Appendix F

BNSF Railway Carbon Estimator

Report for Company A created 05/28/2015 3:35 pm

Commodity
Commodity Group
Commodity Type
Tons per Unit
Rail Volume
Number of Rail Units:
Geography / Mileage
Origin:
Destination:
Rail Shipment Distance:
Comparable Truck Volume
Number of Trucks:
Truck Performance Assumptions
Highway / Long Haul MPG:
Highway / Long Haul Out-of-Route Miles Percentage:
Highway / Long Haul Empty Miles Percentage:
Your Carbon Footprint and Comparison
Estimated Rail Carbon Footprint (Metric Tons CO_2 equivalent):

Estimated Long Haul Truck Carbon Footprint (Metric Tons CO_2 equivalent):
Using a carload or intermodal rail solution instead of truck only would reduce this shipment's estimated Carbon Footprint by:

Please Note:

Actual carbon emissions may vary from the results provided here as a result of variable factors such as topography, weather, unique
collaboration with ClearCarbon Consulting, Inc. to illustrate the estimated environmental benefit that is obtained by utilizing rail as p
including BNSF shipment history and internal shipping metrics, along with assumptions for route mileage calculation, trucking indust
Assumption: 6.5 mpg highway, 6.1 mpg city), and other data sources such as the U.S. EPA's Climate Leaders program emission factor

Shipment #1	Shipment #2	Shipment #3
Lumber / Paper	Lumber / Paper	
Paper	Panel Products	
90	88.1	
2,942	2,942	
225	225	
5,884	5,884	
6.5	6.5	6.5
10%	10%	10%
15%	15%	15%
Shipment #1	**Shipment #2**	**Shipment #3**
1,288.00	1,260.80	

2,640.30	2,640.30	
51%	52%	

e product characteristics, etc. BNSF's carbon emission estimator was formed in
part of your company's supply chain. These carbon estimations rely on data sources
try averages for empty miles, out-of-route miles, and fuel efficiency (Truck
rs (Direct Emissions from Mobile Combustion Sources, May 2008).