



UP 6603-C

Item: 215
RECOMMENDED LOADING MEASURES TO MITIGATE
COAL DUST

RECOMMENDED LOADING MEASURES TO MITIGATE COAL DUST

This General Rule Item shall apply to contracts, transportation agreements or UPCQ's executed or issued on or prior to September 30, 2011.

1. For trains loaded at any Powder River Basin mine for subsequent movement on UP, Shipper is responsible for loading cars with coal in such a way that coal dust loss in transit from Shipper's loaded cars will be reduced by at least 85% as compared to loss of coal dust from loaded coal cars where no remedial measures were taken.
2. Loaded coal trains will be deemed to be in compliance with the standard in paragraph 1 if the trainloads meet the specifications in the General Order or Timetable for Powder River Division, Special Conditions involving Coal Mines issued by BNSF, the rail carrier designated by the ICC/STB as authorized to establish operating rules for the Joint Line ("Operating Rule"). Specifically either:
 - a. Shipper or Shipper's Loading Operator should arrange (i) to load uncovered coal cars in accordance with the profile as published in the BNSF template drawing number 565000 <http://www.bnsf.com/customers/what-can-i-ship/coal/coal-dust/pdf/q4.pdf> and (ii) to properly apply an acceptable topper agent (e.g. surfactant) to the entire surface of coal in all cars in a trainload at an effective concentration level and in accordance with manufacturers' specifications. Topper agents and concentration rates currently considered as proven satisfactory by BNSF, if used in accordance with the manufacturers' specifications, are shown in table below:

Topper Agents (1)	Concentration Rate per Rail Car (2)	Total Solution Applied per Rail Car (3)
Nalco Dustbind Plus	2.0 gallons	20 gallons
Midwest Soil-Sement	1.25 gallons	18.75 gallons
AKJ CTS-100	1.36 gallons	15 gallons

Notes to Table Above:

- (1) For Topper Application only.
- (2) The amount of topper agent mixed into a solution for each loaded Railcar. These concentration rates were established during testing carried out in PRB in 2010.
- (3) The amount of topper agent applied to each loaded Railcar.

or

- b. Shipper or Shipper's Loading Operator may adopt an alternative coal dust mitigation plan involving other measures (e.g. compaction or other technology) and profiling in accordance with 2. a. (i) above; PROVIDED, HOWEVER, that Shipper or Shipper's Loading Operator must submit test results to BNSF that satisfy BNSF that the alternative proposed compliance measure(s) will result in compliance with paragraph 1. In addition, BNSF must be assured that any product involving topper agents, devices or appurtenances utilized to control the release of coal dust will not adversely impact railroad employees, property, locomotives or owned cars.
3. Shipper is encouraged to adopt measures to comply with Paragraph 2.a. as soon as practicable.

- a. If Shipper chooses to load its trains in accordance with paragraph 2. a., Shipper should notify UP in writing of the steps it has taken, or directed its Loading Operator to take, to comply with this Item for each mine or load out in the Powder River Basin where Shipper anticipates loading coal into trains that will subsequently be transported over UP. The notice should include the approximate date when those trainloads will be profiled and a topping agent will be applied. Shipper is requested to provide this notice to UP no later than October 7, 2011.
- b. If Shipper proposes to comply by using either an alternative topping agent or an alternative measure, the notice to UP should provide a description of the alternative topping agent or measure and when Customer or Customer's loading agent proposes to obtain BNSF approval of the alternative topping agent or measure. Shipper may notify UP of its choice to use an alternative whenever Shipper decides that it will demonstrate to BNSF that the alternative should be accepted. Until BNSF notifies Shipper and UP in writing that BNSF considers the testing results adequate assurance that the alternative satisfies the standard in paragraph 1, however, Shipper or Shipper's Loading Operator should load its trains in accordance with paragraph 2.a.



UP 6603-C

Item: 216
REQUIRED LOADING MEASURES TO MITIGATE COAL DUST

REQUIRED LOADING MEASURES TO MITIGATE COAL DUST

This General Rule Item shall apply (a) to all tariffs effective October 1, 2011 and (b) to contracts, transportation agreements or UPCQ's executed or issued after September 30, 2011.

1. For trains loaded at any Powder River Basin mine for subsequent movement on UP, Shipper is responsible for loading cars with coal in such a way that coal dust loss in transit from Shipper's loaded cars will be reduced by at least 85% as compared to loss of coal dust from loaded coal cars where no remedial measures were taken.
2. Loaded coal trains will be deemed to be in compliance with the standard in paragraph 1 if the trainloads meet the specifications in the General Order or Timetable for Powder River Division, Special Conditions involving Coal Mines issued by BNSF, the rail carrier designated by the ICC/STB as authorized to establish operating rules for the Joint Line ("Operating Rule"). Specifically either:
 - a. Shipper or Shipper's Loading Operator must arrange (i) to load uncovered coal cars in accordance with the profile as published in the BNSF template drawing number 565000 <http://www.bnsf.com/customers/what-can-i-ship/coal/coal-dust/pdf/q4.pdf> and (ii) to properly apply an acceptable topper agent (e.g. surfactant) to the entire surface of coal in all cars in a trainload at an effective concentration level and in accordance with manufacturers' specifications. Topper agents and concentration rates currently considered as proven satisfactory by BNSF, if used in accordance with the manufacturers' specifications, are shown in table below:

Topper Agents (1)	Concentration Rate per Rail Car (2)	Total Solution Applied per Rail Car (3)
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Notes to Table Above:

- (1) For Topper Application only.
- (2) The amount of topper agent mixed into a solution for each loaded Railcar. These concentration rates were established during testing carried out in PRB in 2010.
- (3) The amount of topper agent applied to each loaded Railcar.

or

- b. Shipper or Shipper's Loading Operator may adopt an alternative coal dust mitigation plan involving other measures (e.g. compaction or other technology) and profiling in accordance with 2. a. (i) above; PROVIDED, HOWEVER, that Shipper or Shipper's Loading Operator must submit test results to BNSF that satisfy BNSF that the alternative proposed compliance measure(s) will result in compliance with paragraph 1. In addition, BNSF must be assured that any product involving topper agents, devices or appurtenances utilized to control the release of coal dust will not adversely impact railroad employees, property, locomotives or owned cars.
3. In order for UP to comply with the BNSF Operating Rule regarding coal dust mitigation measures, Shippers must adopt measures to comply with this Item as soon as practicable.

- a. Shipper must notify UP in writing of the steps it has taken, or directed its Loading Operator to take, in accordance with paragraph 2.a. to comply with this Item for each mine or load out in the Powder River Basin where Shipper anticipates loading coal into trains that will subsequently be transported over UP. The notice must include the approximate date when those trainloads will be profiled and a topping agent will be applied. Shipper must provide this notice to UP no later than October 7, 2011.

- b. If Shipper proposes to comply by using either an alternative topping agent or an alternative measure, the notice to UP should provide a description of the alternative topping agent or measure and when Customer or Customer's loading agent proposes to obtain BNSF approval of the alternative topping agent or measure. Shipper may notify UP of its choice to use an alternative whenever Shipper decides that it will demonstrate to BNSF that the alternative should be accepted. Until BNSF notifies Shipper and UP in writing that BNSF considers the testing results adequate assurance that the alternative satisfies the standard in paragraph 1, however, Shipper or Shipper's Loading Operator must load its trains in accordance with paragraph 2.a.