Basin Electric Power Cooperative Member Systems

Our vision:
Basin Electric Power Cooperative will provide cost-effective wholesale energy along with products and services that support and unite rural America.
Casselton Derailment
Casselton Derailment

Line 2 – GATX 33119
Thermal Tear in less than 20 minutes
Leland Olds Coal Deliveries

• Above the 52 day burn
  – Enhanced crew commitment by BNSF
  – 16 week outage

Both units available for full load next week
Hope to avoid a repeat of last winter
Leland Olds Coal Stockpile

Green line is 650K (52 days burn) target going forward

- Lignite
- PRB/Dry Fork

500K tons = 40 days burn at cruise

At Cruise Rating
- 38 days burn 9/21/13
- 29 days burn 10/30/13
- 19 days burn 12/31/13

9/6 LOS 1 begins 8 wk ovhl
Mid month Sept. BNSF begins enhanced 3rd Crew Service

701,540 tons on 11/24 = 56 days burn at cruise rating
Laramie River Coal Deliveries

• Above a 32 day burn
  – BNSF has increased cars to 125
    • Committed to 3 sets of 138
  – At least one unit has been out for 6 months

All units available for full load next week
Target Level is 900K tons

Nov. 23rd = just under 35 days of full load burn
DGC Product Deliveries

- Dakota Gasification Company
  - 2013 48 percent by rail
  - Co-products include cresylic acid, anhydrous ammonia, tar oil, phenols, naphtha, and urea

- Tar oil
  - We’ve lost $15 million in revenue because we can’t ship product in a timely manner
  - Takes too long for a round trip to Houston (up from 30 days to more than 50 days)
  - Contracted for a $3 million lease on new cars. Rail congestion is forcing us to burn tar oil in our boilers rather than market it because we simply cannot get the product to the customer.
  - 720 railcars behind schedule. We cannot fulfill our contracts with our customers

- Urea
  - New project under construction
  - 40 percent will ship by rail
  - BNSF will no longer allow new railcars to be added to the system
  - If that prohibition continues when the plant is operational, we will have to truck more urea and ship it to fewer destinations
What does this mean to DGC?

• DOT 111 Railcar Retrofits
  – Jacketed Cars
    ▪ 246 cars
  – Non-Jacketed Cars
    ▪ 25 cars

• Railroad Issues
  – Falling short on Tar Oil commitments due to increased trip times
  – Seeing extended trip times for other products
Tar Oil to Bayport, TX
BNSF/KC/UP

Total Railroad Hold

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2013 | 2014
Tar Oil to Bayport, TX
BNSF/KC/UP

Average of Loaded Total
Average of Empty Total

Jul Aug Sep Oct Nov Dec Jan
2013 2014
Cresylic Acid to St Louis, MO
BNSF/STLOU/NS

Average of LoadedTotal
Average of EmptyTotal

Jan | Feb | Mar | Apr | May | Jul | Aug | Sep | Oct | Nov | Jan
2013 | 2014
Phenol to Temiscaming, PQ
BNSF/STPAU/CP

Average of Loaded Total
Average of Empty Total

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 2013
Frannie Lime Plant Operations
Questions