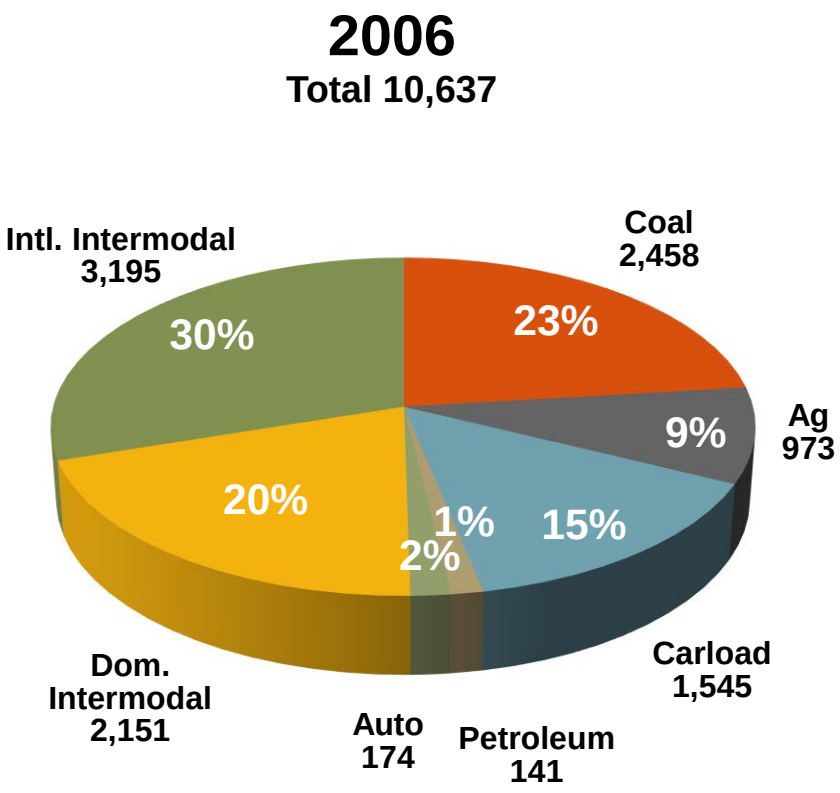
As the Economy Improves, Rail Traffic Rebounded

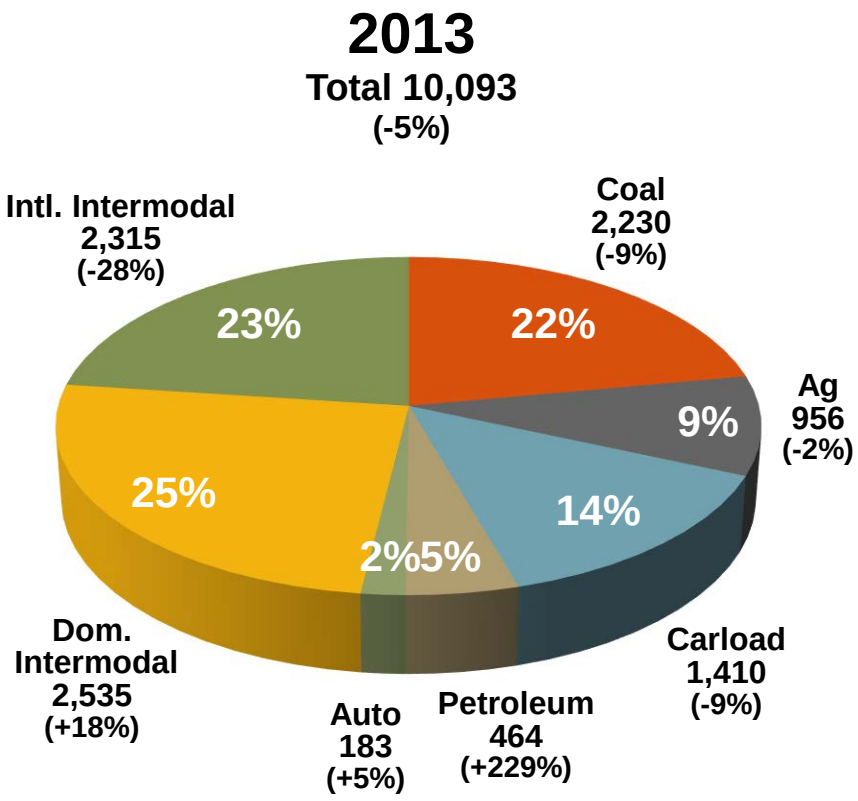


Source: CS54 weekly traffic reports; data through Week 52, 2013.

Traffic Growth is Much Different Today

Units in thousands

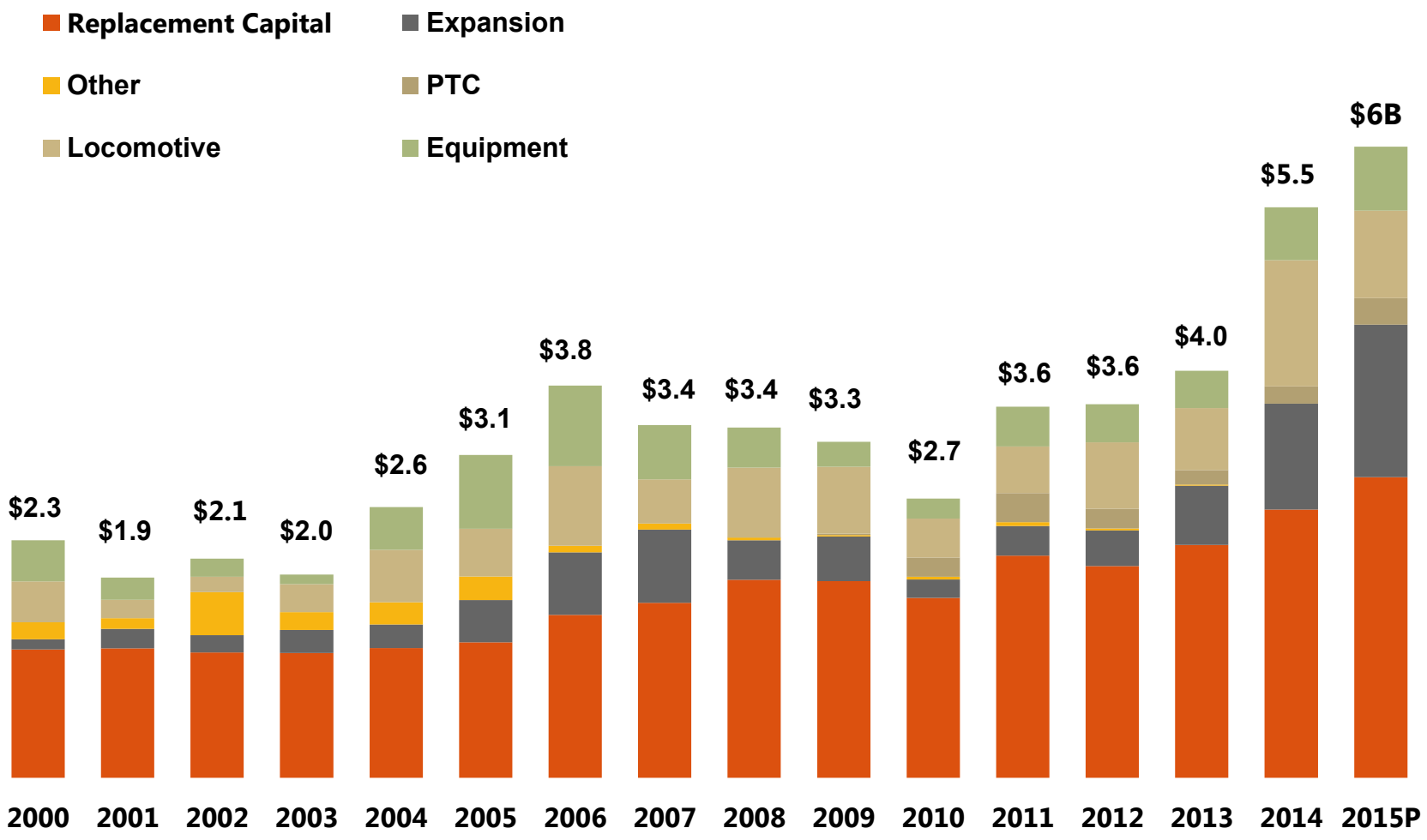




Source: BNSF revenue support; petroleum excludes LPG.

Capital Commitments

$ Billions



$5.5 Billion Deployed in 2014

$3,643M

CAPACITY

Maintenance Capital: $2,615M

Expansion Capital: $1,028M

613

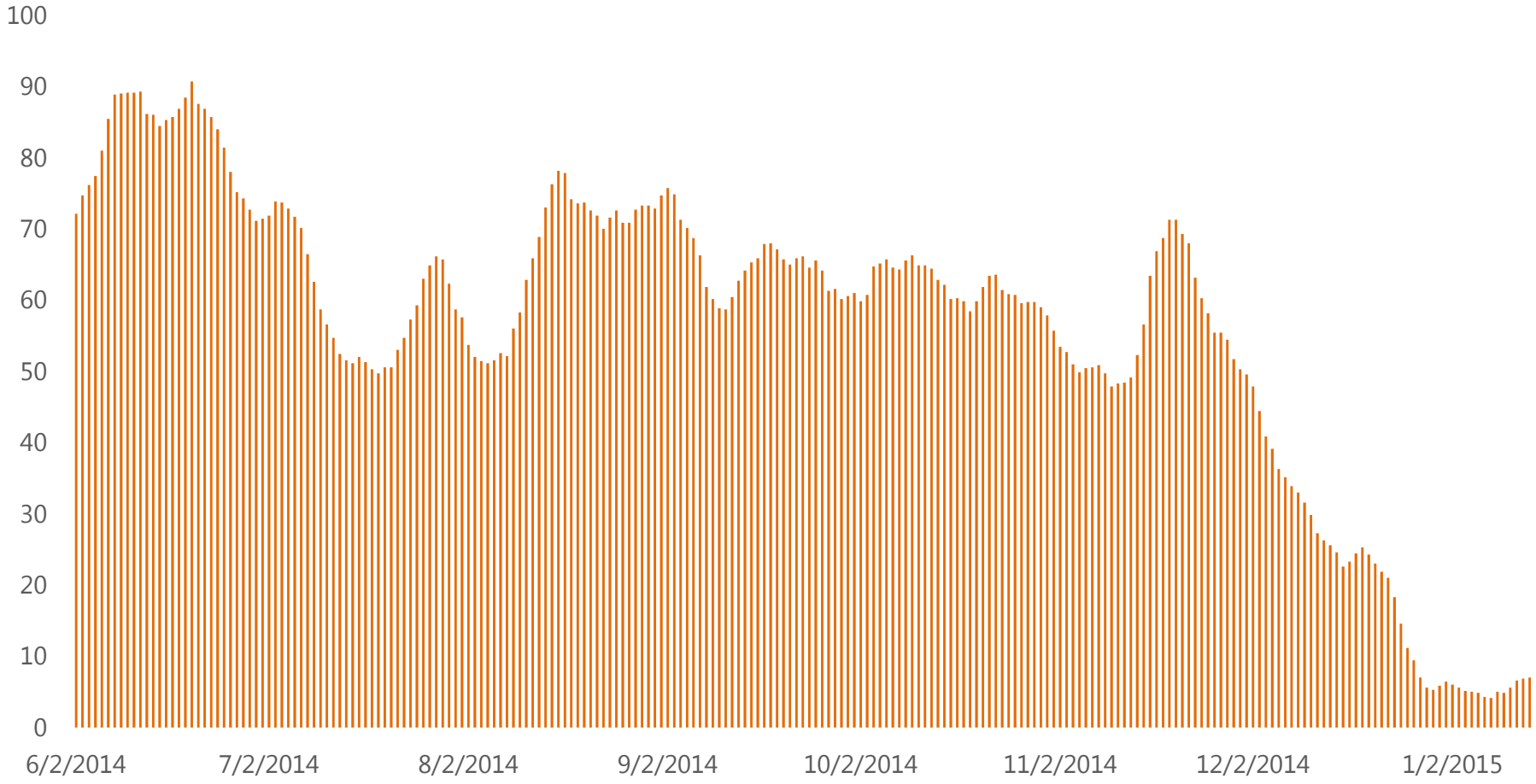
LOCOMOTIVES

*includes long-term leases and acquisitions

+7,000

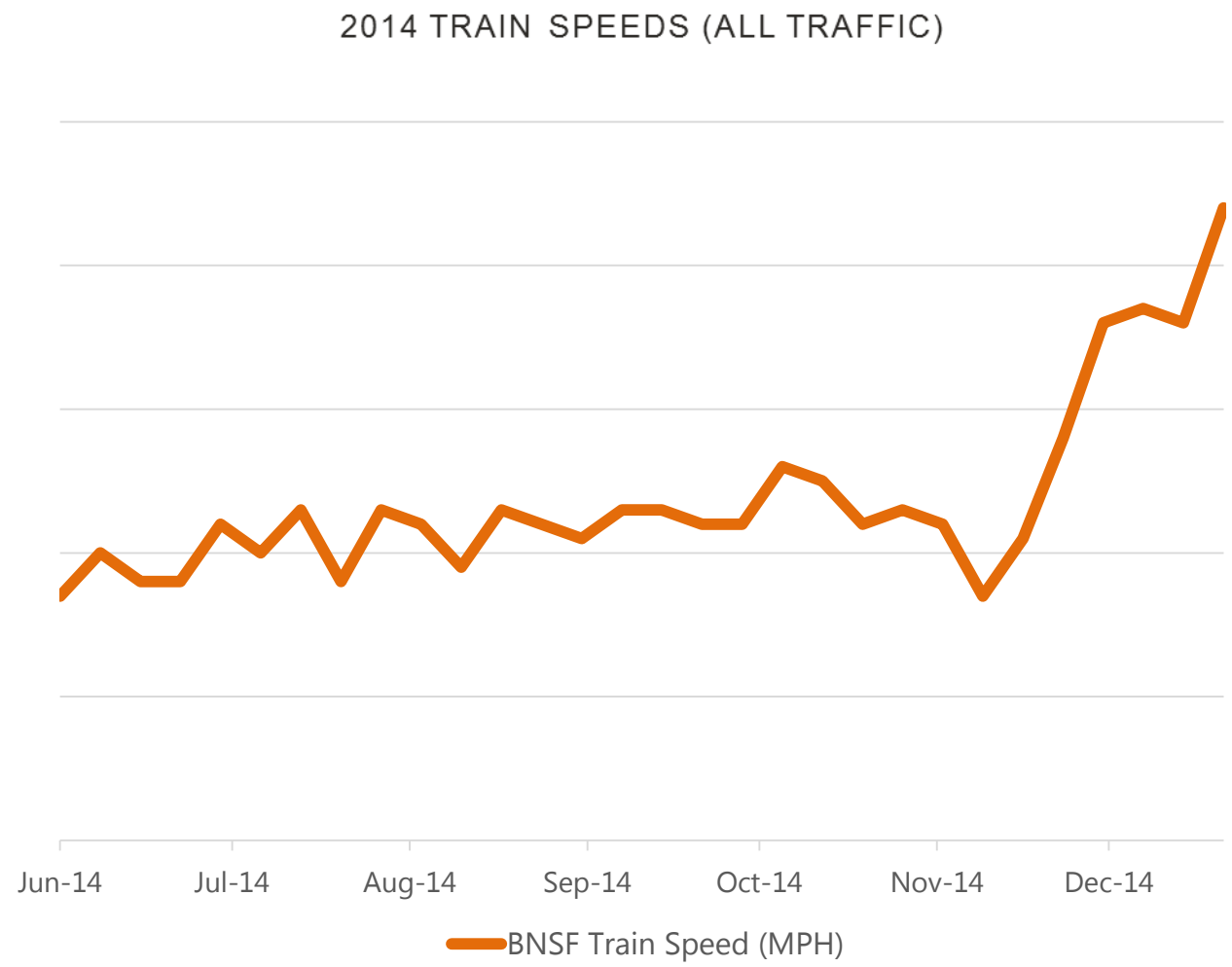
PEOPLE

Trains Held for Power Has Decreased

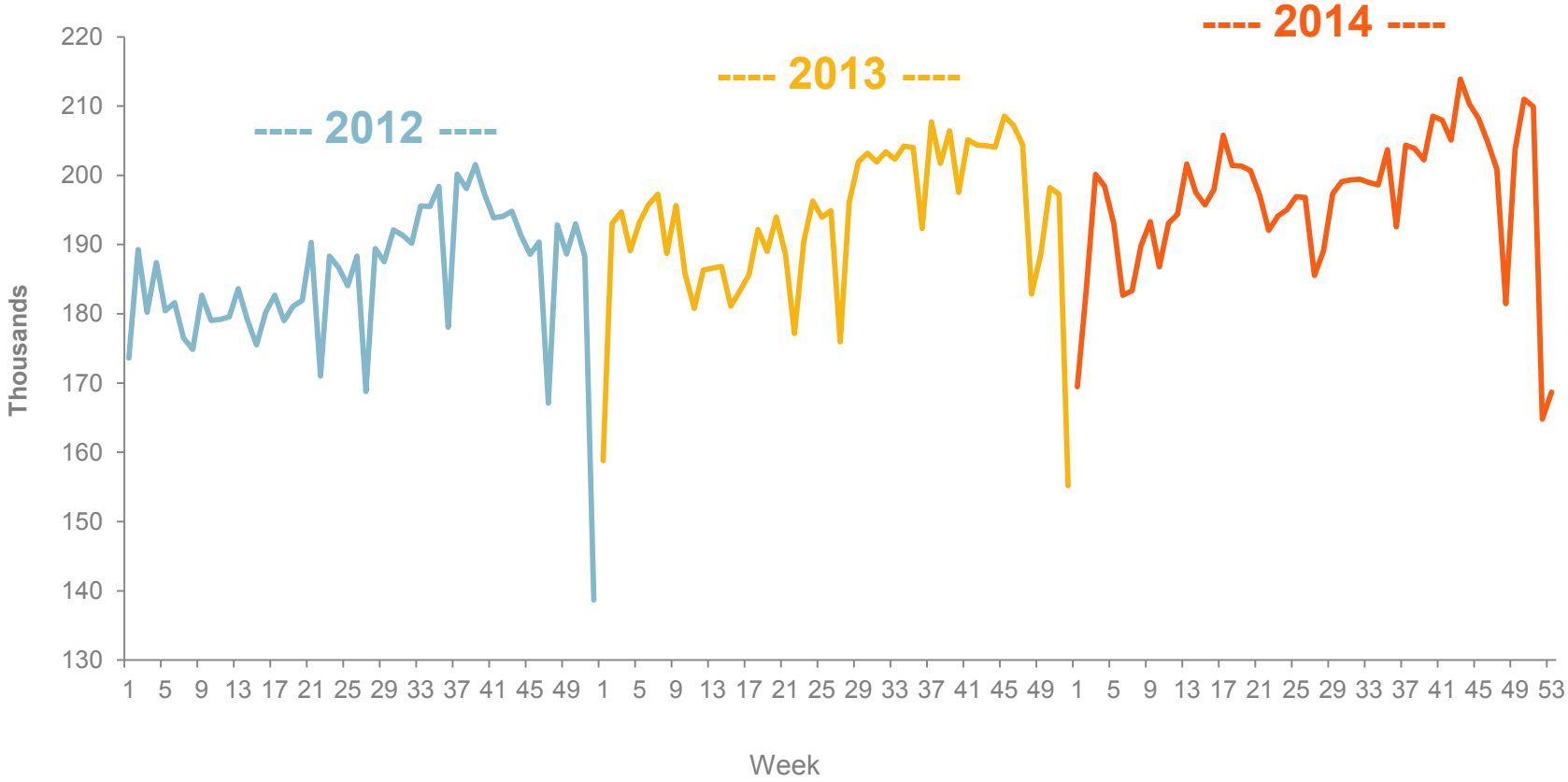


BNSF Internal Source:

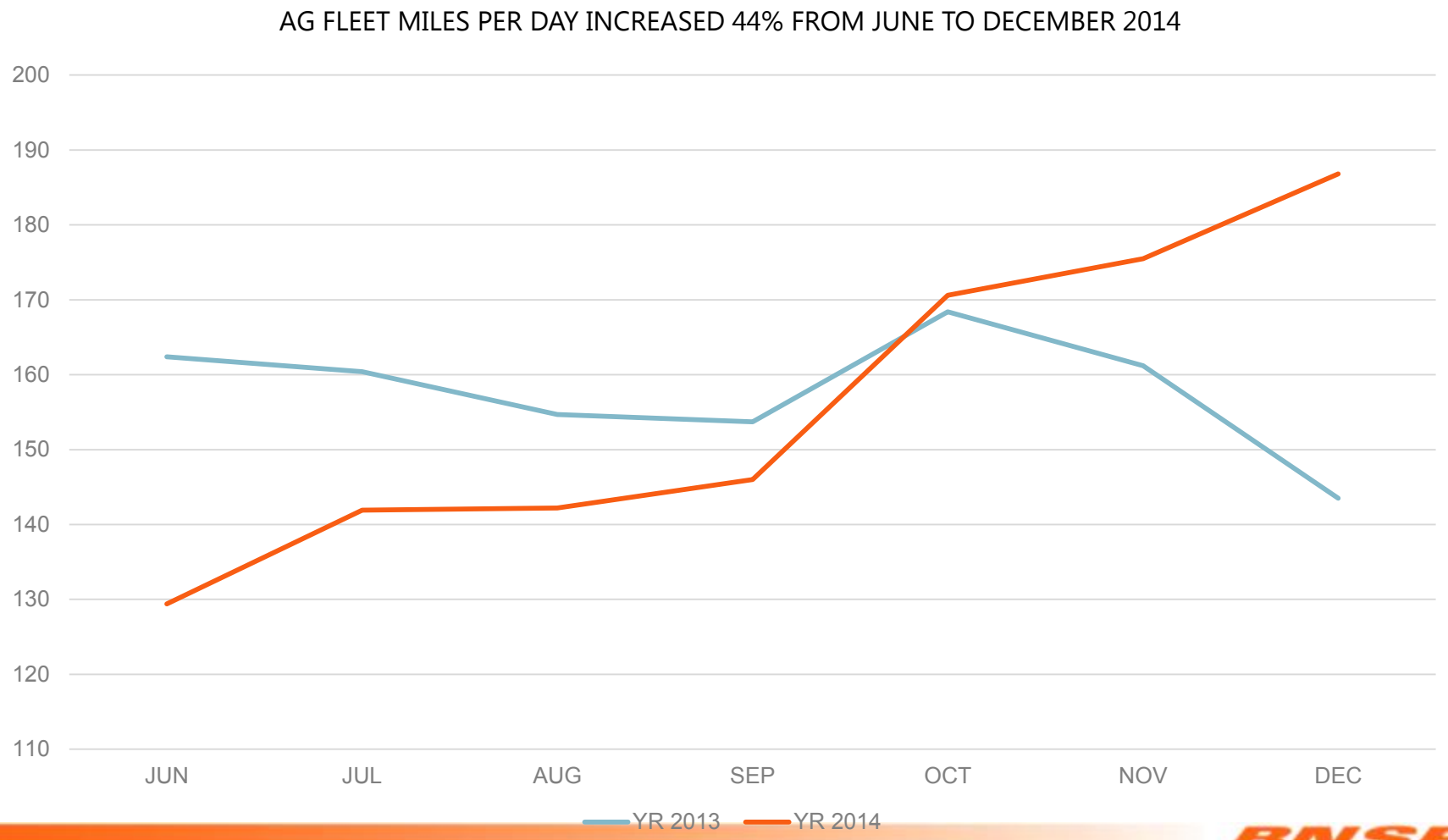
Velocity has improved



Growing agricultural volumes



Ag Velocity Improving



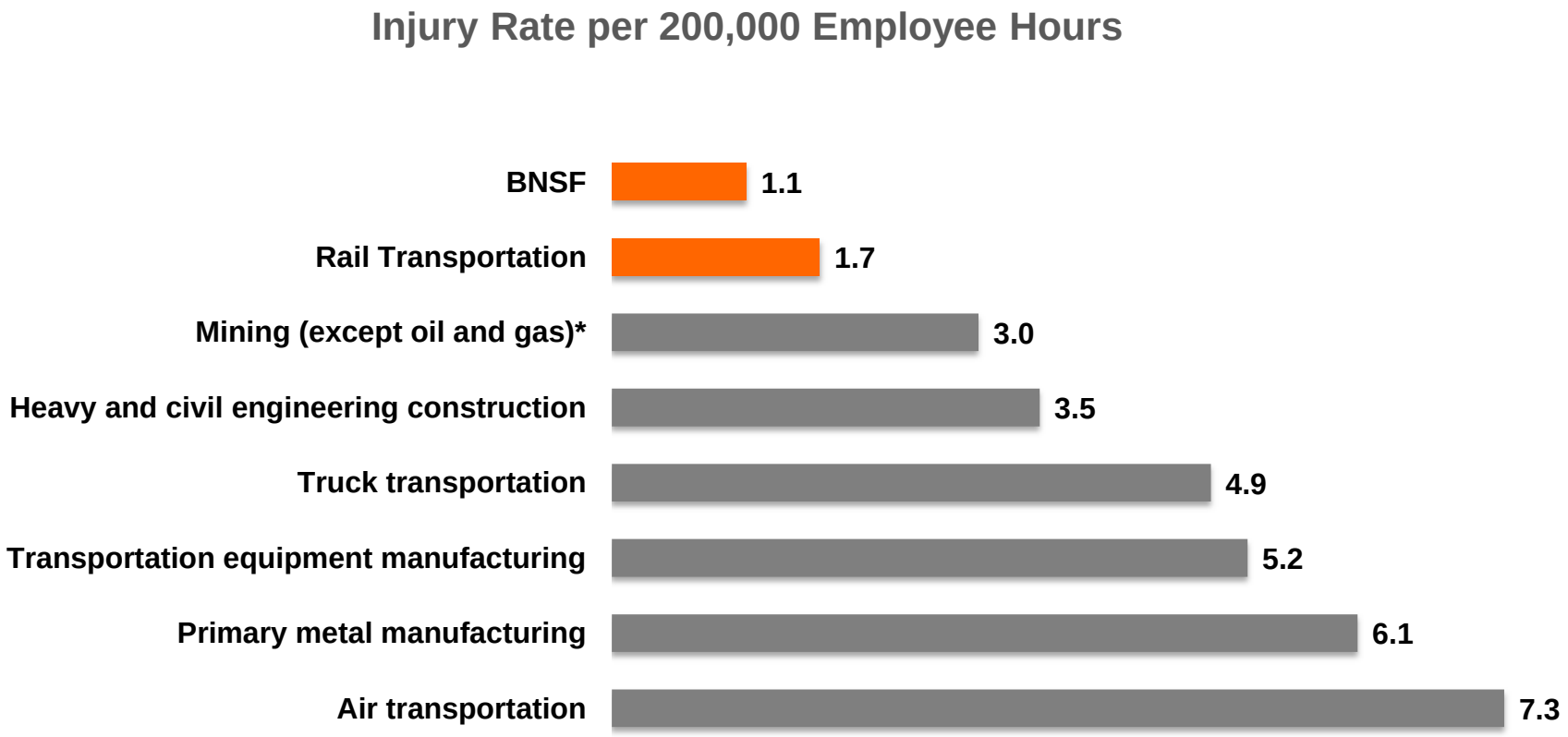
*Source: BNSF internal data. *Jan-2015 MTD through the 18th.*

Safety

Prevention, response, remediation

Preventing Accidents in First Place

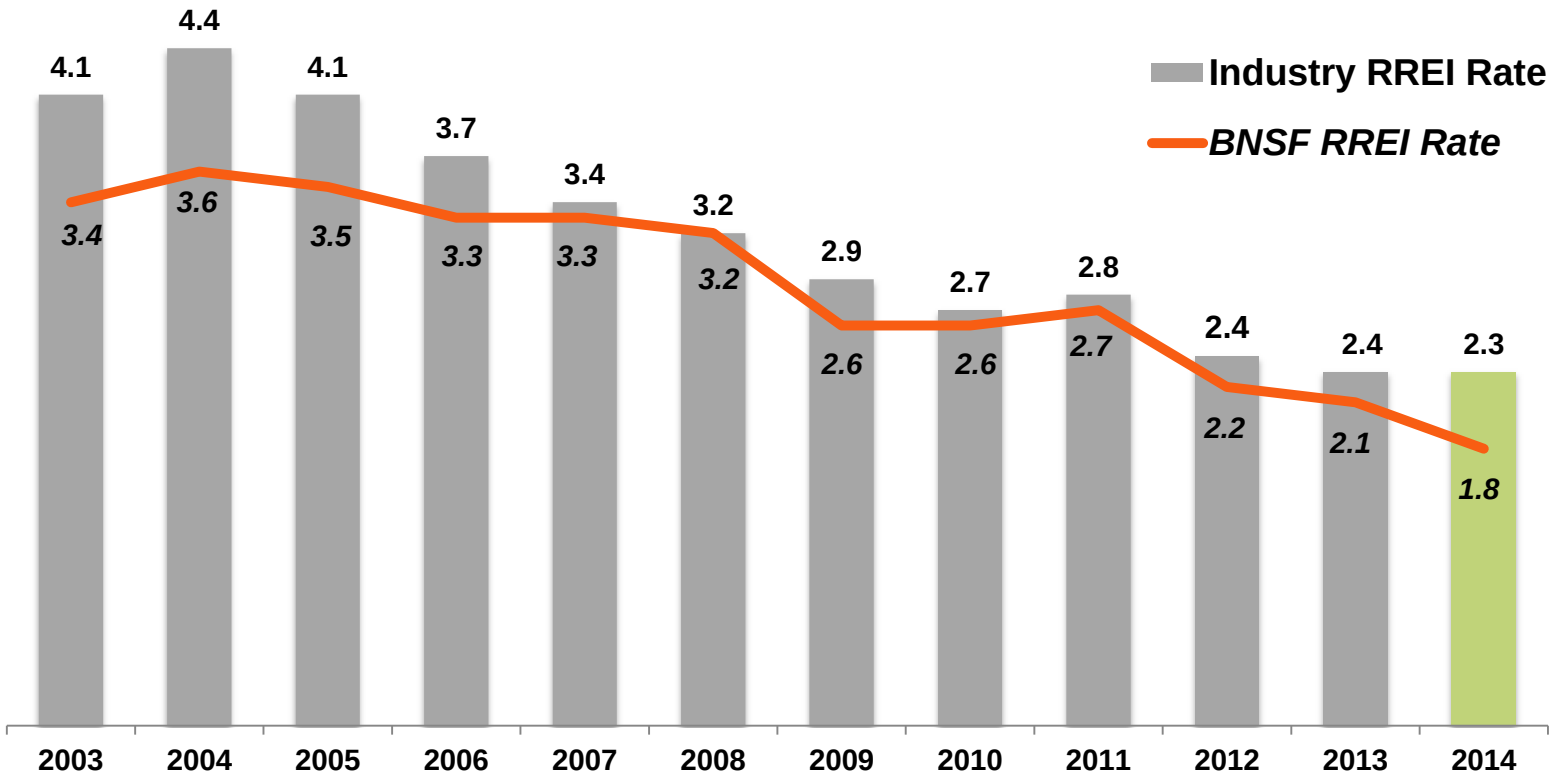
BNSF's employee safety record exceeds the industry average for rail transportation, and is significantly safer than other major industries



*2012 BNSF & Rail Transportation Reportable Rates/ 2011 Industry Results . Sources: US Bureau of Labor Statistics, Federal Railroad Administration, *Mine Safety and Health Administration*

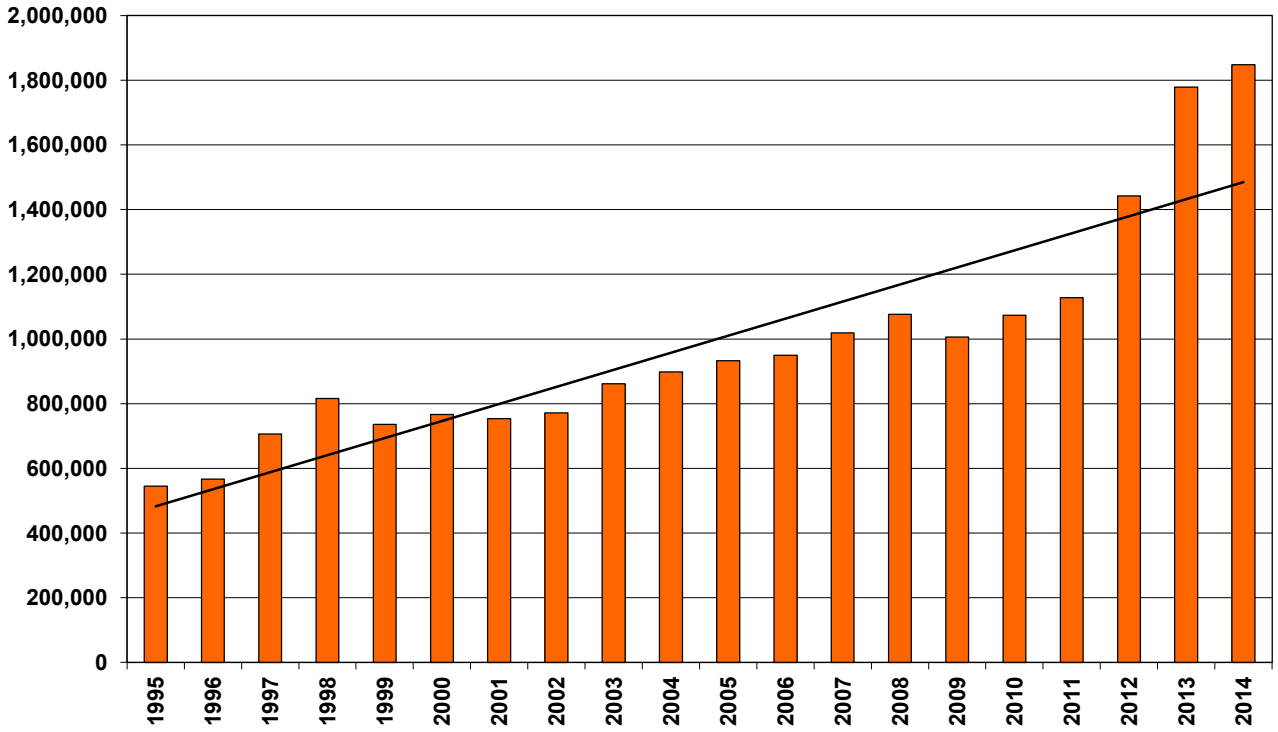
BNSF: Safety Leader for Continuous Risk Reduction

BNSF vs. Industry Reportable Rail Equipment Incident Rate *(Incidents per Million Train Miles)*



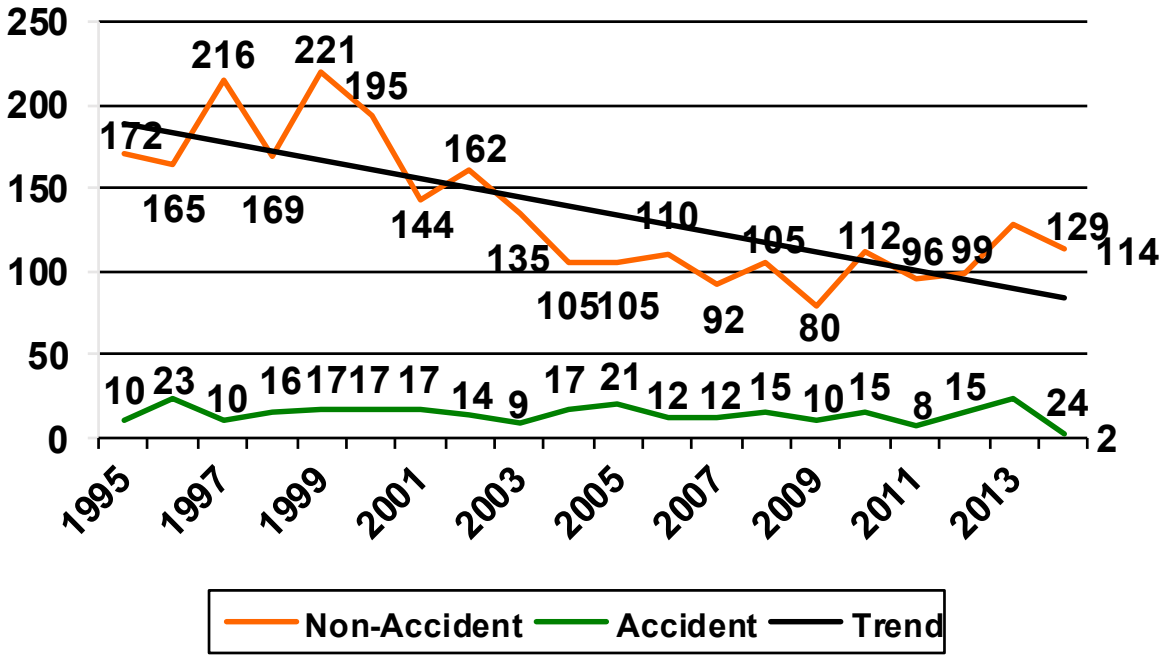
Source: FRA – Data for 2014 through Oct. 31 2014

Hazardous material shipments rise



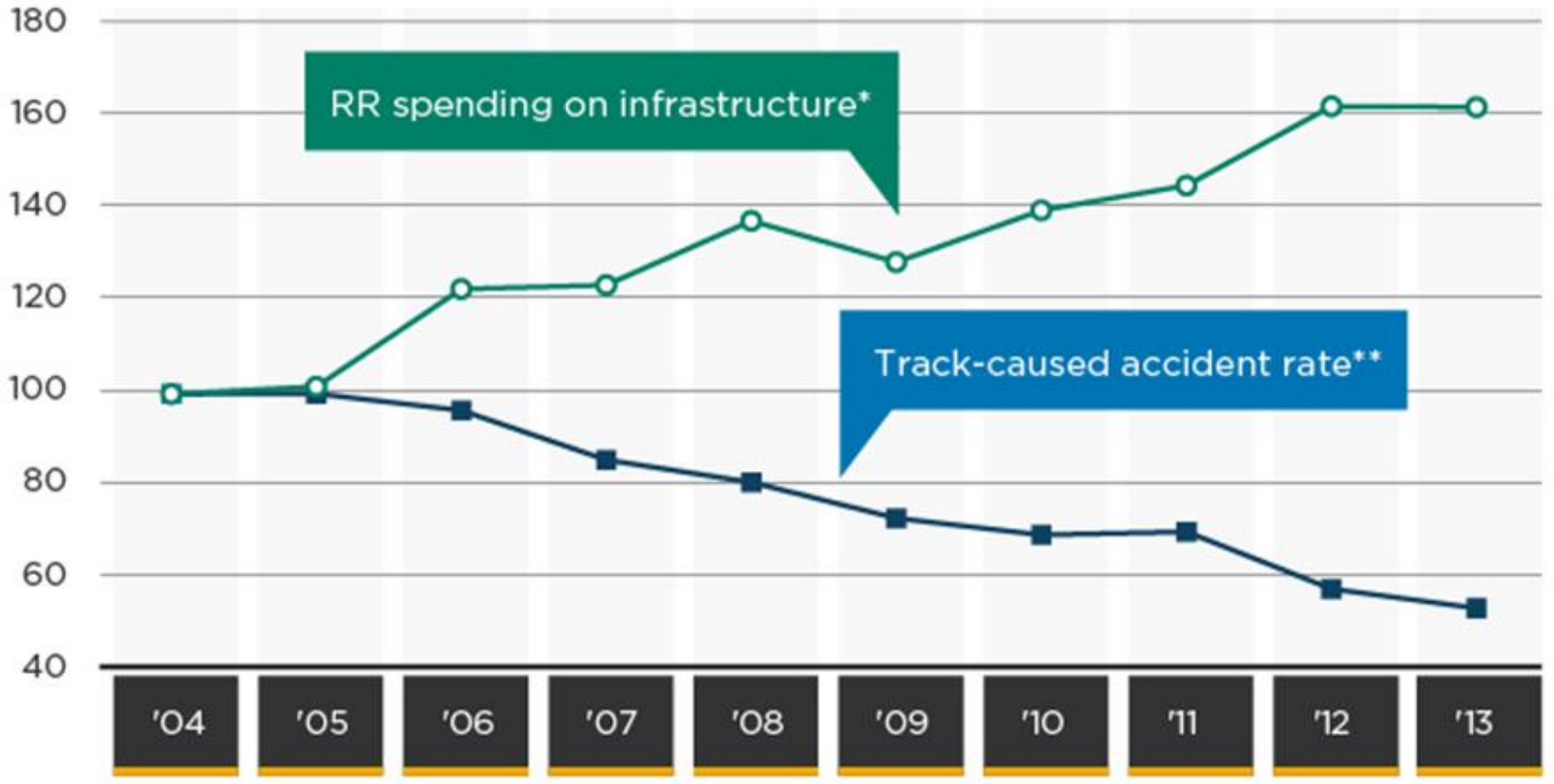
BNSF Number of Hazmat Shipments

Hazmat incidents have decreased



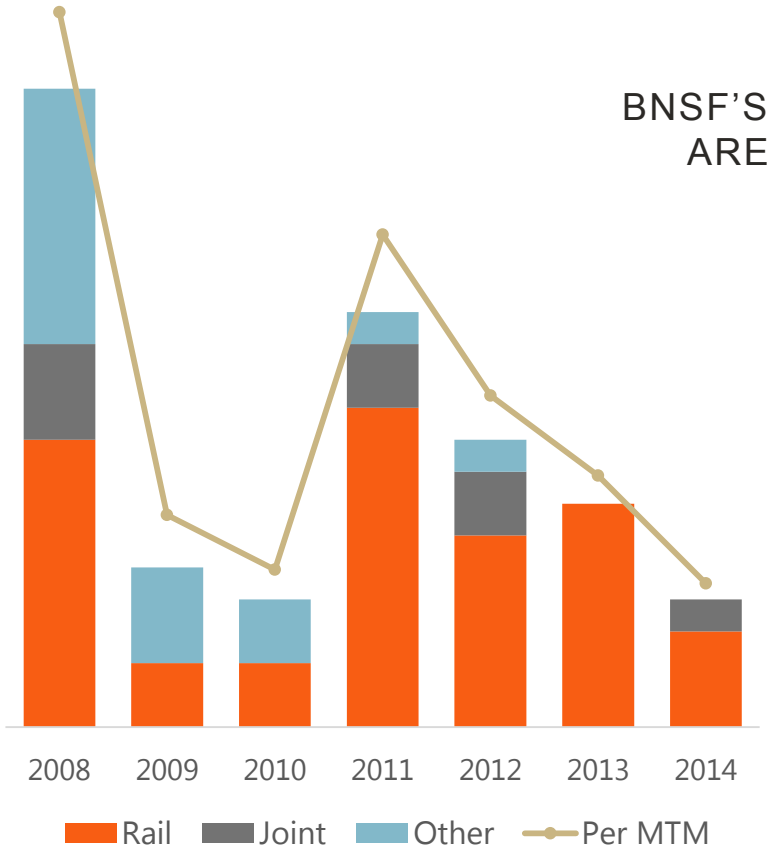
BNSF Number of Hazmat Shipments

Track Investments Reduce Incidents



Source: Association of American Railroads

All-time Low Rail Related Derailments



BNSF'S RAIL-RELATED DERAILMENTS ARE AT ALL-TIME BEST LEVELS

Track Record for Safety

Comprehensive inspection process ensures safety by identifying potential problems before they can lead to unsafe conditions

Bridge and track inspections

- More frequent than required by FRA
- Most key routes inspected 4 times weekly
- Busiest main lines inspected daily
- State-of-the-art technology

Weather & earthquake inspections

- Weather warnings 24/7 from private weather service
- Special inspection program following natural events

Track Geometry Car

Geometry Car Inspections

Track Surface

Alignment

Curve Geometry

Gage

Rail Wear

Railcar Defect Technology

Proactive detection improves safety and extends equipment service life

Wheel Impact Load Detector

Evaluates wheel surface defects

Warm Bearing Detection System

Monitors excess heat from wheel bearings

Wheel Detector, Drive Train Inspection

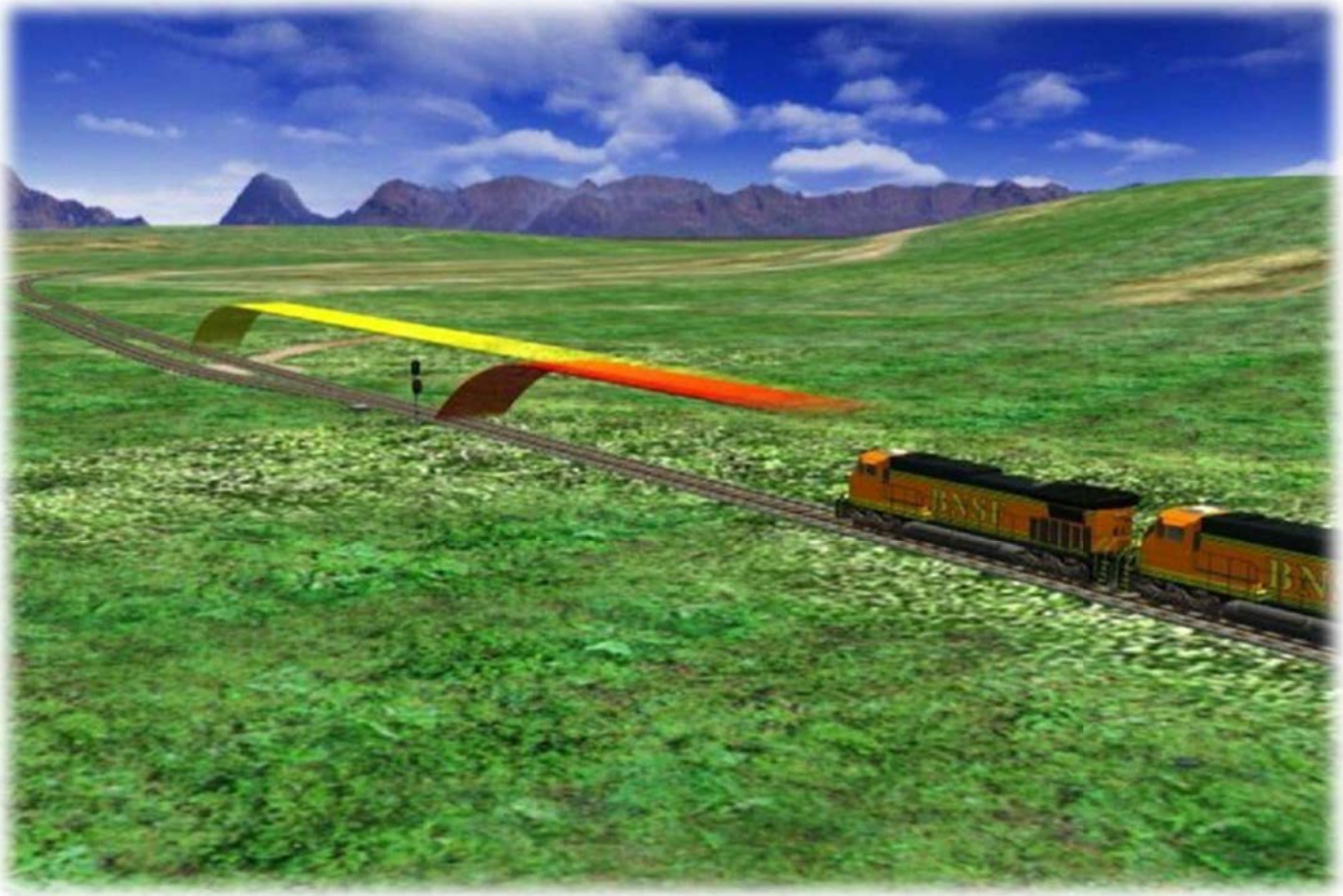
Measures wheel tread temperature

Acoustic Bearing Detector

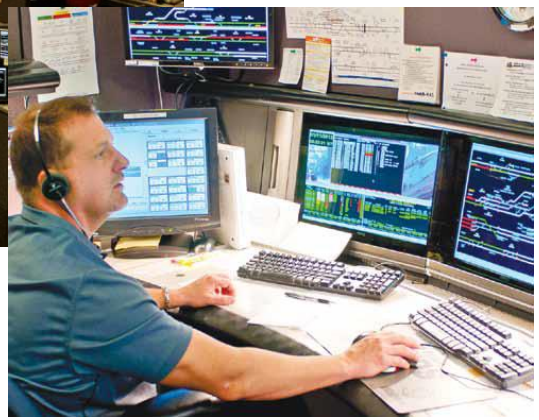
Microphonically identifies and evaluates flaws

Positive Train Control

Predictive, advanced train control safety technology



Network Operations Center



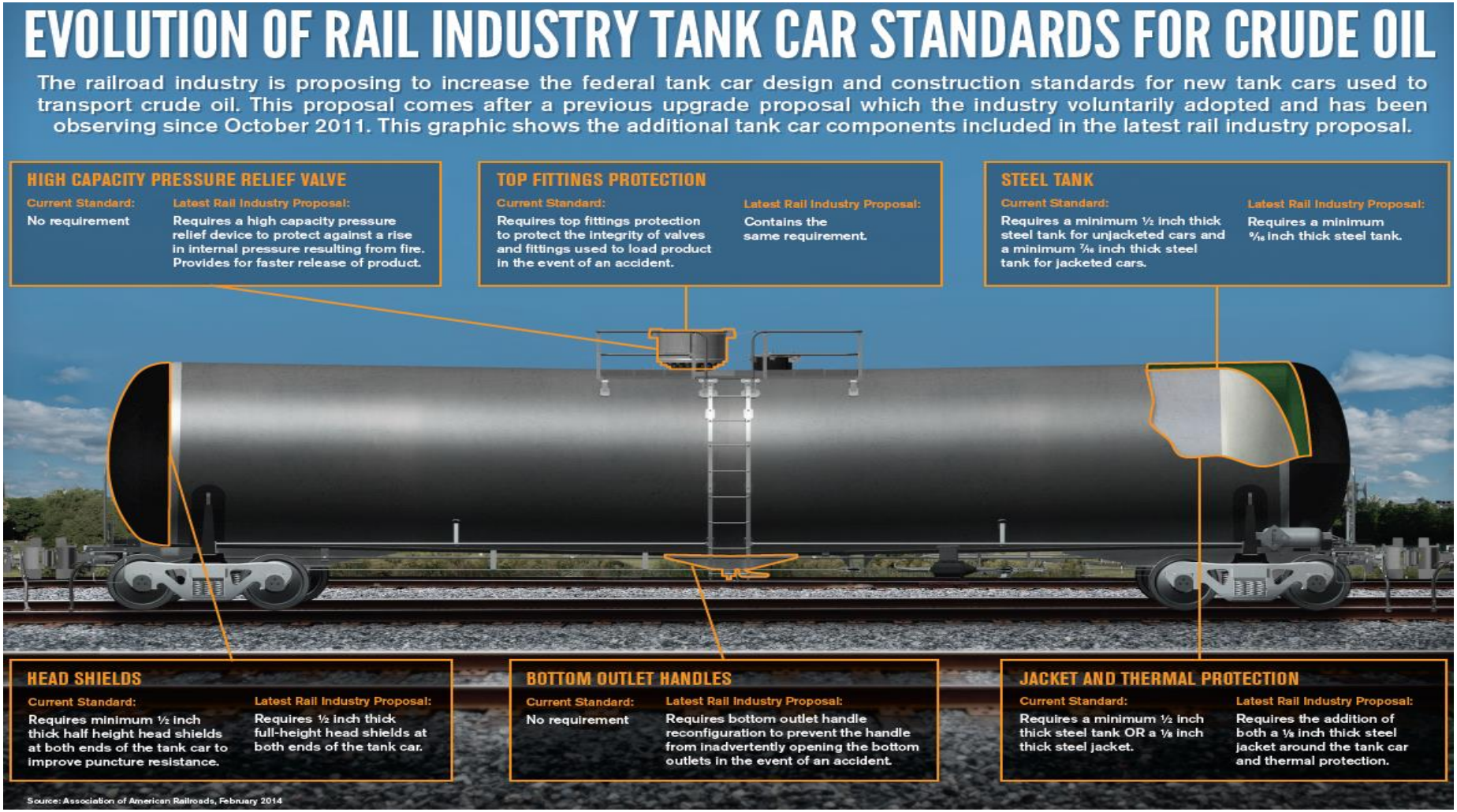
Free Community Hazmat Training

BNSF trains 3,500 local first responders each year in communities across our network – more than 65,000 since 1996

Training includes:

- Instructor led
- Hands-on equipment in field
- Train list / shipping papers
- Placards
- Equipment
- Incident assessment

Tank Car of the Future



Environmental Benefits

- Fuel efficiency
- Air quality
- Reduced traffic
- Energy innovation


BNSF
RAILWAY