



**BNSF RAILWAY COMPANY**  
**Consolidated Financial Statements**  
**for the period ended June 30, 2022**

**BNSF RAILWAY COMPANY and SUBSIDIARIES**  
**CONSOLIDATED STATEMENTS OF INCOME**  
(In millions)  
(Unaudited)

	Three Months Ended June 30,		Six Months Ended June 30,	
	2022	2021	2022	2021
Revenues	\$ 6,453	\$ 5,608	\$ 12,230	\$ 10,829
Operating expenses:				
Compensation and benefits	1,212	1,145	2,436	2,309
Fuel	1,276	693	2,137	1,243
Depreciation and amortization	617	608	1,241	1,223
Purchased services	518	518	1,026	1,032
Equipment rents	185	166	364	337
Materials and other	271	265	608	576
Total operating expenses	4,079	3,395	7,812	6,720
Operating income	2,374	2,213	4,418	4,109
Interest expense	2	8	7	17
Interest income, related parties	(190)	(105)	(307)	(206)
Other (income) expense, net	(23)	(21)	(47)	(49)
Income before income taxes	2,585	2,331	4,765	4,347
Income tax expense	593	548	1,120	1,044
Net income	\$ 1,992	\$ 1,783	\$ 3,645	\$ 3,303

See accompanying Notes to Consolidated Financial Statements.

**BNSF RAILWAY COMPANY and SUBSIDIARIES**  
**CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME**  
(In millions)  
(Unaudited)

	Three Months Ended June 30,		Six Months Ended June 30,	
	2022	2021	2022	2021
Net income	\$ 1,992	\$ 1,783	\$ 3,645	\$ 3,303
Other comprehensive income:				
Change in pension and retiree health and welfare benefits, net of tax	1	1	2	2
Change in accumulated other comprehensive income (loss) of equity method investees	2	—	6	—
Other comprehensive income (loss), net of tax	3	1	8	2
Total comprehensive income	\$ 1,995	\$ 1,784	\$ 3,653	\$ 3,305

See accompanying Notes to Consolidated Financial Statements.

**BNSF RAILWAY COMPANY and SUBSIDIARIES**  
**CONSOLIDATED BALANCE SHEETS**  
(In millions)  
(Unaudited)

	June 30, 2022	December 31, 2021
<b>Assets</b>		
Current assets:		
Cash and cash equivalents	\$ 387	\$ 513
Accounts receivable, net	1,937	1,688
Materials and supplies	1,062	864
Other current assets	245	158
Total current assets	3,631	3,223
Property and equipment, net of accumulated depreciation of \$16,926 and \$14,920, respectively	65,623	65,418
Goodwill	14,803	14,803
Operating lease right-of-use assets	1,382	1,560
Other assets	5,482	5,379
Total assets	\$ 90,921	\$ 90,383
<b>Liabilities and Stockholder's Equity</b>		
Current liabilities:		
Accounts payable and other current liabilities	\$ 4,083	\$ 3,731
Long-term debt and finance leases due within one year	133	332
Total current liabilities	4,216	4,063
Deferred income taxes	15,149	15,212
Operating lease liabilities	737	988
Long-term debt and finance leases	599	629
Casualty and environmental liabilities	454	459
Pension and retiree health and welfare liability	282	291
Other liabilities	940	972
Total liabilities	22,377	22,614
Commitments and contingencies (see Note 5)		
Stockholder's equity:		
Common stock, \$1 par value, 1,000 shares authorized; issued and outstanding and paid-in capital	42,920	42,920
Retained earnings	69,672	66,027
Intercompany notes receivable	(44,409)	(41,531)
Accumulated other comprehensive income (loss)	361	353
Total stockholder's equity	68,544	67,769
Total liabilities and stockholder's equity	\$ 90,921	\$ 90,383

See accompanying Notes to Consolidated Financial Statements.

**BNSF RAILWAY COMPANY and SUBSIDIARIES**  
**CONSOLIDATED STATEMENTS OF CASH FLOWS**  
(In millions)  
(Unaudited)

	Six Months Ended June 30,	
	2022	2021
<b>Operating Activities</b>		
Net income	\$ 3,645	\$ 3,303
Adjustments to reconcile net income to net cash provided by operating activities:		
Depreciation and amortization	1,241	1,223
Deferred income taxes	(64)	140
Long-term casualty and environmental liabilities, net	—	12
Other, net	(115)	(88)
Changes in current assets and liabilities:		
Accounts receivable, net	(249)	(97)
Materials and supplies	(198)	(75)
Other current assets	5	(51)
Accounts payable and other current liabilities	245	(142)
Net cash provided by operating activities	4,510	4,225
<b>Investing Activities</b>		
Capital expenditures excluding equipment	(1,402)	(1,220)
Acquisition of equipment	(39)	(69)
Proceeds from sales of investments and maturities of time deposits	—	1
Other, net	(86)	(46)
Net cash used in investing activities	(1,527)	(1,334)
<b>Financing Activities</b>		
Payments on long-term debt and finance leases	(231)	(186)
Net increase in intercompany notes receivable classified as equity	(2,878)	(2,672)
Net cash used in financing activities	(3,109)	(2,858)
Increase (decrease) in cash and cash equivalents	(126)	33
Cash and cash equivalents:		
Beginning of period	513	552
End of period	\$ 387	\$ 585
<b>Supplemental Cash Flow Information</b>		
Interest paid, net of amounts capitalized	\$ 9	\$ 18
Capital investments accrued but not yet paid	\$ 205	\$ 159
Income taxes paid, net of refunds	\$ 992	\$ 978
Non-cash asset financing	\$ 3	\$ 7

See accompanying Notes to Consolidated Financial Statements.

**BNSF RAILWAY COMPANY and SUBSIDIARIES**  
**CONSOLIDATED STATEMENTS OF CHANGES IN STOCKHOLDER'S EQUITY**  
(In millions)  
(Unaudited)

	<b>Common Stock and Paid-in Capital</b>	<b>Retained Earnings</b>	<b>Intercompany Notes Receivable</b>	<b>Accumulated Other Comprehensive Income (Loss)</b>	<b>Total Stockholder's Equity</b>
Balance as of December 31, 2020	\$ 42,920	\$ 58,921	\$ (37,053)	\$ 98	\$ 64,886
Change in intercompany notes receivable	—	—	(1,198)	—	(1,198)
Comprehensive income (loss), net of tax	—	1,520	—	1	1,521
Balance as of March 31, 2021	\$ 42,920	\$ 60,441	\$ (38,251)	\$ 99	\$ 65,209
Change in intercompany notes receivable	—	—	(1,474)	—	(1,474)
Comprehensive income (loss), net of tax	—	1,783	—	1	1,784
Balance as of June 30, 2021	\$ 42,920	\$ 62,224	\$ (39,725)	\$ 100	\$ 65,519
	<b>Common Stock and Paid-in Capital</b>	<b>Retained Earnings</b>	<b>Intercompany Notes Receivable</b>	<b>Accumulated Other Comprehensive Income (Loss)</b>	<b>Total Stockholder's Equity</b>
Balance as of December 31, 2021	\$ 42,920	\$ 66,027	\$ (41,531)	\$ 353	\$ 67,769
Change in intercompany notes receivable	—	—	(1,240)	—	(1,240)
Comprehensive income (loss), net of tax	—	1,653	—	5	1,658
Balance as of March 31, 2022	\$ 42,920	\$ 67,680	\$ (42,771)	\$ 358	\$ 68,187
Change in intercompany notes receivable	—	—	(1,638)	—	(1,638)
Comprehensive income (loss), net of tax	—	1,992	—	3	1,995
Balance as of June 30, 2022	\$ 42,920	\$ 69,672	\$ (44,409)	\$ 361	\$ 68,544

See accompanying Notes to Consolidated Financial Statements.

## BNSF RAILWAY COMPANY and SUBSIDIARIES

### NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Unaudited)

#### 1. Accounting Policies and Interim Results

The Consolidated Financial Statements should be read in conjunction with BNSF Railway Company's Consolidated Financial Statements for the year ended December 31, 2021, including the financial statements and notes thereto. The Consolidated Financial Statements include the accounts of BNSF Railway Company and its majority-owned subsidiaries, all of which are separate legal entities (collectively, BNSF Railway or the Company). BNSF Railway is a wholly-owned subsidiary of Burlington Northern Santa Fe, LLC (BNSF), and is the principal operating subsidiary of BNSF. All intercompany accounts and transactions have been eliminated.

On February 12, 2010, Berkshire Hathaway Inc., a Delaware corporation (Berkshire), acquired 100 percent of the outstanding shares of Burlington Northern Santa Fe Corporation common stock that it did not already own. The acquisition was completed through the merger of a Berkshire wholly-owned merger subsidiary and Burlington Northern Santa Fe Corporation with the surviving entity renamed Burlington Northern Santa Fe, LLC. Earnings per share data is not presented because BNSF Railway has only one holder of its common stock.

The results of operations for any interim period are not necessarily indicative of the results of operations to be expected for the entire year. In the opinion of management, the unaudited financial statements reflect all adjustments (consisting of only normal recurring adjustments, except as disclosed) necessary for the fair statement of BNSF Railway's consolidated financial position as of June 30, 2022, and the results of operations for the three and six months ended June 30, 2022 and 2021 in accordance with generally accepted accounting principles in the United States.

#### 2. Revenue from Contracts with Customers

The Company disaggregates revenue from contracts with customers based on the characteristics of the services provided and the types of products transported (in millions):

	Three Months Ended June 30,		Six Months Ended June 30,	
	2022	2021	2022	2021
Consumer Products	\$ 2,450	\$ 2,083	\$ 4,533	\$ 3,973
Agricultural Products	1,388	1,272	2,745	2,580
Industrial Products	1,458	1,352	2,755	2,578
Coal	999	767	1,888	1,453
Total freight revenues	6,295	5,474	11,921	10,584
Accessorial and other	158	134	309	245
Total operating revenues	\$ 6,453	\$ 5,608	\$ 12,230	\$ 10,829

Contract assets and liabilities are immaterial. Receivables from contracts with customers is a component of accounts receivable, net on the Consolidated Balance Sheets. As of June 30, 2022 and December 31, 2021, \$1.2 billion and \$1.0 billion, respectively, represented net receivables from contracts with customers.

Remaining performance obligations primarily consist of in-transit freight revenues, which will be recognized in the next reporting period. As of June 30, 2022 and December 31, 2021, remaining performance obligations were \$349 million and \$272 million, respectively.

#### 3. Accounts Receivable, Net

Accounts receivable, net consists of freight and other receivables, reduced by an allowance for credit losses which is based upon expected collectability. As of June 30, 2022 and December 31, 2021, \$30 million and \$38 million, respectively, of such allowances had been recorded.

**BNSF RAILWAY COMPANY and SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Unaudited) – (Continued)**

**4. Debt**

**Fair Value of Debt Instruments**

As of June 30, 2022 and December 31, 2021, the fair value of BNSF Railway’s debt, excluding finance leases, was \$616 million and \$903 million, respectively, while the book value, which also excludes finance leases, was \$609 million and \$822 million, respectively. The fair value of BNSF Railway’s debt is primarily based on market value price models using observable market-based data for the same or similar issues, or on the estimated rates that would be offered to BNSF Railway for debt of the same remaining maturities (Level 2 inputs).

**5. Commitments and Contingencies**

**Personal Injury**

BNSF Railway’s personal injury liability includes the cost of claims for employee work-related injuries, third-party claims, and asbestos claims. BNSF Railway records a liability for asserted and unasserted claims when the expected loss is both probable and reasonably estimable. Because of the uncertainty of the timing of future payments, the liability is undiscounted. Defense and processing costs, which are recorded on an as-reported basis, are not included in the recorded liability. Expense accruals and adjustments are classified as materials and other in the Consolidated Statements of Income.

Personal injury claims by BNSF Railway employees are subject to the provisions of the Federal Employers’ Liability Act (FELA) rather than state workers’ compensation laws. Resolution of these cases under the FELA’s fault-based system requires either a finding of fault by a jury or an out of court settlement. Third-party claims include claims by non-employees for compensatory damages and may, from time to time, include requests for punitive damages or treatment of the claim as a class action.

BNSF Railway estimates its personal injury liability claims and expense using standard actuarial methodologies based on the covered population, activity levels and trends in frequency, and the costs of covered injuries. The Company monitors actual experience against the forecasted number of claims to be received, the forecasted number of claims closing with payment, and expected claim payments and records adjustments as new events or changes in estimates develop.

BNSF Railway is party to asbestos claims by employees and non-employees who may have been exposed to asbestos. Because of the relatively finite exposed population, the Company has recorded an estimate for the full amount of probable exposure. This is determined through an actuarial analysis based on estimates of the exposed population, the number of claims likely to be filed, the number of claims that will likely require payment, and the cost per claim. Estimated filing and dismissal rates and average cost per claim are determined utilizing recent claim data and trends.

The following table summarizes the activity in the Company’s accrued obligations for personal injury claims (in millions):

	<b>Six Months Ended</b>	
	<b>June 30,</b>	
	<b>2022</b>	<b>2021</b>
Beginning balance	\$ 328	\$ 296
Accruals / changes in estimates	37	31
Payments	(30)	(15)
Ending balance	\$ 335	\$ 312
Current portion of ending balance	\$ 90	\$ 75

The amount recorded by the Company for the personal injury liability is based upon the best information currently available. Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to resolve these claims may be different from the recorded amounts. The Company estimates that costs to resolve the liability may range from approximately \$290 million to \$400 million.



**BNSF RAILWAY COMPANY and SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Unaudited) – (Continued)**

Although the final outcome of these personal injury matters cannot be predicted with certainty, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company’s financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

**Environmental**

BNSF Railway is subject to extensive federal, state, and local environmental regulation. The Company’s operating procedures include practices to protect the environment from the risks inherent in railroad operations, which frequently involve transporting chemicals and other hazardous materials. Additionally, many of BNSF Railway’s land holdings are or have been used for industrial or transportation-related purposes or leased to commercial or industrial companies whose activities may have resulted in discharges onto the property. Under federal (in particular, the Comprehensive Environmental Response, Compensation, and Liability Act) and state statutes, the Company may be held jointly and severally liable for cleanup and enforcement costs associated with a particular site without regard to fault or the legality of the original conduct. The Company participates in the study, cleanup, or both of environmental contamination at approximately 185 sites.

Environmental costs may include, but are not limited to, site investigations, remediation, and restoration. The liability is recorded when the expected loss is both probable and reasonably estimable and is undiscounted due to uncertainty of the timing of future payments. Expense accruals and adjustments are classified as materials and other in the Consolidated Statements of Income.

BNSF Railway estimates the cost of cleanup efforts at its known environmental sites based on experience gained from cleanup efforts at similar sites, estimated percentage to closure ratios, possible remediation work plans, estimates of the costs and likelihood of each possible outcome, historical payment patterns, and benchmark patterns developed from data accumulated from industry and public sources. The Company monitors actual experience against expectations and records adjustments as new events or changes in estimates develop.

The following table summarizes the activity in the Company’s accrued obligations for environmental costs (in millions):

	<b>Six Months Ended June 30,</b>	
	<b>2022</b>	<b>2021</b>
Beginning balance	\$ 251	\$ 265
Accruals / changes in estimates	2	5
Payments	(9)	(9)
Ending balance	\$ 244	\$ 261
Current portion of ending balance	\$ 35	\$ 35

The amount recorded by the Company for the environmental liability is based upon the best information currently available. It has not been reduced by anticipated recoveries from third parties and includes both asserted and unasserted claims. BNSF Railway’s total cleanup costs at these sites cannot be predicted with certainty due to various factors, such as the extent of corrective actions that may be required, evolving environmental laws and regulations, advances in environmental technology, the extent of other parties’ participation in cleanup efforts, developments in ongoing environmental analyses related to sites determined to be contaminated, and developments in environmental surveys and studies of contaminated sites. Because of the uncertainty surrounding various factors, it is reasonably possible that future costs to settle these claims may be different from the recorded amounts. The Company estimates that costs to settle the liability may range from approximately \$200 million to \$330 million.

Although the final outcome of these environmental matters cannot be predicted with certainty, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company’s financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

**BNSF RAILWAY COMPANY and SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Unaudited) – (Continued)**

**Other Claims and Litigation**

In addition to personal injury and environmental matters, BNSF Railway and its subsidiaries are also parties to a number of other legal actions and claims, governmental proceedings, and private civil suits arising in the ordinary course of business, including those related to disputes and complaints involving certain transportation rates and charges. Some of the legal proceedings include claims for compensatory damages and may, from time to time, include requests for punitive damages or treatment of the claim as a class action. Although the final outcome of these matters cannot be predicted with certainty, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

**6. Employment Benefit Plans**

BNSF provides a funded, noncontributory qualified pension plan (BNSF Retirement Plan), which covered most non-union employees through March 31, 2019, and an unfunded non-tax-qualified pension plan (BNSF Supplemental Retirement Plan), which covered certain officers and other employees through March 31, 2019. The benefits under these pension plans are based on years of credited service and the highest consecutive sixty months of compensation for the last ten years of salaried employment with the Company. In 2019, the Company amended the BNSF Retirement Plan and the BNSF Supplemental Retirement Plan. Non-union employees hired on or after April 1, 2019 are not eligible to participate in these retirement plans and instead receive an additional employer contribution as part of the qualified 401(k) plan based on the employees' age and years of service. Current plan participants are being transitioned away from the retirement plans and upon transition are eligible for the additional employer contribution.

BNSF Railway also provides a funded, noncontributory qualified pension plan which covers certain union employees of the former The Atchison, Topeka and Santa Fe Railway Company (Union Plan). The benefits under this pension plan are based on elections made at the time the plan was implemented.

With respect to the funded plans, the Company's funding policy is to contribute annually not less than the regulatory minimum and not more than the maximum amount deductible for income tax purposes. The BNSF Retirement Plan, the BNSF Supplemental Retirement Plan, and the Union Plan are collectively referred to herein as the Pension Plans.

Components of the net (benefit) cost for the Pension Plans were as follows (in millions):

	<b>Pension Benefits</b>			
	<b>Three Months Ended June 30,</b>		<b>Six Months Ended June 30,</b>	
	<b>2022</b>	<b>2021</b>	<b>2022</b>	<b>2021</b>
Service cost	\$ 5	\$ 6	\$ 9	\$ 12
Interest cost	16	14	31	28
Expected return on plan assets	(45)	(44)	(90)	(88)
Amortization of net loss	—	1	1	1
Net (benefit) cost recognized	\$ (24)	\$ (23)	\$ (49)	\$ (47)

Service cost is included in compensation and benefits expense and the other components of net periodic benefit costs are included in other (income) expense, net in the Consolidated Statements of Income.

**7. Related Party Transactions**

BNSF Railway is involved with BNSF and certain of its subsidiaries in related party transactions in the ordinary course of business, which include payments made on each other's behalf and performance of services. Under the terms of a tax allocation agreement with BNSF, BNSF Railway made federal and state income tax payments, net of refunds, of \$965 million and \$955 million during the six months ended June 30, 2022 and 2021, respectively, which are reflected in changes in current assets and liabilities in the Consolidated Statements of Cash Flows. As of June 30, 2022 and December 31, 2021, BNSF Railway had a tax payable to BNSF of \$526 million and \$377 million, respectively.

**BNSF RAILWAY COMPANY and SUBSIDIARIES**

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS (Unaudited) – (Continued)**

North American railroads pay TTX Company (TTX) car hire to use TTX’s freight equipment to serve their customers. BNSF Railway owns 17.3 percent of TTX while other North American railroads own the remaining interest. As the Company possesses the ability to exercise significant influence, but not control, over the operating and financial policies of TTX, BNSF Railway applies the equity method of accounting to its investment. The investment in TTX is recorded in other assets in the Consolidated Balance Sheets, and equity income or losses are recorded in materials and other in the Consolidated Statements of Income. The Company’s investment in TTX was \$772 million and \$749 million as of June 30, 2022 and December 31, 2021, respectively. The Company incurred car hire expenditures with TTX of \$205 million and \$199 million for the six-month periods ended June 30, 2022 and 2021, respectively.

**8. Accumulated Other Comprehensive Income**

Other comprehensive income refers to revenues, expenses, gains, and losses that under generally accepted accounting principles are included in accumulated other comprehensive income, a component of equity within the Consolidated Balance Sheets, rather than net income on the Consolidated Statements of Income. Under existing accounting standards, other comprehensive income may include, among other things, unrecognized gains and losses and prior service credit related to pension and other postretirement benefit plans.

The following table provides the components of accumulated other comprehensive income (loss) (AOCI) by component (in millions):

	<b>Pension and Retiree Health and Welfare Benefit Items</b>	<b>Equity Method Investments</b>	<b>Accumulated Other Comprehensive Income (Loss)</b>
Balance as of December 31, 2020	\$ 101	\$ (3)	\$ 98
Other comprehensive income (loss), net before reclassifications	—	—	—
Amounts reclassified from AOCI:			
Amortization of actuarial losses <sup>a</sup>	3	—	3
Tax expense (benefit)	(1)	—	(1)
Balance as of June 30, 2021	\$ 103	\$ (3)	\$ 100
Balance as of December 31, 2021	\$ 356	\$ (3)	\$ 353
Other comprehensive income (loss), net before reclassifications	—	6	6
Amounts reclassified from AOCI:			
Amortization of actuarial losses <sup>a</sup>	2	—	2
Balance as of June 30, 2022	\$ 358	\$ 3	\$ 361

<sup>a</sup> This accumulated other comprehensive income component is included in the computation of net periodic pension and retiree health and welfare costs (see Note 6 for additional details on pension costs).

**BNSF RAILWAY COMPANY and SUBSIDIARIES**

**Certification by Vice President**

With respect to the quarterly financial statements and related footnotes of BNSF Railway Company (the Company) for the period ended June 30, 2022, the undersigned, Candace I. Palmarozzi, Vice President and Controller of the Company, hereby certifies that, to her knowledge as of the date hereof, the information contained in such attached financial statements and related footnotes fairly presents, in all material respects, the financial condition and results of operations of the Company.

Date: August 8, 2022

/s/ Candace I. Palmarozzi

Candace I. Palmarozzi  
Vice President and Controller