Rule Change <mark>Briefing</mark>

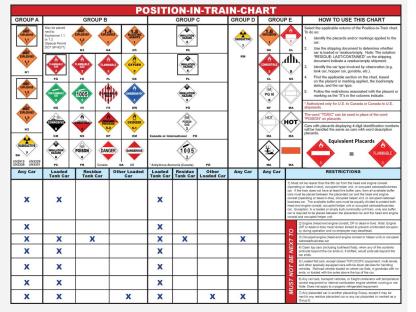
Buffer Cars

On March 23, 2021, BNSF became party to Special Permit (SP) 20996 that authorizes the transportation of hazardous materials by rail without buffer cars between placarded cars and certain unoccupied engines with a few restrictions.

To accommodate the new SP, BNSF has updated our United States Hazardous Materials Instruction for Rail (USHMI) effective **June 1, 2021** to include an updated Position-In-Train Chart. With this SP, buffer cars are no longer required between **unoccupied** distributed power units (DPU), dead-in-tow locomotives at or near the rear end of trains, and placarded hazmat carrying cars, except for those commodities that fall under Group A and Group C on the new Position-In-Train Chart.

Operational Controls While Using This SP:

- An employee may not deadhead in a DPU or dead-in-tow locomotive.
- DPU's and dead-in-tow locomotives must be locked to prevent unintended occupancy during operation.



Questions for Discussion

When a locomotive is occupied, do you still need buffer cars?

Yes, the buffer car requirement still applies to occupied engines, (head end engine consist or helper unit), an occupied caboose or occupied business cars. The new Position-In-Train Chart in Section VI of the USHMI outlines when buffer cars are required.

□ Where can I find a copy of the updated USHMI?

The new USHMI will be available for download via the Rules and Timetables Intranet page, beginning June 1, 2021. Prior to this date, the document is available as Coming Soon within the Intranet page and mobile app.



We Choose Safety.

May 27, 2021

Hazmat