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April 2, 2002

205102



HAND DELIVERY

Honorable Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

ENTERED
Office of the Secretary
APR 02 2002
Part of
Public Record

Dear Secretary Williams:

Enclosed for filing in STB Docket No. 42062, *The Chlorine Institute, Inc.-Protest and Petition for Investigation-Tariff Publications of the Union Pacific Railroad Company*, are an original and ten copies of the Joint Statement to the Board of the Chlorine Institute and the Union Pacific Railroad Company.

Very truly yours,

A handwritten signature in black ink, appearing to read "Paul M. Donovan".

Paul M. Donovan

ENTERED
Office of the Secretary

APR 02 2002

Part of
Public Record

205102

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. 42062



THE CHLORINE INSTITUTE, INC.
-PROTEST AND PETITION FOR INVESTIGATION-
TARIFF PUBLICATIONS OF THE UNION PACIFIC RAILROAD COMPANY

JOINT STATEMENT OF THE CHLORINE INSTITUTE AND
THE UNION PACIFIC RAILROAD COMPANY

In its Decision served October 17, 2001, in Docket No. 42062 and related proceedings, the Board provided for industry-wide negotiations pursuant to the agreement (the "1986 Agreement") prescribed in Investigation of Tank Car Systems, 3 I.C.C.2d 196 (1986), regarding the storage and diversion charge issues raised in the proceedings. The Board directed the parties to provide a written report on the progress of these negotiations by January 16, 2002. On November 5, 2001, the Chlorine Institute, Inc., (the "Institute") and the Union Pacific Railroad Company (the "UP"), along with other named parties and intervenors filed a joint request with the Board asking that the proceedings be held in abeyance for 45 days to enable them to try to resolve amicably the issues without reopening the 1986 Agreement. The Board granted this request on November 20, 2001. The Institute and the UP have voluntarily negotiated a resolution of their dispute and submit this Joint Statement to the Board regarding the results of their negotiations.

UP adopted its new private car storage tariff to help alleviate congestion on its system and to improve asset utilization. Storage charges give UP's customers an incentive to minimize their use of storage. Storage charges also help UP cover the capital costs associated with maintaining track space to hold cars on its lines.

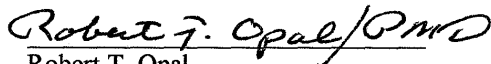
The Institute recognizes that UP must address congestion on its rail system. The Institute is concerned, however, about the effect such charges may have on its members who use private tank cars to ship chlorine, caustic soda or caustic potash on UP's system. The Institute notes that its members that ship and store cars on UP's system are not identically situated and, therefore, the effect of UP's storage charges on individual shippers will differ depending upon the shipper's particular situation. Consequently, the Institute believes the concerns of particular members about the effects of UP's storage charges are best addressed on an individual rather than a collective basis.

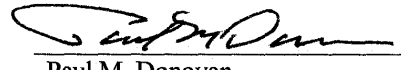
UP agrees that the specific needs of individual shippers are best addressed through direct discussions and, if possible, agreements with individual shippers. UP has agreed, therefore, to establish a system within UP that is specifically dedicated to individual discussions with any of the Institute's members that wish to negotiate individual agreements with UP regarding their storage needs. They will be able to contact a designated UP employee who will be responsible for coordinating such negotiations. This employee will be responsible for gathering the appropriate people from UP's business and marketing groups who have the authority to reach individual shipper agreements. UP is committed to conducting these discussions in good faith, taking into account the circumstances of individual shippers, with the purpose of

alleviating congestion and improving asset utilization on its system, and covering the costs associated with empty car storage.

In exchange for UP's commitment to negotiate in good faith with individual members of the Institute and to establish a process within UP for such negotiations, the Institute has agreed to withdraw its Protest and Request for Investigation in Docket No. 42062.

Respectfully submitted,

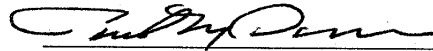

Robert T. Opal
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UNION PACIFIC RAILROAD COMPANY
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Dated: April 1, 2002

CERTIFICATE OF SERVICE

I hereby certify that a copy of the Joint Statement of the Chlorine Institute and the Union Pacific Railroad Company has been served by first class mail on counsel for all parties of record in Docket Nos. 42060, 42061, 42062, 42063 and 42064 this 2nd day of April 2002.



Paul M. Donovan