

Safety Comes First—Every Day, in Every Community



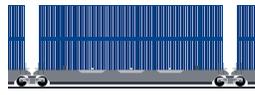
Safety remains our top priority. We're committed to making sure every railroader goes home safe to their family – and protecting our communities.

The Union Pacific-Norfolk Southern combination unites two safety-first cultures and accelerates technologies that reduce incidents and enhance operational precision. The result: a safer, innovative and more resilient coast-to-coast freight network.

Reducing Injuries, Incidents, Highway Congestion, Emissions



Safest way to move goods over land¹



One intermodal train can take 550 trucks off the nation's highways



Railroads have lower employee incidence rates than trucking, airlines, agriculture and construction²



Union Pacific improved injury rates by 23% and derailments by 20%³



Norfolk Southern cut mainline accidents by 40% and reduced overall injuries⁴

Safety You Can Count On

Decades of investment and innovation make rail the safest way to move freight on land. Our focus: protecting people, communities and the future of freight.



Employee Training
Nearly 90 hours of training averaged per employee annually



Smart Technology
Tools that help enhance decisions and lower risk



Community Outreach
10K first responders trained; local communities engaged⁵



Infrastructure Investment
\$5.6B each year to strengthen tracks, trains and crossings⁵



Safer Rail Through Innovation

The combined railroad will expand advanced safety technology to address issues before they become incidents, while also making operations more precise, efficient and reliable.



- Train Builder balances in-train forces for **safer movement**
- NetControl provides real-time data and insights to **safely optimize performance**
- Mobile NX lets employees safely **switch tracks remotely**
- Automated inspections use cameras and sensors to **spot potential issues early**
- Semi-automated equipment enables **safer unloading of rail materials**

Safety isn't just part of what we do – it's who we are. Together, Union Pacific and Norfolk Southern are building a safer, smarter and stronger rail network for employees, customers and communities.



1. "Freight Rail Facts & Figures," Association of American Railroads, accessed Sept. 29, 2025, <https://www.aar.org/wp-content/uploads/2023/04/AAR-Facts-Figures-Fact-Sheet.pdf>.
2. "Freight rail is one of the safest places to work in America," Association of American Railroads, accessed Sept. 29, 2025, <https://www.aar.org/issue/freight-rail-employee-safety/>.
3. "2024 Sustainability Metrics & Frameworks Report," Union Pacific Railroad, last modified May 2025, accessed Aug. 22, 2025, <https://www.up.com/content/dam/upcom/strategy-sustainability/documents/Sustainability%20Metrics%202024%20Final.pdf>.
4. "Norfolk Southern Celebrates 2024 Safety Achievements," Norfolk Southern Corporation, last modified Jan. 25, 2025, accessed Aug. 22, 2025, <https://norfolksouthern.mediaroom.com/Norfolk-Southern-Celebrates-2024-Safety-Achievements>.
5. "Union Pacific and Norfolk Southern to Create America's First Transcontinental Railroad" Union Pacific Railroad and Norfolk Southern Corporation press release, last modified July 29, 2025, accessed Aug. 22, 2025, <https://www.up-nstranscontinental.com/news>



CAUTIONARY NOTE REGARDING FORWARD LOOKING STATEMENTS

Certain statements in this communication are "forward-looking statements" within the meaning of the "safe harbor" provisions of the Private Securities Litigation Reform Act of 1995, as amended. These statements relate to future events or future financial performance and involve known and unknown risks, uncertainties, and other factors that may cause Union Pacific's, Norfolk Southern's or the combined company's actual results, levels of activity, performance, or achievements or those of the railroad industry to be materially different from those expressed or implied by any forward-looking statements. In some cases, forward-looking statements may be identified by the use of words like "may," "will," "could," "would," "should," "expect," "anticipate," "believe," "project," "estimate," "intend," "plan," "pro forma," or any variations or other comparable terminology.

While Union Pacific and Norfolk Southern have based these forward-looking statements on those expectations, assumptions, estimates, beliefs and projections they view as reasonable, such forward-looking statements are only predictions and involve known and unknown risks and uncertainties, many of which involve factors or circumstances that are beyond Union Pacific's, Norfolk Southern's or the combined company's control, including but not limited to, in addition to factors disclosed in Union Pacific's and Norfolk Southern's respective filings with the U.S. Securities and Exchange Commission (the "SEC"): the occurrence of any event, change or other circumstance that could give rise to the right of one or both of the parties to terminate the definitive merger agreement between Union Pacific and Norfolk Southern providing for the acquisition of Norfolk Southern by Union Pacific (the "Transaction"); the risk that potential legal proceedings may be instituted against Union Pacific or Norfolk Southern and result in significant costs of defense, indemnification or liability; the possibility that the Transaction does not close when expected or at all because required Surface Transportation Board or other approvals and other conditions to closing are not received or satisfied on a timely basis or at all (and the risk that such approvals may result in the imposition of conditions that could adversely affect the combined company or the expected benefits of the Transaction); the risk that the combined company will not realize expected benefits, cost savings, accretion, synergies and/or growth from the Transaction, or that such benefits may take longer to realize or be more costly to achieve than expected, including as a result of changes in, or problems arising from, general economic and market conditions, tariffs, interest and exchange rates, monetary policy, laws and regulations and their enforcement, and the degree of competition in the geographic and business areas in which Union Pacific and Norfolk Southern operate; disruption to the parties' businesses as a result of the announcement and pendency of the Transaction; the costs associated with the anticipated length of time of the pendency of the Transaction, including the restrictions contained in the definitive merger agreement on the ability of Union Pacific and Norfolk Southern, respectively, to operate their respective businesses outside the ordinary course during the pendency of the Transaction; the diversion of Union Pacific's and Norfolk Southern's management's attention and time from ongoing business operations and opportunities on merger-related matters; the risk that the integration of each party's operations will be materially delayed or will be more costly or difficult than expected or that the parties are otherwise unable to successfully integrate each party's businesses

into the other's businesses; the possibility that the Transaction may be more expensive to complete than anticipated, including as a result of unexpected factors or events; reputational risk and potential adverse reactions of Union Pacific's or Norfolk Southern's customers, suppliers, employees, labor unions or other business partners, including those resulting from the announcement or completion of the Transaction; the dilution caused by Union Pacific's issuance of additional shares of its common stock in connection with the consummation of the Transaction; the risk of a downgrade of the credit rating of Union Pacific's indebtedness, which could give rise to an obligation to redeem existing indebtedness; a material adverse change in the financial condition of Union Pacific, Norfolk Southern or the combined company; changes in domestic or international economic, political or business conditions, including those impacting the transportation industry (including customers, employees and supply chains); Union Pacific's, Norfolk Southern's and the combined company's ability to successfully implement its respective operational, productivity, and strategic initiatives; a significant adverse event on Union Pacific's or Norfolk Southern's network, including, but not limited to, a mainline accident, discharge of hazardous materials, or climate-related or other network outage; the outcome of claims, litigation, governmental proceedings and investigations involving Union Pacific or Norfolk Southern, including, in the case of Norfolk Southern, those with respect to the Eastern Ohio incident; the nature and extent of Norfolk Southern's environmental remediation obligations with respect to the Eastern Ohio incident; new or additional governmental regulation and/or operational changes resulting from or related to the Eastern Ohio incident; and a cybersecurity incident or other disruption to our technology infrastructure.

This list of important factors is not intended to be exhaustive. These and other important factors, including those discussed under "Risk Factors" in Norfolk Southern's Annual Report on Form 10-K for the year ended December 31, 2025, as filed with the SEC on February 9, 2026 (available at <https://www.sec.gov/ix?doc=/Archives/edgar/data/0000702165/000162828026006268/nsc-20251231.htm>) and Norfolk Southern's subsequent filings with the SEC, Union Pacific's most recent Annual Report on Form 10-K for the year ended December 31, 2025, as filed with the SEC on February 6, 2026 (available at <https://www.sec.gov/ix?doc=/Archives/edgar/data/100885/000010088526000037/unp-20251231.htm>) and Union Pacific's subsequent filings with the SEC, may cause actual results, performance, or achievements to differ materially from those expressed or implied by these forward-looking statements. References to Union Pacific's and Norfolk Southern's website are provided for convenience and, therefore, information on or available through the website is not, and should not be deemed to be, incorporated by reference herein. The forward-looking statements herein are made only as of the date they were first issued, and unless otherwise required by applicable securities laws, Union Pacific and Norfolk Southern disclaims any intention or obligation to update or revise any forward-looking statements, whether as a result of new information, future events, or otherwise, except as may be required by applicable law or regulation.