



**Tank Car
Committee
Open Meeting
Docket & Agenda**

**April 15th - 16th, 2026
Nashville, Tennessee**

MEETING SCHEDULE

April 15 th -16 th , 2026	
Nashville, Tennessee	
1:00 PM – 5:00 PM (local time)	Wednesday: Open TCC Session
8:00 AM – 2:00 PM (local time)	Thursday: Open TCC Session

AAR TANK CAR COMMITTEE MEMBERS

Railroads:

Anthony Ippolito (Chairman- 12/21/16)
 Ryan Haskins (Vice-Chair 4/19/23)
 Alvaro Almaguer (10/18/17)
 John Birkmann (1/22/15)
 Damian Guy (10/23/25)
 - (4/15/26)
 Scott Croome (2/23/23)
 JR Gelnar (12/28/16)
 Scott Gould (3/28/24)
 Scott Kuhn (9/21/23)
 Davy Ferguson (10/23/25)
 - (4/15/26)

Affiliation:

Canadian National Railway
 BNSF Railway Company
 Kansas City Southern de México, S.A. de C.V.
 Union Pacific Railroad
 Hazmat Committee Liaison (BNSF)
 Consolidated Rail Corporation
 Railway Association of Canada
 ASLRRRA
 Norfolk Southern Railway
 Canadian Pacific Kansas City
 CSX Transportation
 -

Non-Railroad Shippers:

D. Elliot Apland
 Kevin Flahive
 Craig Jorgenson
 Robyn Kinsley
 N. Scott Murray
 Justin Schultz
 Stoy Taylor

American Petroleum Institute (Consultant)
 The Fertilizer Institute
 The Sulphur Institute
 The Chlorine Institute
 ACC (ExxonMobil Chemical Company)
 The Ethanol Producers
 Southeastern Minerals Traffic Association

Non-Railroad RSI:

Johnathan Schultz
 Amy Hamilton
 Tony Sisto

UTLX
 TRINITY
 GATX

AAR

Ken Dorsey

Association of American Railroads

*Note: (date) next to the names of the committee members represents the starting date of their membership.

MEETING AGENDA

Docket	Subject	Discussant	Action	Proposal Due
	Safety Briefing, Anti-Trust Introductions, Opening Remarks from The Chairman	Dorsey & Ippolito		
T146	Tank Car Committee Meeting Schedule	Dorsey		
New Business				
100-21	New Business	Dorsey		
Regulatory / Research Dockets				
T59.1	Government Regulations	FRA: G. Fairbanks D. Gildea M. Mayday TC S. Singh PHMSA L. Majors A. Wolcott NTSB R. Clatterbuck		
T59	Tank Car Research Program	FRA B. Won TC S. Singh RSI L. Verhey	Attachment	

Active Dockets				
T1.1.4	Procedures for Securing Approval	Zimmerman/ Welch	Proposal/ Attachment	April / 2026
T1.6	Cryogenic Service Equipment Approval and Facility Certification	Nason		April / 2026
T5.31	Review Tank Car Elements in UMLER	Blanton	Attachment	April / 2026
T5.32	Review Tank Car Requirements in the AAR Office and Field Manual	Haskins		April / 2026
10.33	Bottom Skid Performance	Hamilton	Develop a TF and charge	
T31.2.2	Improve fire performance of service equipment and attachments to the tank car	-	Assign a chair	October / 2026
T55.10	Service Trial Requirements	Hamilton		July/ 2026
T79.41.1	Petition DOT on ID Plate for 49 CFR 179.24	Dalske		
T79.42	AAR FRA/TC Audits for Tank Car Committee	Dorsey/ Khalid	Handled by AAR Staff	
T80.22	Incorporation by Reference	Dorsey/ Khalid	Handled by AAR staff	
T88.12	Visual Inspection	Ronzani		July / 2026
T90.39	Rupture Disc Tolerance Requirements	McKisic		
T91.62	Activity Code Technical Approval Process/AQTF	Carriere		
T91.86	Appendix B DOT113/AAR204 Rupture Disc Replacement	Nason		May / 2026
T91.90	Clarification On Subcontracting	Hart		July /2026

T91.96	C6r Modification Requirements	Adams	Consider RFD	
T91.97	Cryogenic Facility Demonstration Requirements (A19C & RLC)	Kjelstrom	Presentation	
T92.22	Optional Reporting Mark	Edmonds		July / 2026
T93.25	Develop Process for granting variance from M-1002 App D requirements	Hamilton	Proposal	April / 2026
T93.27	Vertical Welds	Schults		
T94.32	Operational Platform Clearance	Hart		
T95.26.2	Review of Appendix M Materials for Service Equipment	Nunez	Proposal / Presentation	April / 2026
T100.26	Standardized format for requesting Tank Car information	Dalske	Proposal/ Presentation	
T100.28	Oversized Welds	Evans		
T147	Tank Car Committee Structure and Procedures/ Publication of Appendix P	Dorsey		
Standing Dockets				
T15.1	AAR Circular Letters/EA	Khalid		
T15.9	Equipment Engineering Committee Update	Schultz		
T15.11	Umler Committee Update	-	Assign a chair	
T15.12	CRB/ARB Committee Update	Fimple/ Golden		
T79.36	Locomotive Fuel Tender Initiative	Fore		

T80.4	AAR Hazardous Materials Committee Liaison	Guy		
T80.12	North American N.A.R. Program	Gould	Update TF	
T100.24	AAR Online System Update	Khalid		
Closed Committee Docket				
T100.27	New Business	Dorsey		
T80.24	Umler Integration	-		
T91.87	B-2 Updates to Reflect Changes made on M-1002 Appendix B	Killian		April / 2026
T100.22.2	Service Equipment Component Tracking- All Service Equipment Categories	Zimmerman		July / 2026
T100.23	Auditor Handbook	-		April / 2026
T100.25	Status of Compliance with AAR Component Tracking of Tank Car Service Equipment	Dorsey		July / 2026

Administration

DOCKET T146

TANK CAR COMMITTEE MEETING SCHEDULE

April 2026,

- July 14th- 16th- Executive Meeting – Montreal, Canada (could change)
- October 19th – 22nd Open Meeting- Dallas, Texas

At the October 2025 meeting, dates for July 2026 TCC meeting are still under review.

October 2025 update, dates for upcoming meetings

Year	Dates	Meeting	Location
2026	Jan 20 th - 22 nd	Exec	Options: Atlanta / Arizona
2026	April 14 th – 16 th	TCC	Nashville, Tennessee
2026	July 14 th – 16 th (dates under review)	Exec	Calgary, Canada

At the July 2025 meeting, the following new dates and locations were set for 2025 and 2026 TCC meetings:

Year	Dates	Meeting	Location
2025	Oct 14 th - 16 th	TCC	Addison, Texas
2026	Jan 20 th - 22 nd (Dates under review)	Exec	Options: Atlanta / Arizona
2026	April 14 th – 16 th	TCC	Nashville, Tennessee
2026	July 21 st -23 rd	Exec	Calgary, Canada

At the April 2025 meeting,

- The July meeting will be held in Virginia at the Trans Care headquarters. The October TCC meeting will be held in Addison, Texas.
- Discussed possible TCC meeting locations for 2026 in Arizona, Illinois and Ohio

At the January 2025 meeting

- April TCC meeting will be held in Nashville, Tennessee. The July TCC meeting might be held in DC.
- Staff note: Hotel link for the April Meeting has been sent to TCC members

At the October 2024 meeting,

- Discussed possible TCC meetings in Atlanta at NS HQ for January 2025 and Orlando for April. The current alternative option for the April meeting is Nashville TN.

At the July 2024 meeting,

- Discussed possible locations for meetings in Nashville and Orlando for next year.
- Addison, TX for October 2024

At the April 2024 meeting,

- Discussed possible location for meetings (Salt Lake City, Nashville, Orlando, Irvin, Minneapolis, Vegas)

At the January 2024 meeting,

- April 2024 TCC meeting will be held in Salt Lake City, Utah on the week of the 15th.
- July 2024 TCC meeting will be held in Pueblo, Colorado on the week of the 22nd.
- October 2024 TCC meeting will be held in Addison, Texas on the week of the 21st.
- January 2025 TCC meeting will be held in Jacksonville, Florida on the week of the 20th.

At the October 2023 meeting,

- January 2024 TCC meeting will be held in Roanoke, Virginia.

At the July 2023 meeting,

- October 2023 meeting to take place in Addison, Texas.
- January 2024 meeting- options: Jacksonville, Florida, or the Railinc Facility
- April 2024 meeting- options: Salt Lake City, Utah; Roseville, California
- July 2024 meeting- options: Roanoke, Virginia; Charlotte, North Carolina

At the April 2023 meeting,

- July TCC meeting will take place the week of the 17th to 21st in Omaha, Nebraska

March 2023 teleconference update,

- July TCC Meeting options : Homewood, Montreal and Minneapolis are not available.
- Entertained options Tulsa, Omaha (UP), Fort Worth (BNSF), Roanoke.
- October Meeting 2023 will take place in Addison, Texas
- January Meeting 2024 will take place in Jacksonville, Florida

At the January 2023 meeting, K. Dorsey reported 2023 TCC meeting dates and locations.

- January 24th – 26th – Atlanta -NS headquarters.

- April 18th – 20th -Denver- Westin Denver Downtown
- July 18th- 20th – several locations were discussed (Minneapolis, Montreal, Roanoke, Chicago/ Homewood); no place has been determined.
- October 17th- 19th – Texas- Addison Renaissance hotel

At the October 2022 meeting, K. Dorsey reported 2023 TCC meeting dates and locations.

- January 24th – 26th – Atlanta -NS headquarters.
- April 18th – 20th – Looking into Denver
- July 18th- 20th – TBD

At the July 2022 meeting,

- It was noted that the October TCC meeting will be in Addison, TX. The September meeting will be held in the first week. NS headquarters to be considered for the January 25th and 26th meeting in Atlanta.

At the April 2022 meeting, K. Dorsey reported that the TCC October 2022 meeting will be held in Addison, Texas. Detailed information to be provided on the AAR website.

February 2022 teleconference update,

- K. Dorsey reported that space is available in Addison, Texas for the October 2022 Teleconference. AAR seeks a host member location for the July 2022 meeting (if face-to-face). The April 2022 teleconference will be held in person only at the Omni Hotel in Oklahoma City.

At the January 2022 teleconference meeting, K. Dorsey reported that there is space contracted in Oklahoma City for the April 2022 committee meeting. The committee agreed to hold an in person meeting in April pending any travel restrictions being imposed. There is also an opportunity at the Renaissance in Addison, TX for October 2022 committee meeting.

At the October 2021 meeting, it was reported that no physical meeting is scheduled for April 2022 as of right now. A teleconference meeting will be held in December 2021 and January 2022. The October 2022 meeting will most likely will be in person.

September 2021 teleconference update,

- TCC members attendance October meeting:
 - It was noted that some committee members might not be able to attend to the in person meeting in Addison, TX.
 - AAR staff to try to arrange a virtual meeting for the committee and government members who will not attend the meeting in person.
 - C. Machenberg will not be attending but will have a replacement on his behalf at the meeting.
 - J. Kozey, Transport Canada, J. Vergis, J. Caccamo will not be attending.

- Open meeting structure to be determined with details once AAR knows for sure how many committee members will not be attending. Members to email K. Dorsey.

At the July 2021 teleconference meeting, it was reported that the October meeting will be held in Addison, TX. Covid-19 cases are being monitored by AAR incase this meeting needs to be changed to a webinar instead. AAR policy requires that anyone attending the meeting be fully vaccinated. As of right now, hotel details can be shared with members.

At the April 2021 teleconference meeting, K. Dorsey reported that the October 2021 TCC meeting is planned to be held in person in Addison, TX. The current AAR policy is that anyone attending an AAR sponsored in person meeting needs to be full vaccinated for Covid-19.

March 2021 teleconference update, following were discussed.

- K. Dorsey reported that the April TCC Meeting will be held on Go to Webinar since the platform can hold up to 500 participants. The AAR event calendar will have a RSVP registration for companies to start registering a week before the meeting. AAR staff will approval the list of participants.
- The private session will be held on Wednesday morning, April 21st. The government updates and new business to also be held on Wednesday afternoon. The closed session will take place on Thursday, April 22nd.
- All TF chairs will be requested to send presentations/information a week before the meeting.
- Action item: K. Dorsey to send out an invite the week of the April 12th to set up a practice webinar for the committee. Registration signs up link to be sent to the committee before putting it on the AAR event calendar page.

At the February 2021 teleconference meeting, it was discussed that the April meeting will be planned on a different platform. October 2021 TCC meeting is still booked to take place in person in Addison, TX.

- Action Item: R. Kinsley to provide information from CI's investigation of virtual platforms and procedures for how AAR can manage the meeting with several hundred people since April meeting will need to be executed on a different and bigger platform. AAR staff to send out save the dates on future TCC meetings.

At the October 2020 teleconference meeting,

- Action Item:
 - February 2021 TCC meeting is scheduled as a webinar. AAR staff is unclear about in person meetings till after April 2021. April meeting will also most likely be scheduled as a teleconference.
 - Dates for February 2021 meeting: 3rd and 4th
 - Dates for April 2021 meeting: 21st and 22nd
 - Dates for July 2021 meeting: 21st and 22nd

- Dates for October 2021 meeting: 20th and 21st

At the July 2020 teleconference meeting,

- TCC meetings to be held through a webinar until further notice. A detailed meeting schedule for August, September, and October 2020 TCC meetings to be sent out week before the meeting.
- AAR presumes that April 2021 TCC meeting will be the first in person meeting since the Coronavirus pandemic.

June 2020 teleconference update,

- A webinar will take place on July 22nd and 23rd for the TCC meeting. A detailed meeting schedule will be sent out weeks before the meeting. It was also reported that October TCC meeting will be held through a webinar.

At the April 2020 teleconference meeting,

- A decision on whether the July TCC meeting will be held in Montreal, CA will be decided in late June.

March 2020 teleconference meeting,

- TCC April 2020 meeting is cancelled due to the pandemic. An executive session will be held through a webinar. A schedule will be developed later this month.
- Two options are given to the Tank Car Committee. No decision as to when the meeting will be held has been made as of right now. It appears that the meeting dates may be moved to the first full week in October.

At the January 2020 meeting, the following new dates and locations were set for 2020 TCC meetings:

Year	Dates	Meeting	Location
2020	April 22-23 rd	TCC	Addison, Texas
2020	July 22-23 rd	Exec	Montreal, Canada
2020	October 28-29 th (Dates under review)	TCC	TBD

At the October 2019 meeting, the following dates and locations were set for 2020 TCC meetings:

Year	Dates	Meeting	Location
2020	January 29- 30 th	Exec	Fort Worth, Texas (QAC meeting will also be during this time a joint meeting is scheduled for Friday)
2020	April 22-23 rd	TCC	Addison, TX ??
2020	July 22-23 rd	Exec	Montreal, Canada/K.C.
2020	October 28-29 th (Dates under review)	TCC	TBD

At the July 2019 meeting, dates and locations mentioned below were set for upcoming meetings. The committee agreed to add a town hall meeting on October 15th in Addison, TX.

Year	Dates	Meeting	Location
2019	October 15 th	Townhall	Addison, TX (8 am to 5 pm)
2019	October 16 th -17 th	TCC	Addison, TX
2020	January 29 th - 30 th	Exec	Fort Worth, Texas (QAC meeting will also be during this time. BNSF HQ can be alternate meeting location if no room at QAC venue.
2020	April 22 – 23 rd	TCC	TBD
2020	July 22-23 rd	Exec	Montreal, Canada
2020	October 21-22 nd	TCC	TBD
2021	February 3-4 th	Exec	Jacksonville, FL
2021	April 21-22 nd	TCC	TBD
2021	July 21-22 nd	Exec	Roanoke, Virginia
2021	October 20-21 st	TCC	TBD

❖ Staff Note: Teleconferences will be added by AAR staff.

At the April 2019 meeting, K. Dorsey gave an update to the July 2019 meeting in Chicago. The meeting will be held at the O’Hare Marriott; the October 2019 meeting will be held in Addison, TX at same location as 2018. The committee agreed that the January 2020 meeting will be at CSX/Jacksonville (Jan 23-24).

At the January 2019 meeting, K. Dorsey reported that he will send out calendar invites for monthly calls on the third Thursday of each month with the exception of the months that face-to-face meetings are held.

Year	Dates	Meeting	Location
2019	April 17-18 th	Main	Denver, CO
2019	May 16 th	TCC	Teleconference
2019	June 20 th	TCC	Teleconference
2019	July 24-25 th	TCC	Chicago, IL
2019	August 15 th	TCC	Teleconference
2019	September 19 th	TCC	Teleconference
2019	October 16-17 th	Main	Addison, TX
2019	November 21 st	TCC	Teleconference
2019	December 19 th	TCC	Teleconference

At the October 2018 meeting, the dates of 11/14 and 12/13 were added to the schedule for monthly teleconferences in 4Q18.

Starting with the April 2019 TCC meeting, AAR plans to host learning events / workshops. Depending on public interest, pre-registration may be required. TCC meeting schedule / main session will have to be revised to accommodate this change.

Additionally, it was reported that CSX will host the January 2019 Jacksonville, FL TCC meeting and can host 48 people due to room availability. The 23 TCC voting members, AAR staff, and government representatives noted below are included. Any alternates & guests must submit their names to the TCC chair and Ken Dorsey.

The following are authorized to attend the January and July executive committee: 23 – TCC Voting Members

- 5 – AAR Staff (RG, Bob, Ken, Matt, Alice)
- 5 - Government: FRA – Randy Keltz, Mark Maday, Francisco Gonzalez; PHMSA – Leonard Majors; TC – Shawn Singh
- 4 – Additional Non-Voting Association Representatives (AFPM Rob Benedict, ACC Jeff Sloan, API (TBD), TFI Justin Loucheim)
- 11 – Remaining seats for approved alternates / guests.

Point of Contact:

Name	Company
Dorsey	Association of American Railroads

Purpose of Docket: For executive TCC to decide the schedule for future Tank Car Committee.

New Business

DOCKET T100-21 NEW BUSINESS

April 2026 update,

- Recall of stainless nuts- CPC 1443 was published.
- Discuss
 - Cryo cars specification- W9
 - Typo in Appendix R 24.1.3.3
 - Weld code changes in Railinc and R2 forms
 - Railinc Presentation- project updates

At the January 2026 meeting,

- Mexico Regulations and tracking requirements- it was reported that there is no QR code on the shipments and issues with GPS. A meeting with the government on clarifications is on April 30th.
- Recall of stainless nuts- it was reported that there are reported issues with nuts (1/2" to 1-1/8") marked 6F-WL Provided by Fastenal. Fastenal has issued a recall.
 - Action item: AAR staff to publish a CPC for inspections.

January 2026 update,

- Mexico Regulations and tracking requirements
- Recall of Stainless nuts

At the October 2025 meeting,

- Mexican government is marking and tracking requirements is an attempt to stop the illegal flow of contraband fuels into Mexico.

October 2025 update,

- Discuss new marking and position tracking requirements issued by the Mexican government
- Railinc presentation- 2026 projects and discuss vision for 2027.

At the July 2025 meeting,

- Safety Vent Assembly (MSRP CIII Appendix C, Paragraph 2.3.3.2)
 - FRA discussed the language as stated in the Issued 2014 version in Paragraph 2.3.3.2.2.2 *"The year in which a reclosing pressure relief device is qualified, and the qualification due date must be applied and/or maintained in the location specified on the qualification stencil (Fig. C.5 or Fig. C.9) in letters and numbers at least 1 in. (25.4 mm high). Station stencil of facility applying the device is required."*
 - The language as stated in the Implemented 9/2022 version in Paragraph

2.3.3.2.2.2 *“The year in which a pressure relief device is qualified, and the qualification due date must be applied and/or maintained in the location specified on the qualification stencil (Fig. C.6 or Fig. C.10) in letters and numbers at least 1 in. (25.4 mm high). Station stencil of facility applying the device is required.”* (Note: this is the identical language as stated in the MSRP Section C-III Specification for Tank Cars Specification M-1002 Issue of May 2024)

- The change being the removal of “reclosing” from 2014 to 2022 which would require that the qualification block markings on all cars equipped with a safety vent assembly include station stencil, qualified date, and qualification due date.
- Tank cars equipped with safety vent assembly only contain the required “vent” and “PSI” markings in the qualification block
- Action item: AAR staff to review appendix C, paragraph 2.3.3.2 for clarity.

July 2025 update,

- Tank Car Services Value expansion project presentation by Railinc- improve the usability of the Tank Car Certificate of Construction (TCOC) and Tank Car Integrated Database (TCID) applications.

At the April 2025 meeting,

- Hinged-Bolted Manway Covers- C. Edmonds discussed operational and design criteria of current manway lids. The only requirements for how far a hinged bolted manway have to open past 90 degrees relates to the relationship to the handrail from S-2044. Requests to develop functional criteria where lids don’t fall close or fall on loading equipment.
 - Action item: motion taken to open a docket, seconded and passed. Members to add to the task force- Scott Hart(chair)- GBRX, Daniel Evens- UTLX, Chris Edmonds-ExxonMobil, and Ben Miller- GBRX
- Action items: AAR Staff to develop-
 - A CPC to include the table from the old version of M-1002 with effective dates of service equipment in chapter A. which copy
 - A CPC to clarify the Appendix E requirements for bottom fittings protections that apply to external ball valves

April 2025 update,

- Discuss requirements of Hinged-Bolted Manway Covers.

February teleconference update,

- HM256
 - AAR staff reported that a conversation took place with RSI last week regarding issues such as DCE approval process, shippers’ ability to certify commodities for packages, changes in Interchange rules and approval authority of service

equipment. Comments will be drafted with contributions from other committees.

- Oversized Welds: NTSB recommendation
 - This stems from cars that had head pads torn away from the tank and released products. It was discussed that oversized welds are not mentioned in either Appendix W or AWS D15.1. A taskforce will be developed at the April TCC meeting to discuss how the 85% rule is affected and if mechanical damage to the head changes is more of an issue than weld size.
- Product Compatibility NTSB recommendation
 - The following statement was discussed, a vote to take place at the next TCC meeting, “NTSB Recommendation R-24-20, recommends that AAR “[r]evise the Manual of Standards and Recommended Practices, M-1002, Specifications for Tank Cars, to establish criteria and procedures for manufacturers of tank car service equipment to demonstrate compatibility of pressure relief devices and other Association of American Railroads-approved service equipment with intended loadings.” AAR proposes addressing this recommendation by requiring the shipper to certify or declare that the tank car used for transport is compatible with the commodity being transported. When a shipper uses the certification statement in 49 CFR 172.204(a)(1), the shipper must certify to the following: “This also certifies that the pressure relief devices and other approved service equipment are compatible with the lading(s)”. When a shipper uses the certification statement in 49 CFR 172.204(a)(2), this shipper must declare the following: “I also declare that the pressure relief devices and other approved service equipment are compatible with the lading(s).”
- May 1, 2025, Phase out of Flammable liquids in Canada:
 - AAR discussed further restrictions on flammable liquids in the US and Canada. It was reported that cars need to be cleaned and purged before moving and residue can be moved after the date in the US with an OTMA and Canada to follow similar guidelines. Further restrictions on packing group class 3 will be added for the US.
- OTMA- it was reported that there are still many flaws including incorrect information in the current system. It also takes weeks to get approved, because of this there is a 1/3 production loss.

At the January 2025 meeting,

- Appendix E, section 8.4.5 requirements- it was reported that there was an editorial incident that changed the wording in the book for Ball Valves.
 - Action item: UP motioned to change and fix the verbiage in the book to indicate

ball valves, motion seconded by RSI and passed.

- New docket for Service trial improvements
 - Action item: Motion to open a docket, taken, seconded and passed. This docket will discuss updates and review the process of service trial. Committee to develop a charge and assign a chair at the April meeting.
- Discuss QA conference topics- K. Dorsey has requested suggestions via email.
- 211W5- Action item: draft a CPC to allow requirements of 111W5 to be like 211W5. Motion made by A. Hamilton seconded by RSI and passed.
- Outstanding request from BOE:
 - Consider combining C6r service equipment categories, similar to C6i.
 - Action item: Open a closed docket to review C6r modification requirements. Develop a proposal and present it to the committee.
 - Review of B89/RLJ requirement- address facilities that don't do jacket welding.
 - Address A19C & RLC minimum demonstration requirements for Cryogenic facilities.
 - Update to IIR regarding denial of activity code: to avoid incorrect information in the M-1002 registry, IIRX will have 14 day period programmed following any denial to ensure compliance with the specification as indicated in the following excerpt.

4.10.3 If certification is denied, the AAR will provide formal written notice to the facility of that decision. The facility will be given a set date of denial of certification **14 calendar days** from the date of the formal written notification. The facility may choose one of the following options:

4.10.3.1 Take no action, certification is automatically denied **after the 14 day period**.

4.10.3.2 The facility may submit a request for reconsideration in accordance with paragraph 4.11 within those 14 days. After the 14 day no request for reconsideration can be submitted.

4.10.3.3 If the facility elects to apply for certification, certification is automatically denied after the 14 day period. The facility must notify AAR so the facility's online account can permit the reapplication.

- Proposed addition to Appendix B regarding timeframe since last audit. This is to avoid facilities that are hung up in ballot or in application to add AC's having an extended period with no audit.
 - Action item: Motion to accept, taken by RSI, seconded by TSI and passed.

January 2025 update,

- Appendix E, section 8.4.5 requirements.
- Do we want a new docket for Service trial improvements.
- Discuss QA conference topics

At the October 2024 meeting, COD

October 2024 update,

- Discuss the issue identified with the ability to adequately perform a volumetric inspection of a stainless-steel weld. ASME has published an article (ASME V Article 4 T-451).
- Railinc presentation on Umler Integration, VRV TAG status and Component tracking data

August 2024 teleconference update,

- It was reported that FRA revised the handling of hazmat material on HMII. Non accident release. 1059 B status any car that has leaked requires requalification or movement under an OTMA. Members were asked to discuss any issues this policy is causing for future discussion.
- RSI safety project is discussing taking the TCC docket fire performance of service equipment and open the NTSB recommendation from Oaklaunion TX, of 85% rule (peel formula) as potential research projects.
- Action item: Add to the charge to the docket requesting a rulemaking to DOT and TC to modify the requirements for ID plates—proposal; investigate and make a proposal for the depth of markings on the ID plate.

At the July 2024 meeting,

- TCC chairmanship- J. Birkman will be the chairman for another year with A. Ippolito as the vice chair.
- Discussed SRV serial numbers and dates.
- Action item: AAR to clarify NTSB recommendations by setting a meeting

July 2024 Update,

- Discuss NTSB recommendations
- Discuss path forward on TCC chairmanship
- Discuss Service Trial docket T55- taskforce

June 2024 teleconference update,

- Discussed NTSB recommendations- The NTSB will be discussing the recommendations with the industry on the 26th of June. The meeting that NTSB scheduled with the AAR on the 20th of June, was cancelled.
- Discussed Service Trial expectations -Chairman would like to develop a taskforce under docket T55 to discuss service trial expectations and alternative conditional approval process. The committee discussed concerns over equipment tracking and alternate speed testing to expedite the 3 year service trials.
- TCC will hold an executive session after the public meetings.
 - RSI would be welcome except for at potential private discussions. 3 voting members to be allowed in the meeting.

At the April 2024 meeting,

- TCC leadership discussed the following topics:
 - Industry discussion on opening a docket
 - Provide request for new business with documentation (safety concern, regulation proposal, benefits to the industry, numbers, proposed charge, and who will be task force chair) no later than 2 weeks prior to the meeting.

- Any recent safety concerns may be brought to the TCC during the meeting to be discussed as industry awareness.
- Industry discussion on service equipment approvals
 - Reducing the backlog on approvals by working on ballots at monthly calls. Service equipment is just as important as a new docket for a reg change.
 - Make sure the information provided is correct (contact, Dwg, Revisions) some have been in the queue for a few months.
- Industry discussion of service trials
 - Service trials have a 3 year timeline including the teardown.
 - Only approved quantities may be placed on cars.
 - Have a customer ready to place on cars before application is approved.
 - Contact information is required to be updated by the company.
 - 2 Updates to the TCC required per year. TCC is no longer going to track down services trial updates.
 - The TCC is willing to work with proponents that are showing progress, providing updates, responding to TCC in timely manner
- Industry discussion on asking for variance to M-1002.
 - The TCC is requesting that the proponent provide proper documentation to show that the request is equivalent or better than the current standard. Emphasis on “improved safety” as there is no benefit to the industry to grant a variance that is has a lower safety and reliability.
 - Documentation required may be greater than what was required in the standard. Examples include but not limited to drawings, ref approvals, engineering calcs, statistical analysis, current reliability, facilities involved, car numbers, loads and miles, reports of defects or failures, current plan along with new proposed plan, target completion date, reason for request.
- Industry discussion on marking of converted Tank Cars. How to properly mark the cars and proper documentation.
- Industry discussion on Documentation Required on owning a tank Car
 - Documentation required at the sale of the car
 - Documentation on service reliability of service equipment
 - Ref T100.26 requesting information from car owner.
- CPC- 1401 comments from ExxonMobil were discussed along with the acceptance criteria for welds and certification of welders.
- K. Dorsey discussed CPC -1420 extension; Appendix W will be enforced as published but the original can be used 4 months from the date of the CPC. BOE auditors will still record deviations from the new appendix W as a non-compliance and the facility will still require an AAFR for the findings.
- Service Trials 30 day extension request letters were sent out to the industry that have expired service trials.
 - Industry was asked to ensure documents were up to date along with correct contact information.

- Letters will be sent to what is on file.
- Discuss A19- A20 activity codes - A19 manufacturer of tank cars A20 is manufacturer of freight cars. A20 and B74 are issued by the EEC. S240 is referenced in M-1002 paragraph 2.4. The new verbiage from the EEC :

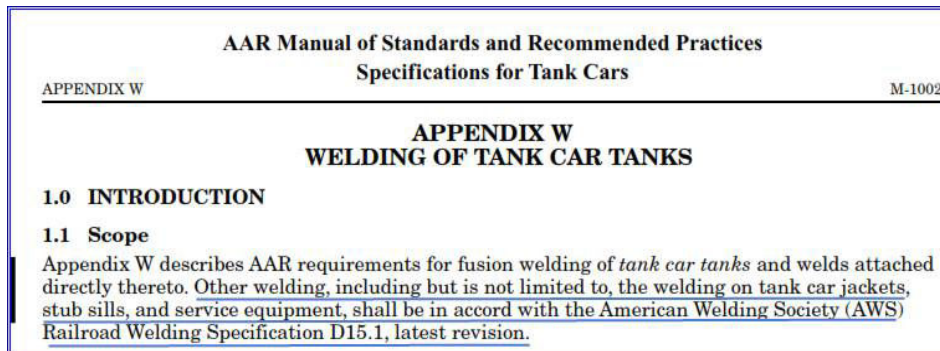
1.2 The process of applying for certification is fully described in this standard and is to be followed by applicants wishing to get recognized car building status to one or more of the following activities (reference the *Manual of Standards and Recommended Practices*, Section J, Specification M-1003, Appendix A):

- ~~A19—Manufacturer of Tank Cars~~
- A20—Manufacturer of Freight Cars including Tank Cars
- A22—Manufacturer of Freight Car Major Subassemblies
- B73—Freight Car Assembler including Tank Cars
- ~~B78—Assembler of Tank Cars~~

- Action item: TCC has asked the EEC liaison that “Including Tank Cars” in A20 needs to be changed as it may be misinterpreted.

April 2024 update,

- Discuss CPC-1401 appendix W comments from ExxonMobil- Chapter 1 defines the “flange” as part of the Tank Car Tank, as well as “all welds joining them”. This definition then includes the fittings housing Lugs & Security Pin Lugs welds to the outer “flange” of welded pressure plates, even though this weld is well outside the pressure retaining portion of the Tank. This creates a situation where cars must be Home Shopped to an authorized Tank Car Tank Repair Facility to perform a non-critical weld.



- Does the underlined sentence in App. W section 1.1 Scope allow D15.1 welding for ‘non-pressure retaining portion of the tank car tank’, (eg... fittings housing hinges/ securement lugs, etc....)?
 - This scenario has been asked for by a number of MRU service providers, causing delays, and in lieu of clarity results in costly full-service shop trips vs. being able to make these repairs in the field.
- Discuss CPC-1420 extension.
- Bottom outlet valves:
 - Operating Mechanism- Adaptor outside of the protective skid
 - Submitting an alternative design- Drawings, Engineering
 - Fitting arrangements to be reviewed by committee.
- Tank Car Conversion

- Service Trial due dates and update requirements.
- Discuss A19- A20 activity code

March 2024 teleconference update,

- Vote in new TCC members:
 - Action item: Motion was taken to accept Scott Gould as the new NS representative and AD McKisic as the RSI representative, motion taken by CSX, seconded by ACC, and passed.
- QA conference update- J. McCan and K. Dorsey discussed the update provided at the QA conference. They informed the committee about ongoing initiatives, standards, and the priorities of the Tank Car Committee along with specific railroad issues and NARs.
- A19- A20 Activity codes
 - S2034 was attached to the backgrounds.
 - Action item: AAR staff to discuss with EEC regarding the removal of the recent addition of “ to include Tank Car”.
- M1003 publication
 - It was reported that the final wording on the multiple location is being developed and will be sent to the tech writer to be included in the republication.
- RSI request for time to comply with Appendix W
 - CPC 1401 (9/6/22), CPC 1420 (2/12/24) are attached to the backgrounds. RSI granted CPC 1420 comment extension for 33 comments. RSI Weld Engineer guest was present during TCC comment review.
 - RSI requested that the implementation date be changed.
 - Action item: AAR staff to develop a CPC stating that appendix W will be enforced as published but the original can be used 4 months after the republishing.

At the January 2024 meeting,

- Republication update- It was reported that final actions of appendix W and V will be published in February. A ballot will be sent before the M-1002 is published. After the republication Chapter 1, appendix T/D and M will be worked on with the charges that weren't completed.
- Handles for bottom outlet valves- it was discussed that there are currently no standards in the M-1002. As of July 2024, the handles will either have to be removed or disengaged, unless fully protected by skidd.
- A new docket on Induction heating used for local stress relief to be opened. Larry Stroude- FRA to be added to the TF.

January 2024 update,

- Discuss handles for bottom outlet valves.

At the October 2023 meeting,

- Salco pressure plate service- CPC-1411 issued. Limits interchange to 90 days for loaded cars being offered and 120 days for empty cars being offered for the removal of certain polymer coated plates from service.
- Midland 720 valve extension criteria (CPC-1335)- committee extended the compliance date to the end of 2028. Valves must be replaced or updated to new design by next qualification or next full-service shopping event where cleaning can be performed not to exceed 10 years from the original CPC. The extension does not apply to PIH, IH, VCM and butadiene cars.
- Publication of M-1002 update- three circulars were issued. Appendix V, W and update to definitions for chapter 1. When comments are addressed then M-1002 will be published.
- TCC chairman discussed Task Force date requirements- All outstanding dockets over a year old will receive a 12 month due date. All new dockets will receive a 24 month max due date unless altered by the committee. TF may ask for an extension if they are reporting quarterly to the TCC, and progress is being made. TCC would vote on this extension. At the time of the due date the TCC may terminate the TF. This due date on TF was proposed to keep TF work progressing. As we have many TF that are going on a few years without updates.
 - Action item: Motion made by RSI, seconded by BNSF, and passed. AAR staff to send out docket due dates to TF chairs.

September 2023 teleconference update,

- Re-tanking issue
 - The committee discussed opening two dockets.
 - Docket #1
 - Action item: Charge- "Aline TP-14877, 49 CFR part 179 and MSRP to include guidance on retanked Tanked cars.
 - Tf chair- Ben miller, Ken Dorsey, Dan Welch
 - Motion was taken by ACC, seconded by Clay P, and passed.
 - Docket #2
 - Action item: Charge- "Address Umler A298 and A183 instructions to accommodate retanked cars. Contact UTC".
 - TF members- Ken Dorsey, AD McKisic, Dan Welch, Ben Miller
 - Motion was taken by UP, seconded by RSI and passed.
- Discuss marking of bottom outlet valves with fitting protections
 - Unable to find information on BOV protected by protection during an NAR. A possible solution is component tracking although 5800 (has issues) and 7.1 process. Having car numbers is a critical piece of information. The Hazmat committee is working on a standard way to record car number data.
 - Action item: AAR staff to ask for an update for DOT on 5800 update from the Hazmat committee.

- Discuss Rail worthiness CPC.
 - Action item: AAR to draft a simplified CPC to update movement guidance to RWD cars. Update to be run past DOT and TCC. To be complete by Wednesday, 27th of September.
- Information on Salco pressure plate service
 - It was reported that information on the service pressure plates was provided, and the committee is currently only away of HCL.
- Discuss TCC Meeting locations.
 - The following potential location were discussed:
 - January 2024 – CSX Jacksonville, NS Roanoke, MXV Pueblo, Railinc/Rego Charlotte NC, Alexandria LA
 - April 2024 – Houston near Intercontinental, Minneapolis, Salt Lake City, Pueblo, Orlando
 - July 2024 – Calgary, Minneapolis, C Springs Double Tree, St Charles, Mt Laurel
 - October 2024 - Houston near Intercontinental, Salt Lake, Pueblo, Orlando
- CPKC- change their voting member.
 - Scott Kuhn M Clay was voted in.
 - Motion taken by Clay P, seconded by ACC, and passed.

August 2023 teleconference update,


- Railworthiness Directory:
 - Late July, FRA issued a rail worthiness directive to SMBC. FRA found that SMBC owned DOT 111 general purpose tank cars, equipped with SMBC owned rubber linings are in a non-compliant state and are in an unknown safety condition that could result in the release of hazardous materials in transportation.
 - FRA stated “Applicants wanting to move tank cars under the SMBC RWD should choose the OTMA 3 Defect Category known as “SMBC Railworthiness Directive” then choose Defect No. 18: Railworthiness Directive No. 2023-01: Railworthiness Directive for Certain Railroad Tank Cars Owned by Sumitomo Mitsui Banking Corporation Rail Services (SMBC) and Equipped With SMBC-owned Rubber Linings. This condition applies to tank cars that are covered by the railworthiness directive, and includes cleaned and purged, residue and tank cars that were loaded and offered for transportation prior to August 2, 2023. No loaded tank cars may be offered for transportation after August 2, 2023”.
 - Based on the details provided, AAR staff published a CPC and an EA with 2 supplements with the list of cars provided from the FRA.
 - During the call it was also discussed that currently there is no way to attach an OTMA to the DDCT system.
- Re-tank issue:
 - During the July meeting, it was discussed that re-tank cars should be considered

as new construction rather than a modification since no part of the original tank car tank and underframes are in use therefore the cars structure and tank are not accurately represented by keeping the EINN number and built date of the car that the components were originally assigned to. The COC shown in Umler should represent the manufacture for the specification package that is in transportation.

- Action item: AAR staff to publish a CPC that states that when a Re-tanking modification is being done the re-tanking COC should be listed in Umler. Motion made by RSI, seconded by ACC, and passed.
- RSI discussed the following topics sent:
 - Definition of Tank Car Owner (Chapter 1)
 - The current version of C-III defines the *Tank car owner* as (Implemented 2018 CPC-1338): “The party responsible for the continued qualification and maintenance of the tank car whose primary reporting mark is identified in the Equipment Management Information System (Umler) element **UMOW**.”
 - RSI believes this definition is incorrect because it is inconsistent with the historic understanding of the term, DOT regulations, other AAR interchange rules, and potentially with itself and the correct definition should revert to the 2014 definition: “The owner of the reporting mark stenciled on the car. Where multiple owners exist under one reporting mark, the Owner’s Mark field in UMLER is to be used.”
 - Internal Inconsistency:
 - “The party responsible for the continued qualification and maintenance of the tank car” could, and possibly should, refer to Umler field MNPT (Maintenance Party).
 - Per the Umler manual, Maintenance Party means “[t]he parent reporting mark of the company responsible for the maintenance and repairs of the equipment.”
 - AAR Interchange Rules:
 - “The Office Manual Rule B.12. Car owners equal the car mark owner.
 - Office Manual Rule 1.4.a. Ownership Information: In the application of all Rules contained in this Manual, cars shall be treated as belonging to companies or individuals whose reporting marks are stenciled on the car.
 - C-III 2000 (Incorporated by reference) Appendix C 3.3.4.2 : The reporting mark assigned by the AAR must be stenciled as shown on car sides and ends.
 - C-III 2014-Chapter 1.2 Definitions: Tank car owner - The owner of the reporting mark stenciled on the car. Where multiple owners

exist under one reporting mark, the Owner’s Mark field in UMLER is to be used.

- C-III Current- Appendix C: 3.3.4.2 The reporting mark assigned by the AAR must be stenciled as shown in Fig. C.4 on car sides and ends.
- **Action item:** AAR staff to open a docket titled, “ Review definition of car owner”, with the charge to be “review definition of tank car owner in appendix B”. TF members to be B. Miller, K. Dorsey, R. Haskin. Motion made by ACC, seconded by BNSF, and passed.
- Appendix E Implementation Dates
 - Current CPC-1406 version states January 1, 2024, in 8.0 & 8.4: This needs to be updated to align with the TCC minutes from April 2023 (Handle through comments)



ASSOCIATION OF
AMERICAN RAILROADS

DOCKET T10.31

PERFORMANCE OF BOTTOM FITTING PROTECTION SYSTEM

At the April 2023 meeting,

- Pending tech writer
- **Action item:** Implement date will be 12 months from when the CPC is issued. Motion was taken by SMBC, seconded by Clay P and passed.

At the January 2023 meeting,

- Pending tech writer final pdf.
- Charge 1 and 2 are pending implemented CPC-1406

- **Action item:** AAR staff to change the implementation date to July 1st, 2024, to align as stated in the minutes.
- CPC-1335 (Midland Manufacturing 720 Series Valve Modification and Replacement) Compliance date of July 1, 2024
 - RSI Members discussed the compliance date outlined in CPC-1335. The following is joint RSI supporting data.

	Total
Cars Covered by CPC-1335	41802
Cars Modified per CPC-1335	21306
Cars Remaining to be Modified per CPC-1335	20496
NAR's Reported Since Issue of CPC-1335 for Self Actuation	0
OTMA's Since CPC-1335 for Self Actuation	0

- Progress
 - Issued in July 2018, 5-year progress is the mid-point for typical SE Qual Due dates, typically on a 10 yr. cycle.
- Challenges

- Pursuing cars in the field is very difficult due to off sites not set up for purge / clean, pressure supply for bubble leak test is not readily available and extreme caution to work off-site (mobile units).
- In 2020, unforeseen events of labor shortage, supply chain issue and capacity at facilities directly affected by the pandemic.
- Pressure cars are typically at high utilization rates and negatively affect commerce when taken out of service.
- Upcoming Qual bubble cannot accommodate an increase of throughput.
- Possible Solution
 - Allow cars to continue in service with a compliance date of 2028 and monitor % completion through UMLER qual date field.
 - Action item: A docket to be opened with a request that RSI provide more data to TCC that includes NARS to help make a decision. Docket title to be “Compliance date extension for CPC 1335.” Motion made by UP and seconded by and passed. RSI members to be discussants.

At the July 2023 meeting, the following topics were discussed:

- Greenbrier- clarification of the use of subcontracting
 - Action item: open a docket on the clarification on the term “subcontracting” as used in the current version of Appendix B. There is a question concerning the need to use a B-1 form as a subcontractor for certified facilities. TF chair- B. Miller.
- Appropriate COC entry in Umler for re-tanked cars
 - It was discussed that EEC requires some cars to keep their original built date even after installation of new stub sills. Only the original COCs, not the updated information, is provided in Umler. More information regarding re-tank to come from DOT/TC.
- New member of CPKC
 - Action item: motion to approve Carol Zyu as the representative for the merged railroad company CPKC. Motion taken by Up, seconded by BNSF and passed.

July 2023 update,

- Appendix D discussion
- PHMSA ANPRM
- Greenbrier- clarification of the use of subcontracting
- Discussion on the timeline of the republication
- Appropriate COC entry in Umler for re-tanked cars

At the April 2023 meeting,

- ExxonMobil- Top reporting marks and reporting marks qualification and Nozzle issue
 - Action item: Motion was made to open a docket. Charge to be, “Determine if there should be exceptions to maintaining optional reporting marks on tank cars.” Title to be, “Optional reporting marks.” Proposal due in October 2023. Motion made by API, seconded by CI, and passed. TF chair- C. Edmonds. TF members- R. Kinsley-CI, K. Dorsey, E. Apland- API and B. Miller- GBRX
- Greenbrier- requesting a clarification of the use of subcontracting in the latest revision of Appendix B.
 - Action item: Committee to review this topic and changes that need to be made to the language in appendix B.
- J. Perez discussed the anti-draft proposal for the 2018 CPC 1385 on removing or rebuilding angle valves. The RSI members request that TCC revisit and extend the compliance date of July 1st, 2024.
 - Action item: RSI to provide failure rate data for the committee to consider the request for the extension.
- J. Perez discussed Education heating- A request was made to open a docket on Education heating technology.
 - Action item: Documentation will be submitted to the committee for consideration.

April 2023 update,

- Discussed the May 1, 2023, and July 1, 2023, phase out of certain DOT111 cars in flammable liquid service.
 - Attachment: product list developed by the Hazmat Committee
- ExxonMobil discussion on Top Reporting Marks and Reporting Marks Qualification Decal- Discuss the top reporting mark maintenance and car marks on or near the qualification stencil.
- ExxonMobil- Nozzle issue
 - Attachment: Appendix W pressure retaining boundary, CPC 1401 comment-welding.
- Greenbrier- requesting a clarification of the use of subcontracting in the latest revision of Appendix B.

March 2023 teleconference update,

- ExxonMobil discussion on Top Reporting Marks and Reporting Marks Qualification Decal
 - Committee discussed top reporting mark maintenance.
 - Action item: AAR Staff to discuss DOT and TC the agencies perspective on allowing the cars to run to next shop faded or illegible top marks.
 - A request to position car marks in or near the qualification stencil.
 - Action item: Reporting mark is required on or near stencil to be held over as new business for April 2023.
 - Also requested that the 2” Composition Shoe marking requirement be removed

or made optional.

- Action item: Members to poll their groups to determine the extent (number of findings) of the issue. S-910 alignment work needs to be accomplished after M-1002 is published.
- Appendix Tech writing update
 - MXV has a tech writer that has begun work on the publication of the remaining CPCs. Work is being progressed. CPC 1403 and CPC 1404 need to be implemented.

February 2023 teleconference update,

- Discuss issue 1 from January 2023 conference call- process on how to request for car information. New docket, "Standardized format for requesting Tank car information" (100.26). Proposal by April 2023.
 - R. Dalske reported that a strawman has been developed to socialize with stakeholders.
- Discuss the status of the CPC for appendix B paragraph 3.2.5.26 "Facility boundaries" Status of CPC.
 - Action item: CPC to be forwarded to tec- writer for publication for comment. Staff to discuss publication priorities with MXV for CPC's
- Discussed the May 1, 2023, and July 1, 2023, phase out of certain DOT111 cars in flammable liquid service.
 - Action item: AAR to distribute effected product list developed by the Hazmat Committee to the TCC

At the January 2023 meeting,

- Item 1: J. Caccamo discussed the process to request car information. RSI mentioned that there is currently a system in which you have to contact the car owner and attempt through Umler and Ask Rail. Suggestions were made on how to make the process easier such as industry wide awareness or RSI reminding their members to provide information when needed and also mentioning approval conditions under chapter 1.
 - Action item- Motion to open a docket, taken by UP, seconded by RSI and passed. Docket to be placed under active dockets. A rough proposal to be provided by April 2023 meeting.
 - Charge- "determine a formal process for attaining approvals and applicable drawings for Tank cars requiring maintenance".
 - TF members to be added- S. Murray, J. Caccamo, Chair- R. Dalske
- Item 2: discussion of conversion of legacy non I cars to H cars. Currently there is no path forward on how to convert these cars.
- Item 3: discuss procedures on how to review auditor handbook annually.
- Item 4: change to made appendix b due to situations encountered during audits.

- ~~Appendix B 3.1.5.26~~ (new number to be determined)- A tank car facility with activity code A19, B78, C4A or C4M may have operations at more than one geographical location if;
 - Located within a 10 mile radius of the station stencil address.
 - Operating under a single station stencil
 - Using the same quality assurance program with a single production inspection and test plan for that activity.
 - Managed under a common organizational structure.
 - An auditor is able to observe all minimum demonstrations for that activity during a single audit.
 - Action item: Motion to add language to appendix b paragraph 3.1.5.26 was taken by CN, seconded by TFI, and passed. AAR staff to issue a CPC.

January 2023 update,

- Vote in new RAC Member, Scott Croome, which will be replacing Andy Ash as a committee member.

December 2022 teleconference update,

- Chapter 1 edits on the 4-2 process for DOT 113 process
 - M. Forister discussed the appendix C and standards of DOT 113. M. Forister presented some writing that was developed for new class AAR 204, AAR 206W, DOT 113 and DOT 115 tank cars. This was shown to be discussed with the committee. A proposal was presented, making an official format, attempt to get a circular and out for comment.
 - Action item: Motion made for a CPC soliciting industry for comment. 30 day comment period. Motion taken by CP, seconded by BNSF, and passed.
- Create Interim process via CPC for DOT 113, based on chapter 1 edits going out for comment.
 - Action item: Motion made, seconded, and passed to have AAR issue a CPC soliciting industry comment on chapter 1 and appendix C proposal final edits approved during the meeting. AAR staff to issue CPC for chapter 1 and Appendix C
- DOT 113 Service Equipment approvals
 - K. Dorsey discussed that due to decreased number of cryogenic cars in the industry, there were no service equipment approval requirements in the standards or regulations, cryo cars just need to have manufacturing facility approval.
 - Interchange rules currently do not have car valve for Cryo equipment, but rules are in the process of being developed and attempting to get the Cryo service equipment manufacturers, fully complaint with the interchange rules.
 - Would like the TCC to set a deadline for this work to be completed.
 - Action item: motion made, seconded, and passed to issue CPC notification to

industry on cryogenic service equipment manufacturers to come into compliance with both the approval process in Chapter 1 of M-1002 and facility certification in compliance with M-1002 appendix b. The cryogenic service equipment manufacturing must come into compliance with chapter 1 and appendix B by July 1, 2024. AAR staff to issue CPC notice by the January 2023 TCC meeting.

At the October 2022 meeting,

- Request to evaluate the use of fixtures to demonstrate B89. Executive Committee teleconference to be scheduled to discuss.
- COC obtainment questions and alteration questions from FRA- How to obtain the COC as a railroad carrier.
- Suspicious packages on tank cars- J. Birkmann discussed 2 instances in the filed with this issue and the importance requirements for tank cars regarding remote monitoring equipment approval requirements.
- Resale of service equipment of valve bodies- M. Forister reported that a company is reselling service equipment. It was noted using third party sourced valve bodies in not permitted.

October 2022 update,

- Request to evaluate the use of fixtures to demonstrate B89.

At the July 2022 meeting, no new business was reported.

June 2022 teleconference update,

- Industry Gaging Issue DOT findings-
 - It was reported that DOT is examining magnetic gauging rods and their specific gravity. DOT is taking exception if the gauging rod does not match the product. Members can either change the gauging rod or remove the device to resolve this issue.
 - Action item: AAR to reach out to the committee members to set up a call to discuss this issue. A meeting to be scheduled with DOT afterwards.

At the April 2022 meeting, no new business was reported.

March 2022 teleconference update,

- K. Dorsey noted that the April TCC meeting will be in Oklahoma City, Oklahoma. CSX has offered Jacksonville, Florida headquarters for the July 2022 TCC meeting. NS requested that AAR consider Atlanta for the January 2023 TCC meeting.
- Handling of CPC-1381 comments:
 - M. Forister went through the CPC comments with the committee.
 - Action item: Motion made by BNSF to accept the recommendations from staff as presented and for commentors to be notified as reported, motion seconded by CP and passed.

- AQTF
 - Action item: AAR to open a docket to track progress, title of the docket to be as mentioned in step 1a of the background document, b. Seibold to be the discussant.

At the January 2022 teleconference update,

- Compatibility of gaskets on transporting flammable liquid
 - TCC committee docket only
 - Action item: Motion made by CP and WELWY seconded to open a TF on this docket. Title, “Investigate the use of heat resist, gasket, connection type & service equipment”. Charge, “Investigate the use of heat resist gaskets, connection type, and service equipment on tanks transporting flammable liquids. Determine achievable performance criteria for use in transportation. Lean on DOT research.” TF Members: Kelly, Elliot, Brady (Chair), Dorsey, Birkmann, Vergis, Gonzales.
 - 904 Stainless- used as material on a valve, not in the standards.
 - Being selected for corrosion resistance reasons
 - Committee requests a revision application be submitted for review
 - TCID data entries
 - TCID data dependency manual reconciled against the TCID form used to enter the data.
 - Create a task group to review the data dependency manual against the TCID form and against the prior documents to which it was created for consistency.
 - Action item: Motion to open a docket made by BNSF, seconded by UP and passed. Title, “TCID Specifications Manual Updates”. Charge, “ Review and update the TCID data specification manual and AAR TCID-1 Data Collection Template and align both with respect to language, usage, and intent under the earlier R-1, R-2 and SS-3 reporting structures”. TF Members: Rader (chair), Dorsey, Schultz, Perez, Dalske
 - Add another standing docket on TCID

December 2021 teleconference update,

- TCC input into Auditor Training & Shipper Discussion TCC Direction
 - It was noted that audits are conducted however there are problems with the length of time it takes to get the audits to the committee for ballot and quality of reports. TTCI is working on the IIRX system to develop a plan to improve the auditing program and improve the reporting.
 - Action item: B. Siebold, P. Williams and J. Kozey volunteer to serve on the MC- TF to address whether delegated authority should be given back to DOT.
 - Action item: Develop a TF for auditor training and certification that will include updating the auditor handbook, training requirements and BOE auditor certification test. Members to be added to the TF, R. Kinsley, P. Williams, S. Taylor, J. Killian, K. Carriere and K. Dorsey.

- J. Rader- TCID Data
 - J. Rader noted that there are inconsistencies on who should sign the TCID reports. In past the paper R-1 had allowance for two signatures. Appendix R suggest should be the owner sending the report, but J. Rader suggested it should be the person submitting the report.
 - Action item: J. Rader to submit a request to the TCC to change the TCID manual to clarify what signatures are required to submit a report.
- TCC Review of Appendix B to reflect the new publication of M-1003
 - Review the responses to TCC comments the proposed revisions to M-1003
 - It was noted that some comments were accepted and some raised concern. A disconnect between QAC inspection test plans and M-1003 modifications not to require ISPs was discussed. M-1003 is not published yet therefore more discussions will take place once that has happened.
- Discussion Evans built Tank car Hand Brake Supports –
 - About 800 cars are affected. K. Dorsey displayed some photos, and it was discussed that jackets will need to be removed to inspect these cars.
 - Action item: AAR staff to develop an equipment notice for a focused inspection on these cars using an appropriate inspection method.

At the October 2021 meeting, no new business was reported.

September 2021 teleconference update,

- TCC comments to proposed M-1003:
 - M. Forister and B. Siebold went over the responses to the changes that were made to the M-1003. The format of the comments was decided before sending them to the QAC.
 - Action item: Motion was made to have the proposed comments consolidated and forwarded to the QAC. Motion made by WLERWY, seconded by RSI, and passed.
- HM219 discussion:
 - J. Byrne reported that no agreement has been made within the group regarding the qualifications of eligibility. A discussion over features of concerns such as stub sill design, load requirements and mechanical requirements was held.
 - Action item: J. Byrne to facilitate a proposal from the RSI members in terms of types of design features being eligible for retrofits HM219C. Proposal to include mechanical requirements.

August 2021 teleconference update,

- TCC comments to proposed M-1003:
 - K. Dorsey noted that the proposed revision circulated as a 30-day time was given. Improvements were made but certain sections such as 2.5.2, 3.2.3 were discussed by the committee.
 - Action item: List of questions to be compiled by TCC for the QAC to help clarify

changes made, such as certain requirements removed/edited and how will they affect the approval process for activity code. Discuss an extension of the comment period by 30 days.

- HM219 discussion:
 - An updated presentation was discussed by J. Byrne and J. Rader. RSI believes there to be approximately 2,100 cars built just prior to CPC-1187 that would qualify for retrofit and meet HM-246 final rule. Railroads have concerns with “open-endedness” of potential retrofit cars built prior to 2009. Discussion took place around an interchange rule to provide bounds to retrofit (underframe design, fatigue mileage, known tank/nozzle issues).
 - Action item: J. Byrne to gather RSI and shipper members to discuss retrofit eligibility of cars and provide TCC with details/description of the 2,100 cars likely to be considered for “retrofit”.

At the July 2021 teleconference meeting,

- Component tracking for pressure relief valves were discussed. M. Forister has been working on approval labels, it was reported that some facilities are waiting last minute to submit their data and putting other station stencils in their forms. Some issues on the Railinc side were discussed such as label size and company ids. Label size issue was found during initial submittals, about 90 facilities were processed and 20-25 are waiting for resubmittals. Only C-6 and C-6R facilities can do the installations.
- Action items: Motion to open a new docket for Appendix C of M-1002 to track EEC Marking Reduction Effort. This will be managed by the TCC directly. Motion made by BNSF, seconded by WLERWY, and passed. J. Byrne to work with RSI members and EEC to draft a language for Appendix C of M-1002 to cover the EEC marking efforts.
- Action due date: September 2021 goals.

June 2021 teleconference update,

- Component tracking for pressure relief valves was discussed. RSI has sent in a request for some changes to the standard that need to be looked over with a discussion/direction from the committee. The proposed change was shown by K. Dorsey and was discussed by J. Byrne.
- RSI mentioned that a couple of concerns on permeant markings were raised. Cars are usually marked with the month and year and then serial number. The serial numbers are not identifiable. Once PRD is requalified, they no longer what they were when they were originally serialized. They are no longer useful for transability. RSI only wants to track build to build PRDs.
- M. Forister discussed some alternative points to RSI’s proposal.
- Action item: K. Dorsey, M. Forister, J. Rader and S. Murray to work on developing a CPC.

May 2021 teleconference update,

- T 88.1-93- Evaluation and use of Nondestructive Evaluation Techniques Visual Inspection (Language CPC-1376).
 - Two follow up actions as a result of Appendix T. A docket on Hydrostatic testing will be opened along with a docket on Visual Inspections. These will follow through on the commitments made on the circular letter.
- T 88.11 Hydrostatic Testing
 - Opened after the CPC 1376
 - Charge of docket – “Establish sensitivity and reliability on the appendix D hydrostatic test procedures.”
 - RSI to gather builders for a taskforce and develop a task for this docket within the boundaries of the charge.
 - Action item: AAR staff to open this docket and note J. Byrne – RSI as TF chair
- T88.12 Visual Inspection
 - Opened after the CPC 1376. Critical to publication
 - Charge of docket- Review current chapter 1 terms of “visual” and “visual inspection” within M-1002 and determine when visual inspection must be conducted in accordance with appendix T.
 - Action item: AAR staff to open this docket and note B. Seibold as TF chair
- T 80.22- Terminated Audits Report (New Docket App B)
 - Charge- TCC to draft language for processing termination audit reports which will reside in the AAR Tank Car Committee Facility Balloting Policy document.
 - Action item: AAR staff to change docket number and name to 91.2.9: Termination Audit Report Process by TCC

At the April 2021 teleconference meeting, no new business was reported.

At the February 2021 teleconference meeting, the update provided earlier this month was discussed.

- The need for RME to be intrinsically safe (App A 3.13.1.1) : AAR raised concerns for the shipper’s requirements regarding this subject. Placing a flammable liquid with a non-intrinsically safe device would be dangerous. The shippers stated that device should be intrinsically safe before being placed on a car. Stenciling on the cars regarding the status of device was a suggestion made.
 - Action item: TCC suggested that proponent send more information on this device to be reviewed by the private committee.
- The certification conditions for C4M facilities application of linings or coatings service equipment. (App B 3.1.5.10): Valves are produced overseas, shipped to the US and assembled in a certified facility. Is there a need to certify a facility that lines and coats? The facility is overseas and not certified. Is a lined body an assembly or a component?
 - Action item: TCC suggest that the proponent send in a formal written proposal detailing the issue and provide a probable solution to be reviewed.
- Suitable drawings for service equipment for application or manufacture: Proponent

wants a clarification on suitable drawings and manufacturing drawings. Valve manufacture don't want to give up drawings and car owner don't have drawings. How can one maintain specification requirements without specifications? 1.1.4 docket TF has been aware of this issue and will be tackling this for the new publications.

- Action item: AAR staff to get with regulators and set minimums for shops now with safety in accordance.

February 2021 update,

- The need for RME to be intrinsically safe (App A 3.13.1.1)
- The certification conditions for C4M facilities application of linings or coatings service equipment. (App B 3.1.5.10)
- Suitable drawings for service equipment for application or manufacture.

December 2020 teleconference update,

- K. Dorsey and B. Siebold discussed the EEC request to have the TCC review Chapter 2 paragraph 2.5, specifically 2.5.1.2, 2.5.1.3 requirements. TCC to have RSI-TCC members to draft a proposed revisions to Chapter 2 paragraph 2.5 requested by EEC.
- Action Item: K. Dorsey to provide the paragraphs from EEC on M-1002, Chapter 2 paragraph 2.5 and have the TCC-RSI members draft a proposed revision to the paragraphs by the January 2021 meeting.

At the October 2020 teleconference update, E. Apland reported on centralized database for tank car gauge tables. It was noted that car lessors do provide gauging tables. They are available on websites and can be requested. K. Dorsey reported on concerns of estimating flow rates for PRV's of differing set pressures. This is being handled through the chapter 1 update. K. Dorsey also reported on portable electric torque wrench. Appendix J wording to be discussed/ changed to allow this device to be calibrated and verified. Remote Auditing was discussed and is to be continued under private agenda.

October 2020 update,

- Centralized database for tank car gauge tables
- Flow Rates for PRV's of differing set pressures
- Portable Electric Torque Wrench

September 2020 teleconference update,

- Lined/coated service equipment components- subcontract or not for C4a/ C4m / C5 facilities. See Appendix B, 3.1.5.10, 3.1.5.11, and 3.4.1 (2nd to last bullet). Consider allowance for individual components, not subassemblies.
 - Needs a decision on Appendix B by October meeting.

At the July 2020 teleconference update, no new business was reported.

May 2020 teleconference update,

- TF chairs will be selected from railroads, suppliers (tank or component), car owners or shippers in the future. Any chair not from those groups will need to be switched out. This change should be clearly communicated in policy.
- Asset Health working on codifying submerged bearings and tank car exposed to water (insulation).
- UTLX spider manway cover underwent teardown inspection. K. Dorsey to ballot this approval.

At the April 2020 teleconference meeting,

- The audit of the TCC by DOT/TC identified load case issues for the DOT 115 class cars. A docket is to be opened to handle the outstanding issues for approvals on 115 cars.
- Visions of AAR online systems were discussed: J. Byrne and M. Forister to harmonize with different groups working on future changes to develop a document to present to the committee.

April 2020 update,

- Committee to discuss requirements for the gauging devices and openings to the inner tank on DOT 115 class cars.
- Committee to discuss establishment of specific requirement for fabricators of tank car components.
- Committee to discuss the difference between approving employee qualification program or process qualification program and approving employee qualification or a process
- Vision of AAR online systems
- Add AAR FRA/TC audit of the tank car committee

At the January 2020 meeting, no new business was reported.

November 2019 teleconference update, J. Byrne discussed the TC equivalency certification and the several methods to determine API gravity. It was proposed that:

- API gravity at 50 degrees or less should be used
- Certificate number needs to be marked on the car and manway > 4”
- The wording “greater than” should be used rather than a symbol for clarity.
- It was discussed that the PRV STD pressure was required in the equivalency certificate by referencing the Appendix A template.

At the October 2019 meeting, actions were discussed by the committee:

1. Appendix W & T were discussed, K. Dorsey will distribute the proposals for these two Appendices to the committee by next meeting.
2. J Byrne discussed a concept to deal with DOT 117 R conversions configured with only fiberglass insulation. RSI will work with DOT to renew their equivalence certificate using

API values, to prevent more volatile products from inadvertently being loaded in this type car.

3. The committee was asked to consider excluding external heater coils from the periodic qualification requirements of tank car tanks.

For the July 2019 meeting the following actions were taken by the committee.

1. The committee agreed that the T100.93 TF should take up the question of harmonizing table 1.19 and table 1.20, the retention interval for Radiography Testing and Ultrasonic Testing inspection data.
2. GATX presented two proposals for interim guidance to AAR auditors and certified shops to define applicable drawings the lack of original drawings or approvals and what constitutes in kind replacement. This follows a discussion during the April 2019 TCC. As part of this topic the scope of using a previously approved 4-2 for approval of work on a different tank is to be clarified. The committee agreed to open a docket and the following personnel joined the TF:
 - Tony Sisto
 - Ken Dorsey
 - N. Scott Murray
 - AJ Konrad (FRA)
 - John Byrne
 - Joe Perez
- ❖ The charge of the TF:
 - Develop interim guidance for certified facilities to comply with the requirement for approvals and drawings when performing work.
 - Additionally, TCC approved the motion to provide BOE with interim guidance on applicable drawings BOE will continue to audit the standard/ regulations and record findings as Items of Concern for tracking.
3. RSI presented an update to RSI 100. The program has been modified to address DOT concerns expressed in their review of the program. RSI has removed from the list of covered components items that would have Appendix W or T processes used in their manufacture. No action of the TCC was requested at this time.

For the July 2019 meeting the following item was forwarded to the committee for consideration.

Docket T100.9.3

Proposed change:

Chapter 1 table 1.19

Current:

Radiographs and radiographic reports or UT reports 10 years

Proposed:

Radiographs and radiographic reports or UT Current qualification interval

reports

At the April 2019 meeting, K. Dorsey reported that there had only been one comment to the CPC. The comment requested that the changes in table 19 should be reflected in table 20. It was noted that it would only make sense the retention requirement for UT would be the same as radiography. The retention interval for local post weld heat treat records was discussed. The docket will be considered by the TCC.

At the April 2019 meeting the following actions were taken,

1. At the April 2019 meeting it was agreed that comments to dockets T80.2.4. and T88.1 will be gathered and TCC will forward them to the TF for action. The TCID portion of the appendix R update needs to be included in the update to appendix R. It was agreed to have comments by the May TCC call.
2. Applicability of a 4-2 vs. the use of TCID

Clarification of process of when an approval is required and when a previous approval can be referenced in a TCID entry. The following interim guidance was drafted.

Proposed Interim Procedure/Guidance:

- A) Replacing an approved valve with another approved valve with the same form, fit, and function.
 - PRVs must be in compliance with Appendix A
 - B) Using an approved fittings arrangement with no modification/alteration for use or application on another rail car of the same tank class.
 - C) Using an approved fittings arrangement with modification/alteration for use or application on another rail car of the same tank class.
 - Must comply with Appendix E for fittings protection and dimensions.
 - Reference OM Rule 88 for engineer qualifications (reference definitions 49 CFR 171.8 for design certifying engineer)
 - Function-specific training on Appendix E
 - D) Reporting
 - TCID could be used to report all three scenarios above
 - Develop an example for each scenario
 - E) Direction given to auditors
 - Auditors shall continue to report findings
 - Applies to new audits and any outstanding audit reports effective upon TCC approval date (TBD) of this guidance
 - F) Dorsey and Siebold to draft guidance on applicable drawings for service equipment at facilities.
3. To support the new online system programming and consistency with member participation, the committee agreed to the following clarification on the voting process previously approved in January 2019. It was noted that abstentions DO count towards establishing quorum requirements.
 4. The TCC would like to see the revisions to Appendix W, T, R and A along with Chapter 1

given high priority. It would be the intention to publish a new revision of M-1002 when this work is complete.

5. Presentation - J. Byrne gave an RSI-100 Standard overview. It was presented that this standard would be used by certified tank car facilities to manage subcomponent suppliers. Proposal would allow the certified facilities to include certain component supplier's product into the purchasing facilities QA program. This would apply to manway covers, spools, blind flanges, pressure plates, plate fittings. RSI plans to utilize DOT Notice of Review of Guidance (2/5/19) to deliver.

The following questions were raised:

- does this meet in-bound, material inspection requirements of M-1003 and element 2.9 subcontracting / purchasing?
- would TCC and QA committees still have visibility (oversight) to these tank car components?
- does this "alternate standard" meet the intent of 49 CFR Subpart 179.7?

New business April 2019.

1. **T80.2.4.** Proposal has been forwarded to the executive committee for consideration Please find the provided proposal.
2. **T88.1.** Proposal has been forwarded to the executive committee for consideration Please find the provided proposal.
3. **Applicability of a 4-2** for alteration, conversion, repair and modification of tank cars. At issue is when an R-1 can be used referencing a previously approved 4-2 as documentation for work performed on a tank car. Reference M-1002 chapter 1 1.4.2.8 and appendix R 3.3.2.
4. **Applicable drawings.** The executive committee has been asked to develop guidance on the level of drawing necessary for valve installation and valve maintenance.
5. **Quorum clarification.** Review that abstentions DO count towards establishing quorum requirements

Simple Examples:

Facility	Service Equipment
3- Approve	3-Approve
2- Disapprove	4- Disapprove
6-Abstain	6- Abstain
Quorum of 11/21 met	Quorum of 13/24 met
10- No votes	13- No Votes
Ballot Approved	Ballot Disapproved

Point of Contact:

Name	Company
Dorsey	Association of American Railroads

Purpose of Docket: Discuss New Business

Regulatory / Research Dockets

DOCKET T59.1

GOVERNMENT REGULATIONS

At the January 2026 meeting,

R. Keltz provided an update for FRA.

- FRA Staffing – HMD in process of hiring four inspectors.
- One time movement approvals- 2025 total= 4666, OTMA 1= 1233, OTMA 2= 40, OTMA 3= 3393
- Hazardous Materials Incident Investigations (HMII): Closed HMII - 2024 = 137, Closed HMII 2025- 131, Open HMII- 129. Tank car components for current open incidents. (Top process valves (72), BOV (17), PRD (5) , Manway (17) , Vacuum valve (8), Tank Shell (3), undetermined (7).
- TC Facility & Owner Audit Activities: **Tank Car Facilities** (2025 Audits-106 Facility audits by Tank Car Team. **Tank Car Owners** (2025 Audits-27 Owners audits by Tank Car Team.
- RWD(s): no report
- Tank Car Safety Issues: FRA Tank Car Compliance Programs (Programs = 32, Total Car Count = ~7750). HMIIs for rising stem angle valves- (41 active open investigations since May 2025, 10 TCOs (all 41 tank cars under FRA investigation are leased), 12 railroads, 26 shippers). FRA is considering emergency orders
- Other Activities: FRA and PHMSA under open OIG audit for oversight and enforcement of tank car facilities. PHMSA= limited exposure with audit, FRA TCST= primary point of contact with OIG, FRA RCC and other offices involved as needed. Started 01- 2026.

January 2026 update,

N. Roy provided the following update for TC:

- Tank car standard
 - CGSB will end all operations on April 1, 2026, per Budget 2025 reductions.
 - Implications unknown at this time for CGSB-43.147-2023, expected to be adopted into the TDG Regulations in Spring 2026, and future standards development
- Safety Investigations
 - FRA LPG leaking valves: TC providing support
 - Ammonium nitrate solution tank cars: TC looking into the tank failure trend seen in Canada
- Cherry Creek BC derailment
 - Looking into issues with disengaging BOV ball valves

At the October 2025 meeting,

D. Lidz provided the following update for AAR/Gov:

- Currently there is a government shut down. Recently, FRA Administrator David Fink was confirmed as part of a larger nominations package, 51-47. Administrator Fink previously

was Pan Am Railways president in 2006 through Pan Am's acquisition by CSX Transportation.

- Additionally, on August 28, President Trump fired Surface Transportation Board member Robert Primus. Changing the Board's composition from evenly divided to a 2-1 Republican advantage. To replace Mr. Primus, Richard Kloster was nominated for a five-year term expiring December 31, 2028. The President also re-nominated current member Michelle Schultz for a term expiring November 30, 2030.
- As part of Congress's annual reapproval of the National Defense Authorization Act, Sen. Cassidy added an amendment that would require public disclosure of all aircraft, rail, and vehicle manifests. AAR worked in coalition with other transportation trade associations to raise awareness of concerns, including sending a letter to Sen. Cassidy. After a bit of back and forth, Sen. Cassidy withdrew the amendment.
- Automated Track Inspection is a big topic of discussion in Congress. In late August, Chairman Todd Young and Chairman Sam Graves both wrote letters expressing support for AAR's ATI Waiver. The letters outline FRA's support for the development of ATI, the long delays and denials in approving the waiver under the prior administration, and the important safety benefits of ATI. Previously, several prominent Democrats had sent letters raising concerns about the AAR ATI waiver.
- On September 30, Cybersecurity Information Sharing Act of 2015 expired. CISA 2015 protected companies from antitrust liability, regulatory enforcement, private lawsuits and public-records disclosures associated with cybersecurity threats they shared with government agencies or other companies. AAR have sent two letters as part of a coalition on the importance of the law's protections for companies and for the government and to encourage clean reauthorization.

S. Singh provided the following update for TC:

- Political update
 - Minister of Transport Chrystia Freeland resigned her post in September
 - The new Minister of Transport is Steven MacKinnon
- Senior Management update
 - No recent change since July
 - Director General, TDG Program Hub: Joel Dei
 - Director, Policy and Regulatory Services: Stephen Ellsworth
- TDG Hub Rail Packaging and UN portable tanks team
 - Shaun Singh, Nicholas Roy, Pooja Deelijur (on leave), Greg Cohen
- Regulations and Standards
 - Tank Car Standard
 - TP14877-2018 is still the tank car standard in effect
 - Standard TP14877: Containers for the Transportation of Dangerous Goods by Rail
 - Successor standard CGSB-43.147-2023 (with February 2025 corrections) expected to be adopted into the Regulations in Spring 2026
 - [P29-043-147-2023E-PDF - Government of Canada Publications -](#)

Canada.ca

- Responsibilities of Tank Car Facilities
 - Per TP14877 clause 9.5.3: the tank car facility must use the written instructions, respecting all applicable requirements, furnished by the owner.
- Other Regulatory
 - Dangerous goods marks and classes description (handout)
 - Transporting dangerous goods shipments from the United States to Canada by road or rail
 - Requirements regarding variable identification plates for modified tank cars
- Flammable Liquid Tank Cars
 - All Class 111 tank cars have been outlawed from flammable liquid service in Canada.
 - **No Temporary Certificate (OTMA)** for any 111s carrying any quantity of Class 3 flammable liquid.
 - **No reciprocity** with 49CFR provisions for flammable liquid tank cars: flammable liquid tank cars originating from, destined to or transiting (bridging) through Canada must be in compliance with Class 117 (or better)
- Flammable Liquid Tank Car Blitz
 - 23 non-compliances with 111's being used in first two weeks of May
 - Various discrepancies found in UMLER regarding some flammable liquid tank cars.
 - Re-stenciling of 111s to 117J by several entities without the requisite tank car design approvals.
 - incorrect CoC
 - R-1s based on invalid precedents
 - 117Rs not meeting specification requirements
 - non-enhanced BOVs
 - Non-compliance with variable identification plate requirement for 117Rs.
- Safety Investigations
 - LPG leaking valves
 - Transport Canada expects all tank car facilities to comply with FRA instructions on the removal and securement of these leaking LPG car valves.
 - Failure to comply with FRA instructions would be considered non-compliance with TP14877 requirements for tank car facilities.
 - Ammonium Nitrate Solution Tank Cars- Looking into the tank failure trend seen in Canada

M. Kotchounian provided the following update for TSB:

- TSB Canada Activities – 1 April 2025 to 30 September 2025

- 3 investigations started:
 - R25E0051 – Marlboro, Alberta (Main-track train collision)
 - R25W0047 – Devlin, Ontario (Main-track train derailment)
 - R25T0177 – Brighton, Ontario (Public crossing accident)
- No safety advisories were issued.
- 3 investigations completed:
 - R24W0021 – Near Elie, Manitoba (Main-track train derailment)
 - R25T0038 – Windsor, Ontario (Employee injury)
 - R23D0108 – Montréal, Quebec (Main-track collision and derailment)
 - 2 recommendations issued to Transport Canada: *The Department of Transport require major Canadian railways to expedite the implementation of physical fail-safe train controls on Canada's high-speed rail corridors and on all key routes. (R22-05 – Reiterated).* The Department of Transport immediately implemented additional interim measures to mitigate the risks associated with train crews not complying with railway signal indications, such as collisions between trains, until adequate and permanent physical fail-safe defenses are implemented. **(R25-01)**

At the July 2025 meeting,

S. Singh provided the following update for TC:

- Political update
 - April 28 election concluded with Mark Carney elected Prime Minister
 - Chrystia Freeland is Minister of Transport
- Senior Management update
 - Director General, TDG Hub: Joel Dei replaced Michel Beland in mid-May
 - Director, Policy and Regulatory Services: Stephen Ellsworth replaced Joel Dei
- Flammable liquid blitz
 - 23 non-compliances where 111 tank cars were being transported with flammable liquids during the first two weeks of May
 - UMLER discrepancies were found for various tank car design verifications
 - re-stenciling of 111 tank cars to 117J during blitz
- OTMA
 - No Temporary Certificate (OTMA) for any 111 tank cars carrying any quantity of Class 3 flammable liquid

R. Keltz provided an update for FRA.

- FRA Staffing – no update
- One time movement approvals- 2025 total= 2411 (Jan 1- June 30), OTMA 1= 661, OTMA 2= 21, OTMA 3= 1729
- Hazardous Materials Incident Investigations (HMII) : Closed HMII - 2024 = 137, Open HMII – 199 , Tank car components for current open incidents. (Top process valves (63) , BOV (33) , PRD (19) , Manway (58) , Vacuum valve (9), Tank Shell (6). Revised program including notice to start in May.

- TC Facility & Owner Audit Activities: **Tank Car Facilities** (2025 Audits (Jan. 1 – June 30) 60 Facility audits by Tank Car Team. **Tank Car Owners** (2025 Audits (Jan. 1 – June 30) 27 Owners audits by Tank Car Team.
- RWD(s): no report
- Tank Car Safety Issues: FRA Tank Car Compliance Programs (Programs = 32, Total Car Count = ~7750)
- Other Activities: HMIs for rising system valves- currently 7 under investigation. Total HMIs for 2020-2025 that involve Midland Valves= 67, Rego = 25. (data is not all inclusive due to under reporting of make, model information).

At the April 2025 meeting,

S. Singh provided the following update for TC:

- Organizational changes
 - Transport Canada conducted a realignment of the Transportation of Dangerous Goods (TDG) program
 - As of April 1, 2025, TDG oversight is integrated with the modes: TDG rail inspectors report to the Rail Safety and Security Directorate (RSS)
 - Some other functions have been moved to other areas of Transport Canada
 - TDG Program Hub continues with the remaining functions from the former TDG Directorate: regulations/standards, equivalency/temporary certificates, risk analysis, research, compliance support functions, and corporate functions
- Senior management
 - Director General, TDG Program Hub: Michel Beland
 - Director, Policy and Regulatory Services: Joel Dei
- Regulations and Standards
 - Federal Election- Election Day is April 28
 - In the meantime, the “Caretaker Convention” is in effect for the federal government
 - Tank Car Standard:
 - TP14877-2018 is still the tank car standard in effect
 - The CGSB published a corrigendum to future tank car standard CGSB-43.147-2023 in February 2025. The updated version is available on the CGSB website.
- Inspections by the TDG HQ Rail Packaging and UN Portable Tanks Team
 - Fiscal year: April 1, 2024, to March 31, 2025
 - 13 inspections conducted:
 - 9 tank car registered facilities (shops)
 - 2 tank car transload facilities (loading racks)
 - 2 UN portable tank registered facilities
 - Notable deficiencies
 - Control of materials/components and control of posted process documentation
 - Test equipment calibration

- Using incorrect procedures for qualification or maintenance activity, deviating from the correct procedures or not even having procedures available for review by TC inspectors
- Inability to provide the relevant car owner's permission to use qualification procedures and forms
- Releasing qualified cars with incomplete qualification stencil
- Unsatisfactory monitoring of tank cars being loaded (loading rack)
- Flammable Liquid Tank Cars
 - Ultimate deadline of **May 1, 2025**, for all remaining **Class 111** tank cars to be removed from flammable liquid service
 - Phase-out includes all **CPC-1232** cars, jacketed and unjacketed
 - Implicate all dangerous goods of **primary Class 3**, all packing groups (PGI/PGII/PGIII)
 - Applicable to tank cars carrying **load or residue** quantities for the above
- **No reciprocity** with 49CFR provisions for flammable liquid tank cars
 - Flammable liquid tank cars originating from, destined to or transiting (bridging) through Canada must be in compliance with Class 117 (or better)
- **No Temporary Certificates (OTMA)** will be issued to allow the movement of phased-out cars as of the May 1, 2025, deadline
- **Fiberglass-only 117R** specification tank cars
 - need to be subject to and comply with the relevant **Equivalency Certificate**, including the need to be marked with the **SR-** number
 - should bear a modification marking plate

R. Keltz provided an update for FRA.

- FRA Staffing – no update
- One time movement approvals- 2025 total= 995(Jan 1- March 31), OTMA 1= 276, OTMA 2= 11, OTMA 3= 708.
- Hazardous Materials Incident Investigations (HMII) : Closed HMII - 2024 = 137, Open HMII – 207 , Tank car components for current open incidents. (Top process valves (51) , BOV (33) , PRD (31) , Manway (69) , Vacuum valve (8), Tank Shell (14). Revised program including notice to start in May.
- TC Facility & Owner Audit Activities: **Tank Car Facilities** (2025 Audits (Jan. 1 – March 31) 35 Facility audits by Tank Car Team. **Tank Car Owners** (2025 Audits (Jan. 1 – March 31) 27 Owners audits by Tank Car Team. Revised Owner Audit process phase one started July 2024- Currently in phase one. “ Training” .
- RWD(s): no report
- Tank Car Safety Issues: FRA Tank Car Compliance Programs (Programs = 31, Total Car Count = ~7580)
- Other Activities: Tank Car Approvals. Tank car compliance- working with PHMSA to publish SA to address.
- A presentation on the HMII program was presented by M. Mayday

April 2025 update,

P. Eamonn provided the following update for PHMSA:

- Upcoming HMR Compliance Deadlines-
 - Flammable Liquids- Jacketed CPC-1232 tank cars in ethanol service not authorized on or after **May 1, 2025**.
 - Jacketed CPC-1232 tank cars in unrefined petroleum product service (e.g., crude oil) not authorized on or after **May 1, 2025**.
 - DOT-111 (including jacketed and non-jacketed CPC-1232) tank cars in PG I flammable liquid service not authorized on or after **May 1, 2025**.
 - DOT-111 (including jacketed and non-jacketed CPC-1232) tank cars in PG II or III flammable liquid service not authorized on or after **May 1, 2029**.
- PIH/TIH- “H” car required after December 31, 2027
- FAQ on Phase-outs- <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2023-04/DOT-111%20Ethanol%20Phase-Out%20Frequently%20Asked%20Questions.pdf>
- Recently Completed Rulemakings-
 - HM-265 NPRM- The comment period extension published on 1/8 – Are accepting comments until April 28, 2025. The scope of the final rule is under review to conform to the Administration’s priorities. Are willing and interested to meet with groups or individual interested parties ahead of the comment deadline. Please contact Patrick if you would like to schedule a discussion.
- Rulemakings In-Progress-
 - HM-251G- Enhancing Safety of High Hazard Trains NPRM PHMSA plans to propose amendments to the Hazardous Materials Regulations to implement regulatory requirements and operational controls on a larger set of newly designated High-Hazard Trains to create additional safety standards for trains transporting additional classes of hazardous materials compared to the High-Hazard Flammable Train definition. This rulemaking is pending the new Administration’s priorities.
 - HM-264B - Improving the Safety of Transporting Liquefied Natural Gas NPRM: PHMSA continues to develop the NPRM to improve the level of safety for the transportation of LNG by Rail. We are particularly considering recent fire testing on a UN T75 portable tank, impact testing on DOT-113C120W9 tank cars, and the National Academy of Sciences Phase I and II reports. This rulemaking is pending the new Administration’s priorities and our review of the LNG by Rail decision.
- Letters of Interpretation
 - 24-0109 – Requesting guidance on the distinction between a “stain” and “residue” on the exterior of a tank car. You state it is impracticable to repaint the exterior of the tank car after every loading/unloading and ask whether the discoloration (i.e., the stain) resulting from the cleaning and neutralization of the

[sodium hydroxide] is a “residue” that would be in violation of the general requirements for packages, as specified in § 173.24(b).

- The answer is no. The term residue specifically refers to a hazardous material. Although defined in § 171.8 as contents inside the package, in the context of § 173.24(b)(1)-(4), residue means a hazardous material adhering to the outside of a package from spillage from either the package itself or in association with loading or unloading the package. Discoloration (i.e., staining) is not considered residue for purposes of § 173.24(b)(1)-(4). Provided that any remnants of the cleanup and neutralization of the spillage on the exterior of the tank car does not meet any HMR criteria for a hazardous material and the tank car otherwise conforms to all other applicable requirements under the HMR, the tank car may continue to be used in transportation.
- NTSB Safety Recommendations
- Special Permits
 - n/a
- Research, Development & Technology
 - OHMS RDT currently has two ongoing Rail Small Business Innovation Research Projects.
 - The first project is on improving survival of hazardous materials placards. OHMS just kicked off this project to develop a prototype of a resilient placard for rail tank cars that can survive excessive heat and other damage. This project combines laser engraving and a proprietary heat-resistant paint coating to produce a placard intended to survive high heat exposure.
 - The second SBIR project is a rail car coupling monitoring system. This project just kicked off and aims to create a self-powering mechanical notification that could assist in identifying tank cars that have sustained a hard coupling event. The small business is currently working on identifying notification system components and evaluating various power sources for the notification system.
- Special Topics
 - Oral argument for the lawsuit filed by several states, environmental advocacy groups, and an American Indian tribe against the authorization to transport LNG in rail tank cars took place on September 13, 2024. The Court has ruled against PHMSA, deemed the lack of an Environmental Impact Statement to be arbitrary and capricious, and remanded the rule back to the agency for further action. Our attorneys are reviewing the decision and determining next steps.
 - Petition P-1770 regarding removal of AAR approvals for tank car facility QAPs - this petition is addressed in HM-265.

At the January 2025 meeting,

L. Majors provided the following update for PHMSA

- Technical reviews for special permits- Permits with converting I car to H, the permit

needs to be modified.

- It was reported that new engineers were hired that are doing Rail permits .

January 2025 update,

S. Singh provided the following update for TC:

- Flammable liquids tank car phase-out
 - Ultimate deadline of May 1, 2025, for all remaining Class 111, including CPC-1232s, to be removed from flammable liquid service (primary Class 3, all Packing Groups)

P. Eamonn provided the following update for PHMSA:

- Rulemakings completed-
 - HM-263- Real Time Train Consist final Rule We have received AAR's request to delay the compliance date from June 24, 2025, to June 24, 2026. The petition has been assigned reference number P-1795 and is under review within the agency.
 - LOI 24-0111, on the implementation of HM-263, has been issued to AAR and posted to PHMSA's website.
 - HM-265 NPRM-The comment period extension published on 1/8 – we are accepting comments until April 28, 2025. We are willing and interested to meet with groups or individual interested parties ahead of the comment deadline. Please contact me if you would like to schedule a discussion.
- Rulemakings In-Progress-
 - HM-251G- Enhancing Safety of High Hazard Trains NPRM PHMSA plans to propose amendments to the Hazardous Materials Regulations to implement regulatory requirements and operational controls on a larger set of newly-designated High-Hazard Trains to create additional safety standards for trains transporting additional classes of hazardous materials compared to the High-Hazard Flammable Train definition. This rulemaking is pending the new Administration's priorities.
 - HM-264B - Improving the Safety of Transporting Liquefied Natural Gas NPRM: PHMSA continues to develop the NPRM to improve the level of safety for the transportation of LNG by Rail. We are particularly considering recent fire testing on a UN T75 portable tank, impact testing on DOT-113C120W9 tank cars, and the National Academy of Sciences Phase I and II reports. This rulemaking is pending the new Administration's priorities and the LNG by Rail litigation. The hearing in the DC Circuit Court took place in September 2024, and we expect a decision in the near future.
- 2025 Final Rule Goals:
 - HM-250A IAEA Harmonization final rule

- HM145P- Direct final rule will align the 172.101 Hazardous Substance Table with EPA requirements by adding additional materials, including PFOS to the list. PFOA and PFOS were designated as CERCLA hazardous substances in April 2024.
- HM-208J- registration fee increase final rule
- HM-257A energetic materials approvals final rule
- HM-241 ASME section XII- for highway cargo tanks
- Letters of Interpretation
 - **24-0073** – Requesting reconsideration of our determination on “private track” in LOI 24-0018 based on new information about the legal status of a section of the track in question. This entry has been closed without issuance of a letter. We cannot make a fact-based determination without a clear understanding of the legal status of the track in question, which is in dispute. We encourage both parties to reach back out to us once the factual basis has been determined.
 - **24-0055** – Whether leaving the “non-odorized” marking on a DOT-112 tank car used to transport natural gasoline is permitted. This DOT-112 was previous in non-odorized LPG service. Response in progress. Response issued on 10/29 - There is no HMR requirement to mark “Non-Odorized” or “Not-Odorized” on a tank car transporting UN3295, or to note this on the corresponding shipping papers. However, the “Non-Odorized” and “Not-Odorized” markings are typically only used for LPG. Therefore, leaving the mark on a tank car transporting a different material, especially one with its own distinct odor (regardless of whether an odorant has been added), could be misleading to an inspector or first responder, resulting in further frustration of your shipment or disruption of an incident response scenario. Additionally, leaving markings on the tank car that are not reflected on the shipping papers could result in further frustration of your shipment and could mislead emergency responders during a rail incident. We strongly encourage you to remove or cover up these unnecessary marks.
 - 24-0126 – Remora carbon capture device installed on a locomotive. Letter confirms that the guidance provided in 21-0078 for highway motor vehicles also applies to locomotives. A carbon capture device installed on a locomotive that contains compressed carbon dioxide is not subject to the requirements of the HMR.
 - 24-0109 – Requesting guidance on the distinction between a “stain” and “residue” on the exterior of a tank car. Response in progress.
- NTSB Safety Recommendations
- Special Permits
 - n/a
- Research, Development & Technology
 - OHMS RDT currently has two ongoing Rail Small Business Innovation Research Projects.

- The first project is on improving survival of hazardous materials placards. OHMS just kicked off this project to develop a prototype of a resilient placard for rail tank cars that can survive excessive heat and other damage. This project combines laser engraving and a proprietary heat-resistant paint coating to produce a placard intended to survive high heat exposure.
- The second SBIR project is a rail car coupling monitoring system. This project just kicked off and aims to create a self-powering mechanical notification that could assist in identifying tank cars that have sustained a hard coupling event. The small business is currently working on identifying notification system components and evaluating various power sources for the notification system.
- Special Topics
 - Oral argument for the lawsuit filed by several states, environmental advocacy groups, and an American Indian tribe against the authorization to transport LNG in rail tank cars took place on September 13, 2024.
 - Petition P-1770 regarding removal of AAR approvals for tank car facility QAPs - this petition is addressed in HM-265.
 - Leonard Majors on “I” to “H” conversions in Special Permits.

At the October 2024 meeting,

P. Eamonn provided the following update for PHMSA:

- HM-265 – Advancing Safety of Modal Specific Provisions NPRM- The NPRM was published to PHMSA’s website on October 4, 2024, and will be published in the Federal Register shortly. This NPRM addresses the 2017 RSAC consensus recommendations, including updating the Incorporation by Reference of AAR M-1002 Specifications for Tank Cars. This NPRM also proposes two substantive changes related to tank cars:
 - A change to the tank car design approval process, removing the delegation to the AAR TCC and replacing it with a registered tank car Design Certifying Engineer, similar to the highway cargo tank design approval process.
 - Removal of the requirement for a tank car facility to receive AAR approval for their Quality Assurance Program (QAP) – this requirement is replaced by a requirement for each tank car facility to register with the Department and self-certify that they maintain a QAP that complies with 179.7.

S. Singh provided the following update for TC:

- TC personnel update
 - Michel Béland - Acting Director General of TDG until March 31, 2025
 - Stéphanie Lepage - Acting Executive Director until March 31, 2025
- Canadian Update amendment TDG Regulations
 - Proposals include replacing TP14877 with new CGSB-43.147 for tank cars and CGSB-43.149 for ton containers, revise buffer car rules, harmonize certain other TDG provisions with international requirements
 - Final rule publication in Canada Gazette Part II is expected in Fall 2025
- Tank Car Standard

- TP14877-2018 is still in effect while the new CGSB-43.147-2023 waits incorporation by reference in the TDG Regulations
- Flammable liquids tank car phase-out
 - Ultimate deadline of May 1, 2025, for all remaining Class 111, including CPC-1232s, to be removed from flammable liquid service (primary Class 3, all Packing Groups)
- Client Identification Database
 - Organizations that import, offer for transport, handle, or transport dangerous goods in Canada need to register by October 25, 2024

October 2024 update,

P. Eamonn provided the following update for PHMSA:

- Rulemakings completed-
 - HM-263- Real Time Train Consist NPRM- PHMSA published the Real Time Train Consist Information final rule on June 24, 2024. The final rule requires railroads to generate up-to-date, accurate electronic train consist information and maintain it off the train. This information must be available to authorized Federal, state, and local emergency response personnel, and transmitted directly to 9-1-1 call centers in the event of a rail emergency related to hazardous materials.
- Rulemakings In-Progress-
 - HM-251G- Enhancing Safety of High Hazard Trains NPRM PHMSA plans to propose amendments to the Hazardous Materials Regulations to implement regulatory requirements and operational controls on a larger set of newly designated High-Hazard Trains to create additional safety standards for trains transporting additional classes of hazardous materials compared to the High-Hazard Flammable Train definition.
 - HM-264B - Improving the Safety of Transporting Liquefied Natural Gas NPRM: PHMSA continues to develop the NPRM to improve the level of safety for the transportation of LNG by Rail. Particularly considering recent fire testing on a UN T75 portable tank, impact testing on DOT-113C120W9 tank cars, and the National Academy of Sciences Phase I and II reports.
 - HM-265A NPRM: We received 63 sets of comments to the ANPRM, including a joint comment from AAR/ASLRRA. We are reviewing these comments and determining which of the numerous topics discussed in this ANPRM merits a more concrete proposal in an NPRM.
 - HM-265 Advancing Safety of Modal Specific Provisions NPRM: No update, publication projected 2024. This NPRM will consider the 2017 RSAC consensus recommendations, including updating the Incorporation by Reference of AAR M-1002 Specifications for Tank Cars.

- HM-233G Continuing Special Permits Conversion NPRM: This NPRM will propose to adopt special permits for general use. Publication projected in 2024.
- Letters of Interpretation
 - **24-0073** – Requesting reconsideration of our determination on “private track” in LOI 24-0018 based on new information about the legal status of a section of the track in question. Response in progress.
 - **24-0055** – Whether leaving the “non-odorized” marking on a DOT-112 tank car used to transport natural gasoline is permitted. This DOT-112 was previous in non-odorized LPG service. Response in progress.
- NTSB Safety Recommendations
 - Post- East Palestine
 - NTSB has issued 5 safety recommendations to PHMSA as a result of the investigation into the derailment, hazmat release, and fire in East Palestine, OH. These recommendations will address:
 - placard survivability.
 - quicker phaseout of DOT-111 tank cars from flammable liquid service.
 - survivability and safety features on general service tank cars in hazmat service.
 - The definition of “high-hazard train”; and communicating FRA guidance (*once developed*) on vent-and-burn operations in the Emergency Response Guidebook
 - **I-24-1.** Require that placards be able to survive fires and accidents and remain legible during such emergencies long enough to fulfill their functions as described in the Emergency Response Guidebook.
 - **R-24-12.** Obtain the necessary legislative authority and accelerate the deadline for removing specification DOT-111 tank cars from flammable liquids service.
 - **R-24-13.** Establish a tank car replacement schedule whereby non-pressure tank cars in any hazardous materials service must meet or exceed the safety standards of the DOT-117 specification; if necessary, obtain legislative authority to act on this recommendation.
 - **R-24-14.** Revise the definition of high-hazard flammable train to account for differences in survivability between tank car specifications and to include hazardous materials other than flammable liquids, such as combustible liquids and Division 2.1 flammable gases, that can contribute to cascading hazardous materials releases; if necessary, obtain legislative authority to act on this recommendation.
 - **R-24-15.** Distribute the Federal Railroad Administration’s most current guidance on the vent and burn method to emergency response agencies by referencing it in the next edition of the Emergency Response Guidebook.
- Special Permits
 - n/a

- Special Topics
 - Oral argument for the lawsuit filed by several states, environmental advocacy groups, and an American Indian tribe against the authorization to transport LNG in rail tank cars took place on September 13, 2024.
 - Petition P-1770 regarding removal of AAR approvals for tank car facility QAPs - this petition has been assigned to an open rulemaking.

M. Kotchounian provided an update for TSB

- For the period of April 1, 2024, to September 30: TSB Canada has completed 4 investigation reports and has initiated 1 investigation.
- None of the current TSB investigations have any safety issues related to tank cars or hazardous materials.
- A safety advisory (RSA 07/23) was issued in December 2023 to Transport Canada in relation to the obstruction of in-cab locomotive video recorder cameras. While analyzing recorder data downloaded by the TSB as part of an accident investigation (R23D0108), investigators discovered that the 2 cameras that were inside the cab had been obstructed by sheets of paper.

At the July 2024 meeting,

R. Keltz provided an update for FRA.

- FRA Staffing – RDI- Tank Car Research replacement- Brian Won
- One Time Movement Approvals: 2024 TOTAL = 3471 (Jan. 1 – June 30) , OTMA 1 = 442, OTMA 2 = 16 , OTMA 3 = 3013 , HMG-127 Revision 5 is complete, OTMA system changes, target completion October 31, 2024.
- Hazardous Materials Incident Investigations (HMII) : Closed HMII - 2023 = 239, Open HMII – 183 , Tank car components for current open incidents. (Top process valves (55) , BOV (29) , PRD (16) , Manway (43) , Vacuum valve (10), Tank Shell (2)
- TC Facility & Owner Audit Activities: **Tank Car Facilities** (2024 Audits (Jan. 1 – July 31) 41 Facility audits by Tank Car Team. **Tank Car Owners** (2023 Audits (Jan. 1 – July 15) 2 Owners audits by Tank Car Team. Revised Owner Audit process phase one started July 2024- Three phase process.
- RWD(s): **SMBC** Rail 07-2023 (Now with AITX 12-2023) Rubber lined tank car fleet w/o a compliant QMP.
- Tank Car Safety Issues: FRA Tank Car Compliance Programs (Programs = 31, Total Car Count = ~7590)
- Other Activities: Tank Car Approvals. Tank car design approval audits. 100% noncompliance. *“Paper match car, car match paper for the service that its in.”*

P. Eamonn provided the following update for PHMSA:

- Rulemakings In-Progress-
 - HM-264B - Improving the Safety of Transporting Liquefied Natural Gas NPRM: PHMSA continues to develop the NPRM to improve the level of safety for the transportation of LNG by Rail. We are particularly considering recent fire testing

on a UN T75 portable tank, impact testing on DOT-113C120W9 tank cars, and the National Academy of Sciences Phase I and II reports.

- HM-263 – Real Time Train Consist NPRM: PHMSA published the Real Time Train Consist Information final rule on June 24, 2024. The final rule requires railroads to generate up-to-date, accurate electronic train consist information and maintain it off the train. This information must be available to authorized Federal, state, and local emergency response personnel, and transmitted directly to 9-1-1 call centers in the event of a rail emergency related to hazardous materials.
- HM-265A NPRM: We received 63 sets of comments to the ANPRM, including a joint comment from AAR/ASLRRA. We are reviewing these comments and determining which of the numerous topics discussed in this ANPRM merits a more concrete proposal in an NPRM.
- HM-265 Advancing Safety of Modal Specific Provisions NPRM: No update, publication projected 2024. This NPRM will consider the 2017 RSAC consensus recommendations, including updating the Incorporation by Reference of AAR M-1002 Specifications for Tank Cars.
- HM-233G Continuing Special Permits Conversion NPRM: This NPRM will propose to adopt special permits for general use. Publication projected in 2024.
- Letters of Interpretation
 - **23-0022** – Definition of “residue” and applicability of a security plan to residues of hazardous materials in tank cars. In this LOI PHMSA confirms the definition of “residue” (see 171.8) and that a “residue” of hazardous materials that meets any of the criteria in § 172.800(b), such as “any quantity of a material poisonous by inhalation” must be covered by an appropriate security plan.
 - **24-0006** – Tank car phaseouts for flammable liquids. Both the FAST Act and the HMR have a phase-out date for Packing Group (PG) II / III Class 3 flammable liquids; however, the HMR does not include a phase-out date for dual-hazard Class 3, PG II materials assigned § 173.243 for authorized packaging. Specifically, you ask for clarification regarding the appropriate phase-out date for the dual-hazard material “UN2924, Flammable liquids, corrosive, n.o.s., 3, PG II. “The applicable phase-out date for transporting DOT-111 tank cars containing Class 3, PG II dual-hazard materials is May 1, 2029, which is the phase-out date required by the FAST Act, and is consistent with the phase-out dates in packaging sections §§ 173.241 and 173.242 assigned to other Class 3, PG II and III materials. We appreciate you bringing this matter to our attention and acknowledge the May 1, 2029; phase-out date is not currently referenced in the bulk packaging section of the HMR that applies to dual-hazard materials. PHMSA plans to address this in future rulemaking.

- **24-0018** – Definition of Private Track. In this response PHMSA provides our opinion on the determination of whether track meets the definition of “private track.”
- NTSB Safety Recommendations
 - Post- East Palestine
 - NTSB has issued 5 safety recommendations to PHMSA as a result of the investigation into the derailment, hazmat release, and fire in East Palestine, OH. These recommendations will address:
 - placard survivability.
 - quicker phaseout of DOT-111 tank cars from flammable liquid service.
 - survivability and safety features on general service tank cars in hazmat service.
 - The definition of “high-hazard train”; and communicating FRA guidance (*once developed*) on vent-and-burn operations in the Emergency Response Guidebook
- Special Permits
 - n/a
- Special Topics
 - Oral argument for the lawsuit filed by several states, environmental advocacy groups, and an American Indian tribe against the authorization to transport LNG in rail tank cars is scheduled for September 13, 2024.
 - Petition P-1770 regarding removal of AAR approvals for tank car facility QAPs - this petition has been assigned to an open rulemaking.
 - Jotachar application to cover local void spaces caused by thermal jacket slumping.

July 2024 update,

N. Roy provided an update for TC:

- TC personnel update
 - Michel Béland – Acting Director General of TDG until March 31st, 2025.
 - Jacqueline Randall – Acting Executive Director of Regulatory Frameworks and International Engagement (RFIE) until September 27th, 2024.
- Canadian Update amendment TDG Regulations
 - Consultation in Canada Gazette Part I completed Feb 2024
 - Proposals include replacing TP14877 with new CGSB-43.147 for tank cars and CGSB-43.149 for ton containers, revise buffer car rules, harmonize certain other TDG provisions with international requirements
 - Approximately 100 comments received and are currently being analyzed
 - Final rule publication in Canada Gazette Part II was expected in Spring 2025, has now been delayed to Fall 2025
- Tank Car Standard

- TP14877-2018 is still in effect while the new CGSB-43.147-2023 waits incorporation by reference in the TDG Regulations
- Flammable liquids tank car phase-out
 - Ultimate deadline of May 1, 2025, for all remaining Class 111, including CPC-1232s, to be removed from flammable liquid service
- Client Identification Database
 - Organizations that import, offer for transport, handle, or transport dangerous goods in Canada need to register by October 2024

At the April 2024 meeting,

R. Keltz provided an update for FRA.

- FRA Staffing -No report
- One Time Movement Approvals : 2024 TOTAL = 1320 (Jan. 1 – March 31) , OTMA 1 = 245, OTMA 2 = 10 , OTMA 3 = 1065 , HMG-127 Revision 5 is complete, waiting final signature OTMA system changes, target completion 2Q 2024.
- Hazardous Materials Incident Investigations (HMII) : Closed HMII - 2023 = 239, Open HMII – 123 , Tank car components for current open incidents. (Top process valves (59) , BOV (23) , PRD (10) , Manway (20) , Vacuum valve (10), Tank Shell (1)
- TC Facility & Owner Audit Activities : **Tank Car Facilities** (2024 Audits (Jan. 1 – March 31) 27 Facility audits by Tank Car Team. **Tank Car Owners** (2023 Audits (Jan. 1 – Dec. 31) 0 Owners audits by Tank Car Team. Revised Owner Audit process, start May 2024- Three phase process.
- RWD(s) :SMBC Rail 07-2023 (Now with AITX 12-2023) Rubber lined tank car fleet w/o a compliant QMP.
- Tank Car Safety Issues: FRA Tank Car Compliance Programs (Programs = 31, Total Car Count = ~7620)

Other Activities: Tank Car Approvals. Tank car design approval audits. 100% noncompliance.
“Paper match car, car match paper for the service that its in.”

S. Singh provided an update for TC:

- Michel Beland- Acting Director General of TDG until March 31st, 2025.
- Jacqueline Randall- Acting Executive Direction of Regulatory Frameworks and international Engagement (RFIE) until September 27th, 2024.
- Rachel Domaratzki and Barbara Dibacco no longer with TDG. Now with the new Transportation of Hydrogen Directorate (THD) ; David Cotsman acting as TDG research chief.
- Contraventions Regulations Schedule XV
 - Ticket fines for TDG violations increased in December 2023 and now range from \$2000 to \$4000 per contravention.
- Canadian Update amendment TDG Regulations
 - Consultation in Canada Gazette Part I completed Feb 2024
 - Proposals include replacing TP14877 with new CGSB-43.147 for tank cars and CGSB-43.149 for ton containers, revise buffer car rules, harmonize certain other

- TDG provisions with international requirements.
 - Approximately 100 comments received and are currently being analyzed.
 - Final rule publication in Canada Gazette Part II expected in Spring 2025.
- Tank Car Standard
 - TP14877-2018 is still in effect while the new CGSB-43.147- 2023 waits incorporation by reference in the TDG regulations.
- Inspections
 - TDG Rail HQ team conducted 8 tank car facility inspections which found the following:
 - Deficiencies and/or inconsistencies with owner approval procedures used.
 - Not following procedure when carrying out or demonstrating an activity
 - No access to TP14877
 - Gaps for incoming inspections
 - Deficiencies in the handling of NCRs
 - Expired equipment calibration
 - Expired B-1's for active subcontractors
- Flammable liquids tank car phase- out
 - Ultimate deadline of May 2025 for all remaining Class 111, including CPC-1232s, to be removed from flammable liquid service.
- Client identification Database
 - Organizations that import, offer for transport, handle or transport dangerous goods in Canada need to register by October 2024
- TDG Bulletin on Shipping Documents- https://tc.canada.ca/sites/default/files/2024-02/tdg_bulletin-shipping_document_2.pdf.

April 2024 update,

D. Church provided an update for TSB:

- Attached to the backgrounds.

P. Stancil provided an update for NTSB:

- Active investigations involving tank cars/hazardous materials. East Palestine, Ohio, Norfolk Southern Railway freight train derailment, February 3, 2023. NTSB # RRD23MR005
 - Board meeting scheduled in East Palestine for June 25, 2024, during which the Board members will vote on the final findings, probable cause, and safety recommendations derived from this investigation.
 - When: Tuesday June 25, at 9:30 a.m. Eastern Time
 - Where: East Palestine High School, 360 West Grant Street, East Palestine, Ohio 44413
 - How to view: attend in person to observe the board meeting or watch live stream on the [NTSB YouTube Channel](#).

- For more information, see: <https://www.nts.gov/news/events/Pages/East-Palestine-Board-Meeting.aspx>
- Reed Point, Montana, derailment of Montana Rail Link (MRL) freight train into the Yellowstone River, June 24, 2023. NTSB # HMD23LR002
 - Montana Rail Link (MRL) freight train had 10 cars derail, 8 into the Yellowstone River. Some of the derailed cars were carrying sodium hydrosulfide, asphalt liquified petroleum, and molten sulfur.
 - IIC Factual Report and closeout memo to be released in public docket. TBD

At the January 2024 meeting,

R. Keltz provided an update for FRA.

- FRA Staffing -No report
- One Time Movement Approvals : 2023 TOTAL = 5597 (Jan. 1 – Dec.31) , OTMA 1 = 823, OTMA 2 = 74 , OTMA 3 = 4700 , HMG-127 Revision 5 is with RCC for final review, OTMA system changes, target completion 2Q 2024.
- Hazardous Materials Incident Investigations (HMII) : Closed HMII - 2023 = 169 , Open HMII – 127 (95 w/ Tank Car Team) , Tank car components for current open incidents. (Top process valves (44) , BOV (29) , PRD (12) , Manway (23) , Vacuum valve (12), Tank Shell (7))
- TC Facility & Owner Audit Activities : **Tank Car Facilities** (2023 Audits (Jan. 1 – Dec. 31) 76 Facility audits by Tank Car Team. **Tank Car Owners** (2023 Audits (Jan. 1 – Dec. 31) 13 Owners audits by Tank Car Team.
- RWD(s) :SMBC Rail 07-2023 (Now with AITX 12-2023) Rubber lined tank car fleet w/o a compliant QMP.
- Tank Car Safety Issues: FRA Tank Car Compliance Programs (Programs = 31, Total Car Count = ~7620)
- Other Activities: Tank Car Approvals. Tank car design approval audits. 100% noncompliance. *“Paper match car, car match paper for the service that its in.”*

January 2024 update,

E. Patrick provided an update for PHMSA.

- Rulemakings In-Progress
 - HM-264A: Suspension of LNG by Rail Final Rule: The final rule published on 09/01/2023, with a 10/31/2023 effective date. Starting on 10/31/23, transportation of LNG in tank cars is suspended until June 30, 2025, or issuance of a final rule concluding the rulemaking action proceeding under RIN 2137–AF54, also known as HM-264B.
 - HM-264B: Improving the Safety of Transporting Liquefied Natural Gas NPRM-No update.
 - HM-263: Real Time Train Consist NPRM- PHMSA published the Real Time Train Consist NPRM on June 27, 2023. The comment period has closed. We received 31 sets of comments, including extensive comments from the rail industry, states and state attorneys general, NTSB, emergency responders, and labor unions. We

- have begun development of the final rule, which is projected to publish in 2024.
- HM-265A: Published July 5, 2023. The comment period has closed. We received 63 sets of comments. We are reviewing these comments and determining which of the numerous topics discussed in this ANPRM merits a more concrete proposal in an NPRM.
 - HM-265: Advancing Safety of Modal Specific Provisions NPRM-No update, publication projected 2024.
 - HM-233G: Continuing Special Permits Conversion NPRM- No update, publication projected in the Spring of 2024.
 - HM-251G: Enhancing safety of high hazard trains NPRM- PHMSA plans to propose amendments to the Hazardous Materials Regulations to implement regulatory requirements and operational controls on a larger set of newly-designated High-Hazard Trains thus ensuring more stringent standards for more classes of hazardous materials.
- Letters of Interpretation
 - 22-0087 – Request from Olin Corporation related to determining the responsible equipment owner for qualification and maintenance plans in several scenarios. Response in progress.
 - 23-0079 – Request from Hazmat Safety Consulting regarding the applicability of the Special Provision B81 approval for tank car PRDs in hydrogen peroxide service. Response in progress.
 - 23-0102 – Request from AITX regarding repair of a thermal protection system by through partial application of another approved system. Response in progress.
 - NTSB Safety Recommendations-
 - PHMSA received the following NTSB recommendations from report HZIR-23-01, issued following the derailment and fire involving DOT-117J tank cars in Oklaunion, TX on January 8, 2022.
 - R-23-14 Work with the Federal Railroad Administration to develop and publish benchmark service and survival temperatures for gaskets to be used in tank cars used in flammable liquid service that reflect currently available gasket materials.
 - R-23-15 Work with the Federal Railroad Administration to develop and publish thermal performance standards for gaskets used in tank cars in flammable liquid service that address both accident and normal transportation conditions.
 - R-23-16 Revise the DOT-117 specification in 49 Code of Federal Regulations 179.202-6 to ensure that DOT-117 tank cars incorporate thermal protection systems appropriate to non-pressure tank cars so that service equipment is thermally protected.
 - Special Permits- n/a
 - Special Topics:
 - The lawsuit filed by several states, environmental advocacy groups, and an American Indian tribe against the authorization to transport LNG in rail tank cars, which had been placed in abeyance since March 2021 has been ordered to recommence as of July 18, 2023. The Department of Transportation and

Department of Justice are reviewing our next steps for this litigation.

- The schedule of briefings has been published. The first briefs were filed on October 13, and the final briefing is scheduled for February 2024.
- Discussion from Leonard Majors on Special Permit markings

N. Roy provided an update for TC:

- Senior Management Update: Michel Béland is now Acting Director General of TDG. Jaqueline Randall has joined TDG as the Acting Executive Director of TDG's Regulatory Frameworks and International Engagement Branch. Both appointments were effective on December 18, 2023.
- TDG Regulations Part 17: At the time of the submission date for the written regulatory update for the meeting in October, the regulatory amendment to implement the Client Identification Database (CID) as an inventory of regulated parties and sites where dangerous goods are imported, offered for transport, handled, or transported in Canada was expected soon in Canada Gazette Part II. That amendment was published in Canada Gazette II on October 6th, 2023.
- Tank Car Standard: TP14877-2018 is still in effect. The new CGSB-43.147-2023 is awaiting incorporation by reference in the TDGR. The regulatory amendment proposal that would include the incorporation of the new standard in the regulations was published in Canada Gazette I on December 9, 2023, for a 75 day consultation period which ends on February 22, 2024.
- Flammable liquids tank car phase-out: next deadline is the ultimate deadline of May 1, 2025 for all remaining Class 111, including CPC-1232s, to be removed from flammable liquid service.

DOCKET T59

TANK CAR RESEARCH PROGRAM

April 2026 update,

- The following update was provided from FRA:

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Tank Car Environment Study	The main goal of this project is to have the instrumented tank car couple with the FRA's T16 high-speed research vehicle and record the track geometry and train handling along with the trainloads to have a complete picture of the environment. The project will also consist of various flat coupling test evaluating coupling speed of 7.5 mph and 6 mph (when temperatures are below 77F).	FRA	ENSCO	August 2026	Ongoing Phase II ongoing. Published report on yard switching https://railroads.dot.gov/eli-brary/impact-test-data-analysis-load-environment-characterization-tank-car-stub-sill-during-yard NEW: https://railroads.dot.gov/eli-brary/load-environment-characterization-tank-car-stub-sill-during-revenue-operations
Development and Testing of Fire-Resistant Coating Materials for Tank Cars to Transport Flammable Liquids	Evaluate the resiliency and fire-resistant qualities of a novel coating material that can significantly reduce heat conduction and improve fire resistance of tank cars carrying flammable liquids. The project is conducted in two phases. Phase 1 will be done at a smaller scale while Phase II will be conducted at the full-scale level.	FRA	Redstone Technologies LLC	Phase 1: Completed Phase 2: September 2026	Phase 1 involved applying the coating, conducting vibration and coupling tests, and a 30-minute torch-fire test, which was inconclusive because the aluminum cover melted. Phase 2 will use a more realistic setup, with and without the coating, employing a steel-covered housing and proper instrumentation to assess the coating's effectiveness.

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Full scale Crash test of tank cars	Conduct tank car crash tests at TTC for different specification tank cars..	FRA	Volpe, ENSCO	Various	Side impact test was conducted DOT112H500W used to transport NH3 on January 23, 2025. The pre-test target speed was 21.5 MPH and the actual test was conducted at 21.55 MPH Evaluating the structural integrity of DOT-113 service equipment (i.e breakway piping and cabinet)
Improved models for estimating tank car fire performance	This research effort proposes to develop a higher fidelity, multi-zone, approach for modeling the thermal performance of tank cars (pressure vessels) under fire conditions that incorporates several critical, physical, and safety relevant phenomena. The methodology developed through this project will be validated against available test data (from the several fire tests conducted by FRA), as well as other available test and simulation data.	FRA	Sharma and Associate	Phase 1: Completed Phase 2: TBD	Phase I completed. FRA is evaluating Phase II to further enhance the model and validate using previous fire tests.
Pendulum Based Puncture Testing of Tanks and Tank Welds	Evaluating weld performance when the point of impact is on the weld seam. Evaluating puncture performance under cold weather conditions. Create 1/3 scale tank with various weld types and test configurations to better evaluate weld performance.	FRA	Sharma & Associates	September 2026	Conducted three tests on parent material, double sided weld and closure weld. Preparing additional test including heat-affected zones and cold temperatures.

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Cryogenic Mechanical Properties of DOT113 Class Tank Car	Developing a library of material properties for the T304 stainless steel over a range of service cryogenic temperatures and strain rates typical of a dynamic impact. Once validated against laboratory tests, the T304 material model can be incorporated into larger FE models of DOT113 tank cars of different configurations, impact conditions, and lading conditions.	FRA	National Institute of Standards of Technology (NIST)	June 2026	Literature review of the Type 304 Stainless Steel was published. https://www.sciencedirect.com/science/article/abs/pii/S0011227525000840?via%3Dihub
Parametric Studies on DOT-117 Tank Car Impact Simulations	To estimate the puncture threshold speed range for a DOT 117 tank cars using parametric modeling under impact conditions that varied from the conditions under which each car was tested.	FRA	Volpe	July 2026	Draft report is in review
Finite Element Analyses of Tank Car Crippling Loads and Stub Sill Attachment Strength	To investigate the efficacy of the existing tank car design requirements for breakaway attachment strength (85% Rule)	FRA	Volpe	May 2026	Draft report is in review
Head impact study using finite element analysis	To examine head impact responses of various (e.g. DOT-117, DOT-105) tank car or tank car test articles to varied head impact scenarios.	FRA	Volpe	July 2026	Also evaluating other head protection concept through FEA and possible testing at a smaller scale level
Thermal Protection System (TPS) Evaluation and Test	Develop a testing and sampling plan for future pool fire testing of several existing TPS beyond the current 100 minutes limit. Evaluating TPS that are currently available commercially.	FRA	Volpe	May 2026	Testing will be determined after the sampling plan is completed.

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Service-used component evaluation and test plan	Develop a testing and sampling plan for future mechanical and/or thermal testing of service-used components (e.g., head/shell material, thermal protection systems, etc.)	FRA	Volpe	April 2026	Testing will be determined after the sampling plan is completed.

At the January 2026 meeting, COD

January 2026 update,

- The following update was provided from FRA:

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Tank Car Environment Study	The main goal of this project is to have the instrumented tank car couple with the FRA's T16 high-speed research vehicle and record the track geometry and train handling along with the trainloads to have a complete picture of the environment. The project will also consist of various flat coupling test evaluating coupling speed of 7.5 mph and 6 mph (when temperatures are below 77F).	FRA	ENSCO	August 2026	Ongoing Phase II ongoing. Published report on yard switching https://railroads.dot.gov/eli-brary/impact-test-data-analysis-load-environment-characterization-tank-car-stub-sill-during-yard NEW: https://railroads.dot.gov/eli-brary/load-environment-characterization-tank-car-stub-sill-during-revenue-operations
Development and Testing of Fire-Resistant Coating Materials for Tank Cars to Transport Flammable Liquids	Evaluate the resiliency and fire-resistant qualities of a novel coating material that can significantly reduce heat conduction and improve fire resistance of tank cars carrying flammable liquids. The project is conducted in two phases. Phase 1 will be done at a smaller scale while Phase II will be conducted at the full-scale level.	FRA	Redstone Technologies LLC	Phase 1: Completed Phase 2: September 2026	Phase 1 involved applying the coating, conducting vibration and coupling tests, and a 30-minute torch-fire test, which was inconclusive because the aluminum cover melted. Phase 2 will use a more realistic setup, with and without the coating, employing a steel-covered housing and proper instrumentation to assess the coating's effectiveness.

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Full scale Crash test of tank cars	Conduct tank car crash tests at TTC for different specification tank cars..	FRA	Volpe, ENSCO	Various	Side impact test is planned on a DOT112H500W used to transport NH3. Test is scheduled January 21, 2026 Evaluating the structural integrity of DOT-113 service equipment (i.e breakway piping and cabinet)
Rail Tank Thermal Protection Analysis	The objective of the proposed work is to evaluate the heat transfer from a fire to the rail car content to understand the effectiveness of the proposed fire response from the local fire department. The results of this study will allow first responders to understand cooling time, and better define strategies for defensive or offensive response	FRA	ESI	Finished	Final Report to be published soon
Improved models for estimating tank car fire performance	This research effort proposes to develop a higher fidelity, multi-zone, approach for modeling the thermal performance of tank cars (pressure vessels) under fire conditions that incorporates several critical, physical, and safety relevant phenomena. The methodology developed through this project will be validated against available test data (from the several fire tests conducted by FRA), as well as other available test and simulation data.	FRA	Sharma and Associate	Phase 1: Completed Phase 2: TBD	Phase I completed. FRA is evaluating. Phase II to further enhance the model and validate using previous fire tests.

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Pendulum Based Puncture Testing of Tanks and Tank Welds	Evaluating weld performance when the point of impact is on the weld seam. Evaluating puncture performance under cold weather conditions. Create 1/3 scale tank with various weld types and test configurations to better evaluate weld performance.	FRA	Sharma & Associates	September 2026	Conducted three tests on parent material, double sided weld and closure weld. Preparing additional test including heat-affected zones and cold temperatures.
Cryogenic Mechanical Properties of DOT113 Class Tank Car	Developing a library of material properties for the T304 stainless steel over a range of service cryogenic temperatures and strain rates typical of a dynamic impact. Once validated against laboratory tests, the T304 material model can be incorporated into larger FE models of DOT113 tank cars of different configurations, impact conditions, and lading conditions.	FRA	National Institute of Standards of Technology (NIST)	June 2026	Literature review of the Type 304 Stainless Steel was published. https://www.sciencedirect.com/science/article/abs/pii/S0011227525000840?via%3Dihub
Tank Car Vent and Burn Process Study and Report Update	Update and modernize the tank car vent & burn process	FRA	ENSCO	July 2026	Draft report is in progress
Parametric Studies on DOT-117 Tank Car Impact Simulations	To estimate the puncture threshold speed range for a DOT 117 tank cars using parametric modeling under impact conditions that varied from the conditions under which each car was tested.	FRA	Volpe	July 2026	Draft report is in review
Finite Element Analyses of Tank Car Crippling Loads and Stub Sill Attachment Strength	To investigate the efficacy of the existing tank car design requirements for breakaway attachment strength (85% Rule)	FRA	Volpe	May 2026	Draft report is in review
Head impact study using finite element analysis	To examine head impact responses of various (e.g. DOT-117, DOT-105) tank car or tank car test articles to varied head impact scenarios.	FRA	Volpe	July 2026	Also evaluating other head protection concept through FEA and possible testing at a smaller scale level

Project Title	Abstract	Sponsor	Contractor	Target dates	Status
Thermal Protection System (TPS) Evaluation and Test	Develop a testing and sampling plan for future pool fire testing of several existing TPS beyond the current 100 minutes limit. Evaluating TPS that are currently available commercially.	FRA	Volpe	March 2026	Testing will be determined after the sampling plan is completed.
Service-used component evaluation and test plan	Develop a testing and sampling plan for future mechanical and/or thermal testing of service-used components (e.g., head/shell material, thermal protection systems, etc.)	FRA	Volpe	April 2026	Testing will be determined after the sampling plan is completed.

1. Tank Car Environment Study (ENSCO)

- a. No updates since last report (April 2025)
- b. ENSCO is currently working on conducting tank car handling and perturbation tests on a slab track at TTC. The instrument wheels will be installed under the instrumented tank car.
- c. TTC Under this contract, they will also conduct flat coupling impact testing at TTC. This effort will compare the results between the two types of coupling. This testing is designed to support evaluation of potential coupling speed restrictions of 7.5 mph or 6 mph when temperatures are below 77 °F.

2. Development and Testing of Fire-Resistant Coating Materials for Tank Cars to Transport Flammable Liquids (Redstone Technologies)

- a. Evaluate the resiliency and fire-resistant qualities of a novel coating material that can significantly reduce heat conduction and improve the fire resistance of tank cars carrying flammable liquids.
- b. Phase 1 was completed, including the application of the protective housing with the coating material and the execution of vibration and coupling tests, followed by a 30-minute torch-fire test. The test was inconclusive because the aluminum cover melted during the test.
- c. Phase 2 will be conducted in a more realistic setup, with and without the coating material, using the protective housing cover with steel cover using proper instrumentation to determine the coating material’s effectiveness.

3. Full scale Crash test of tank cars (ENSCO & Volpe)

- a. Side impact test is planned on a DOT112H500W used to transport NH3. Test is scheduled on January 21, 2026, at Transportation Technology Center (TTC) at Pueblo, CO.

- b. Published the Research Results brief (link below) on the side impact test of the DOT 112J500 used to transport CO₂. Final FRA technical is in development.
<https://railroads.dot.gov/elibrary/full-scale-shell-impact-test-dot-105j500w-tank-car-designed-carry-liquid-carbon-dioxide>
 - c. Evaluating the structural integrity of DOT-113 service equipment (i.e breakaway piping and cabinet)
- 4. Rail Tank Thermal Protection Analysis (ESI)**
 - a. No updates since last report (April 2025)
 - b. Final report at the FRA awaiting to be published.
- 5. Improved models for estimating tank car fire performance (Sharma & Associates)**
 - a. No updates since last report (April 2025)
 - b. Phase I completed. FRA is evaluating Phase II to further enhance the model and validate using previous fire tests.
- 6. Pendulum Based Puncture Testing of Tanks and Tank Welds (Sharma & Associates)**
 - a. No updates since last report (April 2025)
 - b. Conducted Pendulum Impact tests on the parent material (no welds), factory weld and closure weld of the previously side impacted DOT 113 tank car.
 - c. Preparing additional pendulum impact test including heat-affected zones and cold temperatures.
 - d. Create 1/3 scale tank with various weld types and test configurations to better evaluate weld performance.
- 7. Cryogenic Mechanical Properties of DOT113 Class Tank Car (NIST)**
 - a. Literature review of the Type 304 Stainless Steel was published
<https://www.sciencedirect.com/science/article/abs/pii/S0011227525000840?via%3Dihub>
 - b. Inner tank materials (Type 304 Stainless Steel) of the DOT113C120W9 were cut and sent to NIST for material testing at various cryogenic temperature.
- 8. Tank Car Vent and Burn Process Study and Report Update (ENSCO)**
 - a. No updates since last report (April 2025)
 - b. NTSB recommendation from the East Palestine incident.
 - c. Objective is to update and modernize the current report, last updated in 2007.
- 9. Parametric Studies on DOT-117 Tank Car Impact Simulations (Volpe)**
 - a. No updates since last report (April 2025)
 - b. To estimate the puncture threshold speed range for a DOT 117 tank cars using parametric modeling under impact conditions that varied from the conditions under which each car was tested.
 - c. Draft report is in review.
- 10. Finite Element Analyses of Tank Car Crippling Loads and Stub Sill Attachment Strength (Volpe)**
 - a. No updates since last report (April 2025)

- b. To investigate the efficacy of the existing tank car design requirements for breakaway attachment strength (85% Rule).
- c. Draft report is in review.

11. Head impact study using finite element analysis (Volpe)

- a. To examine head impact responses of various (e.g. DOT117, DOT105) tank car or tank car test articles to varied head impact scenarios, including additional modeling results.
- b. Draft report is in progress.
- c. Also evaluating other head protection concept through FEA and possible testing at a smaller scale level

12. Thermal Protection System (TPS) Evaluation and Test (Volpe)

- a. Develop a testing and sampling plan for future pool fire testing of several existing TPS beyond the current 100 minutes limit. Evaluating TPS that are currently available commercially.

13. Please see previous and current T59 Table for other published FRA reports.

14. For any questions in the meantime Please contact.

Brian Won

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Active Docket Updates

DOCKET T1.1.4

PROCEDURES FOR SECURING APPROVAL

April 2026 update,

- Attachment: proposal

At the January 2026 meeting,

- Working on a proposal for the April 2026 meeting.

At the October 2025 meeting,

- The proposal is still being worked on. Taskforce aims to combine and complete work from both taskforces by the end of the year.
- Taskforce will also discuss the development of ITPs to review service equipment applications just like the current process for tank car applications. A checklist will help determine if the application meets standards/regulations and design criteria before being reviewed by the TCC.

October 2025 update,

- Proposal updates
- Discuss the development of ITPs for service equipment applications

At the July 2025 meeting, TF is aiming to have a proposal by October.

July 2025 update,

- Reviewing and updating Chapter 1 for tank car design approvals, including:
 - Improving the process and rules for car design approvals (including modifications)
 - Scope for 4-2 approval
 - Updating and documenting the legacy process for use of alternate approvals to modify cars (FKA 'precedent approvals)
 - Adding a process for car owner to substitute alternative, or "Equivalent Kind" service equipment items (Reference 49 CFR 179.5(c) which allows the owner to furnish a report to the Executive Director – Tank Car Safety, AAR certifying that the equipment complies with the requirements of the specifications.)

At the April 2025 meeting,

- The service equipment task force chair delivered an overview of the taskforce's ongoing initiatives such as revisions to chapter 1 forms and developing definitions. The Tank Car taskforce is working on clarifying the approval process of 4-2s. Working to improve the certification process for approved designs, the process for design modifications and service equipment replacements

- Proposals are being developed to be presented by the October meeting.

April 2025 update,

- Draft revisions to chapter 1 forms, instructions and definitions are complete
- Review and revision of the remaining sections of chapter 1 is in progress

At the January 2025 meeting,

- COD

January 2025 update,

- TF is making changes to the current application forms and will be presenting to the committee by the April meeting.
- Member to add to TF: Angela Nuxoll - AllTranstek

At the October 2024 meeting,

- J. Zimmerman reported that the task force is working on the first charge. The original taskforce has been divided to work in parallel with the different application forms.

At the July 2024 meeting,

- It was reported that TF is drafting a proposal. The TF has been divided into two groups to focus on both the service equipment applications and Tank Car applications.

At the April TCC meeting, J. Zimmerman discussed the revised charges with the committee.

- Action item: TCC voted to accept the charges that were recommended by TF. Motion was granted, seconded, and accepted. TF Members to be added to TF: Matthew Grove-Salco Products, Chris Edmonds- Exxon Mobil

April 2024 update,

- TF has been meeting weekly and would like the TCC to review the revised charges for the task force:
 - Review and clarify approval requirements in M-1002 Chapter 1.
 - Tank Car Approval
 - Clarify process and scope of approval (4-2).
 - Recommend approval process for design modifications to an approved design.
 - Review and improve certification process for approved designs.
 - Service Equipment Approval
 - Clarify process and scope of approval (4-3, 4-5)
 - Review and improve renewal process for approved designs (4-7)
 - Develop criteria for approval of all items of service equipment.
 - Define and establish essential variables for design approval of service equipment.
 - Establish the service equipment design approval process for each service

equipment category.

- TF members to be added: Gary Harley- Metal Goods, Joe Fiore- Dixon Valve

At the January 2024 meeting,

- It was discussed that the charge needs to be revised and TF chairman should discuss the possibly on splitting the taskforce into two. One taskforce to develop criteria for approval of all items of service equipment and one for developing criteria for approval of tank cars.

At the October 2023 meeting,

- Action item: member added to TF- Dan Welch- SMBC, Jonathan Schultz- UTLX

At the July 2023 meeting, it was reported that AAR staff and TF chairman will be meeting before the October TCC meeting to discuss action needed on this docket.

At the April 2023 meeting, COD

April 2023 update,

- A meeting over the progress of chapter 1 took place with the Chairman. A path on how to move forward with the information that was developed last year was discussed.

At the January 2023 meeting,

- Action item: AAR staff to contact the chairman regarding an update.

At the October 2022 meeting, it was noted that TF is working on design approval processes for service equipment. COD

At the July 2022 meeting, this docket was not discussed at the July meeting.

July 2022 update,

- Ongoing work on strawman
- TF charge 1: pushed to October 2022

At the April 2022 meeting, it was reported that J. Zimmerman is the new chair. TF is currently working on consolidating the TF recommendations to present to the TCC. The goal is to provide a June draft to meet draft proposal date of July.

February 2022 teleconference update,

- It was reported that TF has completed their efforts on all essential variables for all the categories in a spreadsheet.
- Consider a change in the TF chair since scheduling consistent meetings are an issue. Docket has AAR budget associated to programming IIRX.

At the January 2022 teleconference meeting, it was reported that TF is trying to incorporate all essential variables for valves and also working on structuring appendix A. There will be a gap

analysis to include all of the requirements that exist. Charge 1 is set to be completed by April 2022.

At the October 2021 meeting, M. Forister presented the developed path forward for 1.1.4. Task force has met and will has created a excel spread detailing specification concepts.

- Action item: AAR TCC approves the Service Equipment Specification concept as provided by the TF chair.

October 2021 update,

- Task Force to seek TCCs direction on Service Equipment specification concept.

At the July 2021 teleconference meeting, M. Forister reported that TF has met about 10 times to set a foundation and is currently working to develop a timeline for charge 1. Main focus of TF is essential variables for valve design.

May 2021 teleconference update,

- M. Forister reported that weekly meetings for this TF are held on Fridays. TF is working on charge 1 and might have a proposal for that charge by the August 2021 monthly call.

At the April 2021 teleconference meeting, it was reported that the TF chair has reached out to the TF members for availability for a kick-off meeting by the end of this month. Timeline on the TF charges will be provided to the TCC by the May 2021 TCC teleconference.

At the February 2021 teleconference meeting, it was reported that M. Forister communicated with D. Escobar regarding the timeline of this docket. It was also noted that doodle polls regarding meeting schedules will be sent to TF.

November 2020 teleconference update,

- M. Forister reached out to the T100.22.2 TF members to find a TF chair for this docket. David Escobar from Neles USA Inc volunteered to be TF chair. The TCC desired continuity between T100.22.2 and this task force because the essential variables used related to one another.
- TCC Action Taken: Recommendation to approve D. Escobar- Neles USA as TF chair was passed. Motion made by Clay P and seconded by BNSF.
- Action item: M. Forister to reach out to D. Escobar to start TF efforts and set dates for proposals.

At the October 2020 teleconference meeting, M. Forister reported that charge was sent out and discussed. COD

- Action item: AAR staff to reach out and determine new TF chair. Update the minutes in the background to reflect the charges.
 - TF members to be replaced: Ashton- BOE with Jeremy Killian.

September 2020 teleconference update,

- 15 or more to add components to the objective statements.
- T1.1.4 and T100.22.2 TF charges were sent out and will be provided with the objective statements. M Forister to reach out to those TF chairs.

August 2020 teleconference update, a working draft that highlighted TF charges was presented by M. Forister.

- Action item: Motion was taken to approve the TF charges. Motion taken by BNSF, seconded by CSX, and passed. Task force to determine completion dates for charges.

At the July 2020 teleconference meeting, M. Forister discussed the update provided earlier this month.

- Action Item: J. Byrne, R. Kinsley, J. Birkmann, B. Siebold, K. Dorsey, and M. Forister as the leadership group to establish TF charges based on input already provided by TCC in previous meetings. T. Sisto has volunteered to be the TF chair. Leadership group will engage T. Sisto as necessary on TF charge development. Once TF charge(s) are developed by leadership group, the TF would start work. Charges to be developed by August for TCC approval and updates on 1.1.4 will be on agenda for all monthly calls until further notice.

July 2020 update, M. Forister provided an update regarding docket T1.1.4 via email.

- Progress is being made on specific TF chargers based on input from the TCC and TCC response to the DOT/TC audit findings.
- Prioritization needs be set by TCC once the TF charges are determined. Further details to be provided at the July 2020 teleconference meeting.
- Members removed from the TF:
 - Wali Sagaf – Transport Canada
 - Khiem Hoang – Midland Manufacturing
- Members added to the TF:
 - Jeff Butt- Apollo Valves/ Aalberts Ips
 - Hira Khalid – Association of American Railroads

At the April 2020 teleconference meeting, M. Forister reported that all previous development documents are being organized. TF charge is to develop approval criteria for all service equipment items. A proposal is set to be drafted by January 2021 TCC meeting that includes revisions to Appendix A, Appendix E and Chapter 1.

- Project priorities:
 1. Establish the essential variable required for tank car service equipment design approval by service equipment category (Closure, fittings, instruments, safety relief devices, and valves).
 2. Using the essential variables from effort 1, establish groupings under each service equipment category

April 2020 update, M. Forister provided an update regarding docket T1.1.4 via email.

- Progress is being made on the exact TF charges based on input from the TCC, questions from industry on the service equipment approval process, discussions with J. Byrne, and the TCC responses to the DOT/TC audit findings.
- M. Forister will begin to compile all previous strawman work and establish a framework based on TF charges and prioritization to get the TF members working on this effort.

February 2020 teleconference update, COD. M. Forister and J. Byrne are making progress on the list of charges; will have something for the committee before March.

At the January 2020 meeting, M. Forister reported that a gap study analysis was done with the assistance of the FRA. A list of requirements was developed that identified what the standards currently require verse the regulation requirements. A list of charges for chapter 1 will be made by M. Forister and J. Byrne by the February teleconference.

At the October 2019 meeting, COD. FRA/TC audit will result in some items being added to the TF charge. J. Schultz has been added as an UTC representative on the TF.

At the July 2019 meeting, M. Forister reported that a strawman is being completed to distribute to the TF. Charges from T55.5 have been folded into this group.

At the April 2019 meeting, this docket was COD

- ❖ **Staff note:** AAR and DOT to collaborate on a strawman to forward to the TF for review.

At the January 2019 meeting, W. Sagaf (TC) and RG Ashton (BOE) have been added to the TF. The TF list needs to be updated. COD

At the October 2018 meeting, M. Forister continues the development of the TF strawman and plans to get this effort introduced to the TF after the completion of Appendix B, the related online application/certification tool, M-1003 standard revision via the AAR QA TF, and AAR Auditor Handbooks.

- ❖ **AAR Staff note:** Neil Gambow retired from Kelso. Removed from TF. Kelso still has Mario on TF.

At the July 2018 meeting, M. Forister continues the development of the TF strawman and plans to get this effort introduced to the TF after the completion of Appendix B, the related online application/certification tool, M-1003 standard revision via the AAR QA TF, and AAR Auditor Handbooks.

At the April 2018 meeting, AAR M. Forister continues to work on the development of the TF strawman. COD

At the January 2018 meeting, AAR discussed the AAR strawman development with the input from the FRA. Next step is to hold a TF teleconference to go over the procedures for securing approval.

At the January 2018 private docket meeting, The TCC agreed that the M-1002 standard needs to be revised to take into account any change to the valve that involves how it performs requires a new approval. This goes directly into what the T1.1.4 TF is trying to resolve with acceptance criteria and what is exactly approved under service equipment.

Task Force:

Name	Company	Name	Company
Zimmerman (Chair)	The Greenbrier Companies	Morgan	GBW Railcar Services
Welch (Chair)	SMBC Rail	Muellner	Fort Vale Engineering
Clugg	Salco Products	Walker	Federal Railroad Administration
Foley	Metso Automation USA	Nunez	Kelso Technologies Inc
Khalid	Association of American Railroads	Prince	Flowserve Corporation
Gentile	Engineered Controls	Prunty	McKenzie Valve & Machining
Fiore	Dixon Valves	Sisto	GATX Rail Corporation
Loman	AllTranstek	Byrne	RSI
Killian	BOE	Culligan	ARI
Harley	Metal Goods Manufacturing	Welch	SMBC
Schultz	UTLX	Grove	Salco Products
Edmonds	Exxon Mobil	Becherer	Transquip
Nuxoll	Alltranstek		

TF Charge:

Number	TF Charge
1	Develop criteria for approval of all items of service equipment.
2	Approval process for RME

DOCKET T1.6

CRYOGENIC SERVICE EQUIPMENT APPROVALS AND FACILITY CERTIFICATION

At the January 2026 meeting,

- COD

At the October 2025 meeting,

- It was noted one facility is certified and the other is in the process of getting certification.

At the July 2025 meeting,

- Action item: AAR staff to reach out to suppliers regarding their timelines

At the April 2025 meeting,

- AAR is working with component suppliers as some did not meet deadlines.

At the January 2025 meeting,

- COD

At the October 2024 meeting,

- It was reported that AAR is working with facilities to meet deadlines.
- Add TF member: John Gulotta- Linde

At the July 2024 meeting,

- Facilities are not meeting deadlines for certification and some cryo cars are causing concerns in service. FRA has also reported data on NARS on the Argon Fleets
- Action item: AAR to reiterate the interchange requirement to the facilities and explain the consequences of the requirements that are not met.

June 2024 teleconference update,

- Action Item: AAR to reach out to the Cryogenic facilities to ensure they are meeting the deadline to get facility certification.

At the April 2024 meeting,

- Action item: Scott Nason to be the chair of this docket, add Emily Harrell- Rego to the TF.

April 2024 update,

- Added Scott Nason- Chart Industries to the TF

At the January 2024 meeting, COD

At the October 2023 meeting,

- Action item: member added to TF- AD McKisic- Trinity, Jason Riggs-UTLX, David Ronzani- AllTranstek, Adrian Morgan- The Greenbrier Companies.

At the July 2023 meeting, COD

At the April 2023 meeting, it was reported that TCC has moved forward with notifying these facilities that design approval needs to be approved by January 2024 and facilities have to be certified by July 2024.

April 2023 update,

- AAR staff is in contact with both the suppliers and consumers.

At the January 2023 meeting,

- Pending Implemented CPC-1406, then the solicitation CPC will be issued.
- Action item: AAR staff to determine status and contact both the suppliers and consumers.

January 2023 update,

- Due to preparing critical for publication documents this effort will be done by February 2023 TCC monthly meeting.
- At the December 2022 meeting, the TCC discussed the current state of industry when it comes to cryogenic service equipment approvals and facilities that manufacture them.
- Action taken:
 - Motion made, seconded, and passed to issue CPC notification to industry on cryogenic service equipment manufacturers to come into compliance with both the approval process in Chapter 1 of M-1002 and facility certification in compliance with M-1002 Appendix B. The cryogenic service equipment manufacturers must have designs approved per Chapter 1 January 1, 2024, and must be certified per Appendix B by July 1, 2024.
 - Motion made, seconded, and passed to have a private session docket opened on the cryogenic service equipment manufacturers progress on the notification CPC to ensure compliance is achieved by the effective dates assigned.
- Action item:
 - AAR staff to issue CPC notice by the January 2023 TCC meeting.
 - AAR Staff to open new private session docket per action taken above.

Task Force:

Name	Company	Name	Company
Nason (chair)	Chart Industries	Riggs	UTLX
Ronzani	AllTranstek	Morgan	Greenbrier Companies
McKisic	Trinity	Gulotta	Linde

DOCKET T5.31

REVIEW OF TANK CAR ELEMENTS IN UMLER

April 2026 update,

- Attachment: Unknown permissible values tracking charts

At the January 2026 meeting, COD

January 2026 update,

- Umler updates were completed in the December implementation
- Unknown value updates at the April TCC meeting
- TCOCTF – implemented the project between TCOC and Umler completed in December and functional for Tank Cars built after 1/1/26
- 2nd phase of integration TCID to Umler will have kick off meetings in Jan/Feb. Updates at April TCC meeting.

At the October 2025 meeting, C. Blanton discussed the unknown permissible value tracking charts along with the progress of Umler changes

October 2025 update,

- Discuss progress of the Umler changes status recommended by TF.
- Attachment: Unknown permissible values tracking charts.

At the July 2025 meeting, the update provided was discussed. Waiting on the Mechanical committee to review implementations and approval.

July 2025 update,

- Phase 1 of integrating TCOC with Umler is being implemented.
- Phase 2 of integrating TCID with Umler is going through the approval process so that it can be developed. Component tracking for additional tank car components is included in Phase 2.

At the April 2025 meeting,

- The update provided was discussed.

April 2025 update,

- Since TCC approved the Task Force's Umler Revisions, 60% of the suggestions have been implemented in Umler.
- MWTK is now a permissible Mechanical Designation for the Tank Car Equipment Group.
- Integration of Tank Car Certificate of Construction with Umler is underway.
- Project Charter has been created and in the process of being approved by the working group.

At the January 2025 meeting,

- COD

At the October 2024 meeting,

- It was reported that the proposal was approved and will be in effect in 2025. The unknown values progress graph will be presented at the April TCC meeting.

At the July 2024 meeting,

- The proposal and TC recommendations were reviewed.
- Addition of MOW Tank Car option
 - Umler Tank Car committee, AAR and Umler has been made aware of the request. This is a RR only field and would not need to discuss with industry
- Action item: Motion to adopt the proposal, taken by RSI, seconded by CN and passed.

At the April 2024 meeting,

- It was reported that TF has a proposal to present for charge 3 of the element review. TF requests that TCC review the proposal and provide feedback. 60 elements will be affected.
- Action item: TCC to review proposal. TF chair to be Chris Blanton- Chicago Freight Car

April 2024 update, R. Haskins provided the following update.

- Taskforce is meeting next Friday, April 5th. Briefly, Railinc has completed all the TF action items and placed all the required elements into the final spreadsheet.

At the January 2024 meeting,

- Action item: AAR staff request that Umler be modified to reflect the in service car not the EINN number car for retanked cars. Two elements need to be changed for that to occur in Umler. Committee to assign a new chair for this docket.

At the October 2023 meeting, the update for Umler release provided was reviewed.

October 2023 update, B. Siebold reported the following:

- The gap analysis requested under charge 3 was submitted at the July meeting and accepted by the TCC. The TF recommends that the TCC seek budgetary authority at Railinc and begin planning the necessary programming between the 4-2 system, Umler, and TCID. Further, two previously approved Umler Change Requests (UCR) for tank cars are progressing through Railinc the programming process (see also T15.11) – 1) Level E bottom service equipment protection, and 2) updates on tank stenciled specification versus design specification for alignment with M-1002 Chapter 1 (NOTE – due to system interdependencies of these elements and the need for several owner outreach notifications, the programming for this second UCR will occur in multiple phases as set forth by the Umler Committee). Additionally, Railinc staff is converting a working draft of the comprehensive TF recommendations to the Tank Equipment group into a

standardized spreadsheet format. This will aid TCC and UC in their review and also the future programming at Railinc. New estimated delivery to TCC is December 2023. COD.

At the July 2023 meeting, B. Seibold elaborated on the provided July update.

- Action item: Docket to remain open until October TCC meeting to examine the implementation by Railinc of the T5.31 recommendations that affect the Tank equipment group in Umler.

July 2023 update,

- The Umler Change Request (UCR) for new Level E bottom safety system protection (element A153) is still ON HOLD pending AAR staff issuing final CPCs on Appendix E revisions. The goal was to have this programming in place 6 months before the Jan 1, 2024, compliance date for all cars ordered built. Staff to issue CPCs.
- TF met on June 23rd but was unable to finish the 4-2 / Umler gap analysis (charge 3) due to lack of quorum. Next TF call scheduled is for July 14 – if a proposal can be advanced following that meeting, BNSF (Ryan Haskins) can deliver JIT for discussion / consideration at July meeting. This outstanding charge does not affect the republication of M-1002.
- A second UCR is currently in process that will align previously approved M-1002 Chapter 1 work regarding permissible values for stenciled and design specifications.
- The Railinc staff is creating a spreadsheet to capture all other T5.31 recommendations that affect the TANK equipment group in Umler. Estimated delivery date to TCC – October 2023.
- As presented in April, the TF was seeking TCC input on the desired intent of element A131 – surge protection device equipped. Original data was to capture RDD equipped cars, however there are now currently over 20K cars registered with surge protection and a PRV. TCC to provide directions to T5.31.

At the April 2023 meeting, B. Seibold reported the following,

- Gap analysis (charge 3) is nearly complete. Finished with the “specification” presentation group for “TANK”.
- Unknown Value Report – slides presented.
- UCR status on Element A153 – accepted by UC. Progress / implementation is on hold pending issuance of CPC 14xx. UC recommends adding a business rule connected with the built date (cannot be A, B, or C if after 1/1/24).
- UCR on Design / Stenciled specification Elements – In process. Will align with updated Chapter 1 tables – see pending CPC 14xx.
- Request TCC guidance on Element A231 – Surge suppression device with RDDs only (as originally intended) or expand to any Safety Relief Devices with surge protection?
- Request TCC guidance on Elements B279 / B280 –Tracks PWHT of tank repairs on AAR class cars– only 36 active cars using B279 and under one owner mark. No cars registered and reporting B280. TF leaning toward a recommendation to remove both elements if not being used by owners or roads.

March 2023 teleconference update,

- Umler request approved by TCC in February is progressing as part of the Umler group activities. The TF is seeking clarification on committees' intent on the Umler elements reporting safety vent equipped with surge suppression.
- Additionally, B280 and B279 were discussed. Umler TF to do outreach on B279 with the one user. Question was asked if the 2 elements are still required. Member to poll organization to see if operating rules would use WK and WJ elements.

PWHT Not Reworked	B280
Special Train Service Code WK	
Permissible Values for B280	
Y	Yes
PWHT Re-stress Relieved	B279
Special Train Service Code WJ	
Permissible Values for B279	
Y	Yes

- Action item: Railroads to review internally if these elements / special train codes (WK and WJ) are used.

February 2023 teleconference update,

- Action item: TF request to approve a new Value E for bottom protection field in Umler to denote tanks equipped with the new standard for bottom fittings protection per CPC-14XX. M (UP) S (CP) P Committee agrees to the request.

At the January 2023 meeting,

- Pending tech writer on final pdf. Have 2 Umler change requests that are being worked on and no update on unknown values.

At the October 2022 meeting, B. Siebold elaborated on the September teleconference update also presented progress being made to Umler elements.

September 2022 teleconference update,

- B Siebold went through the proposal 1 and proposal 2.
 - **Proposal 1:** Action item: Motion to accept the proposal with the edits made at the meeting with the understanding that a circular will be published for comment. Text identifying the removal and footnotes will be noted in the edits of the proposal. Motion taken by WLERWY, seconded by Clay P, and passed.
 - **Proposal 2:** A committee member mentioned the following, From HM-201 Preamble (1996) Section 179.22. In paragraphs (b), (c), and (d), the phrase "is equipped with" is revised to read "requires". This change will allow the optional marking of a tank car "S," "J," or "T". Tank cars requiring such protection must be marked to show the appropriate tank specification. Action items: Tank Car Committee request that AAR staff reach out to DOT regarding table 1 to ask

about 112H600H in authorized tank car specification column for Division 2.3 Zone D materials not specifically identified in this table. Also, for Hydrogen Chloride, refrigerated liquid showing 105 in Authorized tank car class but in Authorized tank car specification column it shows 112H600W. Motion to accept the second proposal with the edits discussed during the meeting. Taken motion, seconded, and passed.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, B. Siebold reported that there is a notable reduction in unknown values recorded in Umler, the TF has developed more information on missed opportunities to record data for tanks that had been shopped which will be reported at the October 2022 meeting.

At the January 2022 teleconference meeting, B. Siebold reported that TF is making progress. Have explored two elements with Umler, has narrowed down the difference between design and stencil specifications also making sure that 4-2 and Umler align.

At the October 2021 meeting, it was reported that there is no proposal at this time. A presentation was showed on the change in unique elements for active cars. 49% decrease in elements recorded as unknown over 2 years was reported.

At the July 2021 teleconference meeting, the update provided earlier during the month was discussed. It a noted that the table of unknown valves of Umler will be presented at the next monthly meeting. The number of unknown values is decreasing. All values in Appendix D will be updated.

July 2021 update, B. Siebold provided an update regarding docket T5.31 via email.

- TF meeting monthly and working through chargers 1 & 2. No proposal for July.
- Attachment: Data and graphs on industry progress towards “unknown” permissible values in Umler.
- TF membership removed:
 - Barkan- university of Illinois, Boklewski- GATX, Ecker-Trinity Industries, Fredbeck-Well Fargo Rail, Paine-CIT Rail, Perez- Union Tank Car Company, Rawson-Railinc, Reece-Railinc, Sbragia-GATX, Student-Gunnison, LLC, Tuma-Union Pacific Railroad.
- TF membership information changed:
 - Chris Blanton- Chicago Freight Car
- TF membership added:
 - Louise Bell- GATX, Sarah Maples- Railinc, Ben Test- GBRX, Andri Desormeaux – CIT, Brian Johnson – Union Pacific, Chris Edmonds – ExxonMobil, Gary Leito – Trinity, Larry Strouse – FRA

June 2021 teleconference update,

- B. Siebold stated that TF met last week, and special permit equivalency certificate element is being added to Umler. Took TCC suggestions and advanced on the progress on the element, went through DQDF and passed and is currently being discussed by the UMLER committee. Might be adopted by 4th quarter.

At the April 2021 teleconference update, B. Siebold presented a document that highlighted change in unique elements in active cars. Progress on reducing the number of unknown values in Umler is 46% over the last 1.5 years.

- Action item: TF membership to be updated.

March 2021 teleconference update, the following was discussed.

- Request guidance from the committee
 - B. Siebold presented a questionnaire during the meeting. TCC suggested that the Umler committee should add field for listing the special permit and its number, value as increased visibility.
 - This is conditionally mandatory.

At the February 2021 teleconference meeting, update provided earlier this month was discussed. It was also reported that there are no proposals at this time and tank car specifications are being reviewed. COD

February 2021 update, B. Siebold provided an update regarding docket T5.31 via email.

- TF continued work on charges 1 through 3 which requires a holistic review of “Tank” specification presentation group elements/ permissible values.
- Charge 4 was removed, and a new docket was created as discussed at the November 2020 teleconference update.

December 2020 teleconference update,

- Update RMD change request-
 - It was reported that RMD is a mandatory field in UMLER. Change requests were reviewed by the committee during the November TCC meeting.
- Umler change request special permit.
 - B. Siebold went through the element requirements and change requests for special permits.
 - Motion was taken by BNSF to move the change request for special permit permissible value forward for implementation with Umler, motion seconded and passed.
- Umler change request HM-246
 - Motion to move to change request for HM-246 required updates forward for implementation with UMLER made by CP, seconded by CN and passed.

November 2020 teleconference update,

- TF Chair B. Siebold requested a change to the existing TF charges to align with work directed by the TCC and docket definitions within the new Charter. September's Unknown Values tracking summary was presented. By April 2021, the TF will look to present data on missed Umler opportunities for those tank cars qualified in 2020 (element B240 is now mandatory). B. Siebold also reviewed an Umler Change Request to update permissible values for DOT special permits- programming may function similar to A&B elements today. Permissible value will be free form alpha numeric.
- TCC Action Taken: TF chair requested to remove TF charge 4 from T5.31 and create a new standing docket with a liaison (like EEC) to report out on Umler committee activities. Motion by CN, seconded by NS and passed to remove Charge 4 from this docket and assign it to a new standing docket for Umler activities, "Umler committee Update". Charges 1-3 will stay with docket T5.31 until complete. BNSF volunteered to be the liaison discussant for the new docket.
- TCC Action Taken: Umler Change request—motion to approve and move forward with the change request on DOT113 stenciled specifications taken by CN, seconded by RSI seconded and passed.
- Action item: Umler Change request for RME will be updated in December 2020.

At the October 2020 teleconference meeting,

This docket was not discussed at the October TCC meeting due to time constraints

September 2020 teleconference update,

- B. Seibold discussed the official change request that covered, LNG specification, tank major class, special permit stenciled on cars.
- Plans to have a place for special permit number and expiration date.

At the July 2020 teleconference meeting, B. Siebold presented a table showing the number of elements that have been added since 2019 to June 16th, 2020. TF working on elements of bottom outlet protection as well as a path forward for adding SP and EC for cars. Progression is being made on HM-246 matrix, which is scheduled to be released this October.

June 2020 teleconference update, B. Siebold reported that the committee reviewed the proposal a week before the June TCC meeting. A summary of TF recommendations and changes to Umler were discussed.

- A motion was made, seconded, and approved to accept this proposal.

At the April 2020 teleconference meeting,

- Motion was taken, seconded, and passed to make the field for remote monitoring equipment mandatory. Any blank field would automatically be populated "as not equipped".
- Request was approved to update CPC-1232 validation logic to include 117's.

March 2020 teleconference update,

- It was stated that Umler registration of any RMD is mandatory. A document will be sent to the TCC regarding permanent monitoring systems.
- Motion was taken, seconded, and passed to allow RME systems in Umler.
- A minor name changes in the TF:

TF change:

Name	Company
Herbal to Hamilton	Trinity Industries

February 2020 teleconference update, B. Siebold reported the following:

- Inclusion of Process Engineering
 - Motion was taken to add process engineering. Motion seconded and passed.
- Umler Report
 - It was reported that the Umler committee approved the two major car classes for HM-246 compliant cars. Process to incorporate these in Umler will begin soon.
- RME proposal
 - COD

At the January 2020 meeting, B. Siebold reported the following:

- Two TCC proposals advanced in October and November call are now at Railinc.
- Both are expected during normally scheduled Umler releases in the first half of 2020.
- Next actions include submitting a business case to RPSWC for an information pipeline from the 4-2 system to Umler (similar to TCID) and plan to report progress on unknown PV trends during April/October meetings.

November 2019 teleconference update,

- Motion was requested and passed to advance the matrix for programming with Umler committee as proposed.
- The AAR has petitioned PHMSA to use something other than W in the tank car classification. TF 5.31 is not awaiting the outcome of the rulemaking to proceed with programming since new Tank Major Classes (84/85) are being created. Element A237 (Stenciled Shipping Spec) can be editorially changed in Umler once PHMSA has determined the final marking.
- Approval paperwork and physical remarking of the tank car will need to be done by next qualification.
- TF met and revisited the October proposal to make B241 mandatory. Based on programming requirements, the TF amended the October proposal to make B240 (Year Tank Qualified) the trigger element instead.
- Motion was requested and passed to approve making B240 mandatory.
- Expected implementation by 2020.

At the October 2019 meeting, B. Siebold reported on this docket.

- TF presented two proposals.
 1. CPC- 1343 phases out permissible values of element B241 “unknown” for 14 elements. (Mandatory effective on Jan 1, 2020 or no later than next tank qualification).
 - Motion to make the existing element B241 tank qualification mandatory and confidential so that progress can be tracked. Motion was made, seconded, and passed.
 2. B203 and B-208 (non/normalized/normalized)- Validation matrix for HM-246 compliant cars.
 - Motion to advance matrix, was passed.

At the July 2019 meeting, the TF chair updated the committee of the current progress of the Umler TF.

Three pop up items were handled in April and those are in the programming pipeline at Railinc. The TF met face to face for 2- ½ days at The Andersons in May and is focused on three items currently.

- CPC- 1343 phases out of PV “unknown” and all variations (which is effective at next tank qualification after Jan 1, 2020 and no later than 2030).
- Validation matrix for HM-246 compliant car (considering a new tank major class but could really use the new suffix delimiter (I, W, or F) from DOT).
- General updates to the Tank equipment group in coordination with UC DQTF

Sara Maples is the assigned Railinc resource and can pull real time industry data to facilitate TF discussions. The group is mindful of long-term goals and future concepts such as EIN integration, “TankFAX”, and pre-population of Umler based on the approved CoC.

At the April 2019 meeting, the TF chair reported that the TF had met, and an update was provided for the agenda. The TF chair presented three proposals related to the Umler Data Specification Manual. All three motions approved by TCC and these will now advance to the Umler DQTF for adoption and programming.

At the January 2019 meeting, B. Siebold reported that AAR issued final action on CPC-1331 comments (via CPC-1343) regarding phase out of “unknown” permissible values by January 1, 2030. Other items reported on: The DOT117 phase III proposal as approved by TCC was implemented in 4Q18. TF chair noted some gaps / missing information in the DSM and will work with UC chair to resolve. Next priority is to develop a CPC-1187 I-car (HM-246) matrix similar to DOT117 matrix regarding the mandatory elements that allow the approved operating configuration. Additional actions to be considered by the TF -AAR staff received an email on 1/27/2019 requesting that a value for stainless steel be added to the jacket material drop down in UMLER. Email was received 1/27/2019 requesting that a value for stainless steel be added to the jacket material drop down in UMLER.

T5.31

Update – 4/2/19 TF Chair – B.W. Siebold

Note - In addition to the general status update, the TF will make three proposals to the executive committee (for approval same meeting) on the three pop-up issues (per our emails).

The Task Force has scheduled two face-to-face meetings for later this year (May at The Andersons and July at GATX) to address the following priorities:

- Develop a validation rule matrix for HM-246 compliant cars.
- Review all elements with permissible values of “Z”, “unknown”, “1997UNK” and identify gaps.
- Perform a gap analysis between the 4-2 and Umler (Charge #3).
- Complete previous work on general updates to the data specification manual for the Tank equipment group (which is a coordinated effort with the Umler DQTF).

With respect to Charge #4, the Task Force recently met via teleconference and achieved consensus on the following three proposals for consideration this meeting by the Executive Committee.

- Element A142 – add two new permissible values of “EM – Evacuated (Vacuum) with Multi-Layer” and “EP – Evacuated (Vacuum) with Perlite” to better describe the insulation systems used on DOT113 / AAR204 class, cryogenic tank cars.
- Element A142 – delete the current validation rule that places an unnecessary restriction on 112A or 112S class tank cars such that they may only be reported with a permissible value of UE – Unequipped.
- Element B204 – add permissible value of “S - Stainless Steel” as a new jacket material category.

At the October 2018 meeting, B. Siebold reported the following:

- The DOT117 phase III proposal as approved by TCC has been vetted through the DQTF and the main UC. Expected implementation in 4Q18.
- Request from DDCT request for a new permissible value of “unlined” for Umler element A315.
- Next priority is to develop a CPC-1187 I-car (HM-246) matrix similar to DOT117 matrix regarding the mandatory elements that allow the approved operating configuration.
- From Docket T92.18, also will review special permits / FRA AIP requirement. (Industry mentioned that the FRA AIP is related to the maintenance activity)
- Four comments were received on CPC-1331. AAR will develop language for Chapter 1, paragraph 1.3.5 regarding Umler registration requirements as well as text for maintenance of Umler for consideration in Appendix D.

At the July 2018 meeting, B. Siebold reported on this docket.

- The DOT117 phase III proposal as approved by TCC has been vetted through the DQTF and the main UC. Expected implementation in 3Q18.

- Next priority is to develop a CPC-1187 I-car matrix similar to DOT 117 matrix regarding mandatory elements that allow the approved operating configuration.
- TF will address the DDCT request for a new permissible value of “unlined” for Umler element A315.
- New request from T92.18 to consider AIP (Alternate Inspection Program) and / or Special Permit documentation or element in Umler.

On June 22, 2018 Sara Maples from Railinc staff for Umler Committee sent a request to make Umler element A315 Tank Lining Material a mandatory field with a new permissible value of “unlined”. See attached request.

At the April 2018 meeting, B. Siebold reported that on April 11, 2018 AAR published CPC-1331 with subject Umler System Notification to Tank Car Owners and Solicitation of Comments on the Permissible Value of “Unknown” related as agreed upon actions of the TCC. Comment period is 30 days. The TF plans to start back up shortly with the review of the tank car elements as defined by the TF charge.

At the January 2018 meeting, B. Siebold reported that the DOT117 phase III proposal as approved by TCC in July has been vetted through the DQTF and the main UC. Expected implementation in 2Q18. Next the TF will tackle Executive Docket T5.34 on Training Cars followed by Charge #1.

- ❖ AAR staff was reminded to issue a CPC as agreed by TF

Action Item: The TCC agreed to have AAR develop a notification circular letter to the tank car owners reminding them of the interchange requirement to update their Umler records in accordance with the Umler data specification manual. Consider language that encourages / requires updates at time of next qualification for any elements with an entry of “1997UNK” or “Z - Unknown, built prior to 7/1/1997”.

At the October 2017 meeting, B. Siebold reported that the Umler committee was asked to implement, at the next regularly scheduled update cycle for Umler, the T5.31 Phase 3 DOT117 Final Recommendation to UC 9-19-17. Final approved recommendation was provided with the agenda. Estimate timeframe for Umler to implement the Phase 3 DO117 final recommendation by the TCC is first quarter 2018.

Next Steps:

1. Now that the TF has completed the DOT117 edits the TF will resume the TF charges assigned.
2. TF needs AAR to complete the July 2017 action item. For reference here is the July 2017 TCC action item:

Action Item: The TCC agreed to have AAR develop a notification circular letter to the tank car

owners reminding them of the interchange requirement to update their Umler records in accordance with the Umler data specification manual. Consider language that encourages / requires updates at time of next qualification for any elements with an entry of “1997UNK” or “Z - Unknown, built prior to 7/1/1997”.

On 10/4/017 TF chair Bruce Siebold on behalf of the T5.31 task force and the Tank Car Committee sent the Umler Committee the final recommendation on the DOT117 class tank car. The Umler committee was asked to implement at the next regularly scheduled update cycle for Umler. See attached TCC T5.31 Phase 3 DOT117 Final Recommendation to UC 9-19-17 document that was provided with the agenda.

Task Force:

Name	Company	Name	Company
Blanton (chair)	Chicago Freight Car	Maples	Railinc
Bell	University of Illinois	Schultz	Union Tank Car Company
Haskins	BNSF Railway Company	Strouse	FRA
Desormeaux	CIT		
Edmonds	ExxonMobil		
Johnson	Union Pacific		
Hamilton	Trinity Industries		
Kerber	BNSF Railway Company		
Leito	Trinity Industries		

TF Charge:

Number	TF Charge
1	Review data elements in UMLER, determine which should be mandatory and which should remain optional.
2	Determine which elements to remain proprietary field to the car owner.
3	Perform gap analysis between what is on the 4-2 and what is in UMLER, and determine if certain information should be added, changed, or modified.

DOCKET T5.32

REVIEW TANK CAR REQUIREMENTS IN THE AAR OFFICE AND FIELD MANUAL

April 2026 update,

- Proposed the following editorial changes to office manual rule 107.G Exhibit V:
RUBB | ~~Rubber, polyvinyl chloride, and polyurethane elastomeric linings applied to inside of tank: Any sheet or laminated type material (i.e. rubber, PVC), glass, or fused metal applied to inside of a tank car tank.~~ Includes renewal in damaged car.

TCC T5.32 TAG comment: "Editorial to align with M-1002 definition of "interior lining"."

- Attached for full Rule 107 context.
- ARB Edit TAG has reviewed this proposal and backed out this specific line item change for January 2026. All other changes are proceeding to implementation for January 2026.
- ARB Edit TAG sends the following questions for the task force and TCC:
 - Does the addition of "glass" or "fused metal" move the line item outside of the scope of "RUBB" understood as "Rubber"?
 - Is depreciation rate for the three interior lining categories (rubber; glass; & fused metal) materially different?
 - If not, should TCC consider changing to the DDCT type code title?
 - If so, should TCC consider laminated material, glass, and fused metal linings be split up into new line items for tailored depreciation approaches?

At the January 2026 meeting,

- It was reported that Fiberglass lined car section is the only outstanding thing that hasn't been updated.

At the October 2025 meeting,

- Committee voted on the change to the language of rule 96 of the manual. The following changes were approved:
 - The change was necessary because there have been changes to Rule 96, between the time of the TF recommendation to TCC and the approved language being forwarded to the Car Repair Billing Committee.

Current Rule 96.A.2:

2. Tank car tanks shifted and any damage resulting from:
 - a. Elongation of bolt or rivet holes, where any of the bolts or rivets are still in place.
 - b. Loose, missing or sheared anchor bolts or rivets, where anchorage is concealed by insulation and jacket.
 - c. Cars equipped with cradle casting center anchorage.
 - d. Anchor connection not in accord with AAR Specifications for Tank Cars.

Proposed Rule 96.A.2:

- Tank car tank on full sill underframe shifted:
 - a) Because of elongation of bolt or rivet holes, where any of the bolts or rivets are still in place.
 - b) And damaged due to structural failure of center tank anchorage.
 - c) Because tank anchor connection not in accord with the AAR Specifications for Tank Cars.
 - d) And damaged due to loose, missing, or sheared anchor bolts or rivets, where tank anchorage is concealed by insulation and jacket.

At the July 2025 meeting, COD

July 2025 update,

Waiting on Field and Office Manual revisions for the Rules listed:

- Rule 1 – Care of Freight Cars
- Rule 8 – Automatic Slack Adjuster
- Rule 47 – Truck Bolsters
- Rule 72 – Manufactured Material
- Rule 80 - Markings
- Rule 82 – Welding and Allied Processes
- Rule 83 – Preparation of Original Record of Repair and Billing Repair Data
- Rule 84 – Use of Advertisements, Routing and Other Cards
- Rule 95 – Handling and/or Delivering Line Responsibility
- Rule 96 – Owner’s Responsibility
- Appendix D – Reporting Repairs to Tank cars and Covered Hopper Cars

Office Manual

- Rule 93 – Umler Reporting Procedures
- Rule 107 – Handling of Damaged or Destroyed Equipment
- Appendix E – Service Fees

- The July revisions did not incorporate any of the recommendations from the Task Force. Each group responsible for these Rules has been notified and will review the FM and OM in January.

At the April 2025 meeting,

- Change that did not make the January revision of the Field and Office manual were sent to the AAR/ARB earlier this month. Awaiting implementation.

April 2025 update,

- ARB and other committees are to review changes that did not make the January revision of the Field and Office Manual.

At the January 2025 meeting, it was reported that ARB is still reviewing some of the changes

that were requested and not published in the latest office and field manual.

At the October 2024 meeting, COD

October 2024 meeting,

- ARB have reviewed TCC requested changes, and they will be published in the January 2025 updates to the Office and Field Manual.

At the July 2024 meeting,

- Action item: AAR to reach out to N. Fimple regarding the changes that need to be implemented

At the April 2024 meeting, COD

April 2024 update, R. Haskins provided the following update.

- Charge 3 proposals were approved by the TCC in July 2023. It doesn't appear that the proposal was advanced to EEC/ARB as none of the updates were made to the Field/Office Manual in January. The proposal that was approved at the July meeting was attached.
- Would like to keep this docket open until these changes are implemented.

At the January 2024 meeting,

- Action item: TF to review the published material in the Office Field Manual. R. Haskins to be resume temporary chair of this docket.

At the October 2023 meeting, the update provided was reviewed.

October 2023 update, B. Siebold reported the following:

- With TCC approving the charge 3 proposal in July, all of the active docket charges are either complete (1, 2, & 4) or have been submitted for implementation (3). TCC needs to prioritize and advance the charge 3 proposal to EEC / ARB (as necessary) so that it may be incorporated into AAR interchange rules. Note that the deadline for the January updates has now passed and as time goes on, the proposal language will begin to diverge from the version of Office / Field manuals used by the TF. The TF recommends that the docket remain open (for tracking purposes) until charge 3 work has been implemented. COD.

At the July 2023 meeting, B. Seibold elaborated on the provided July update. TCC reviewed the proposal that was submitted by the taskforce.

- Action item: Motion to accept the proposal presented. Motion taken by TSI, seconded by WLERWLY, and passed.

July 2023 update,

- At the April 2023 meeting, the TF advanced a complete 17 page proposal on charge 3 for TCC consideration.
- The TF requests TCC take action on the proposal and advance the work product to EEC / ARB (as necessary) prior to August 2023 deadline for these changes to be incorporated into the January 2024 interchange rules.
- Recommend that the docket remain open (for tracking) until charge 3 work has been implemented. There are no further open charges for this TF to complete.

At the April 2023 meeting,

- The proposal details conflicting requirements in the field and office manual. The TF is requesting that by the July or August TCC meeting there is a response from the TCC regarding the proposal. If approved by the TCC, the next step is to advance it to either EEC or ARB (or both), then out for circular comments on the FM / OM. Expected implementation to be January 2024 at the earliest.

April 2023 update,

- Attachment: TF charge 3 proposal

At the January 2023 meeting,

- Only TF charge 4 remaining.
- TF charge 3 was completed with implemented of CPC-1400.
- Targeting April 2023 for final proposal

At the October 2022 meeting, B. Siebold reported that TF completed the review of the field manual for requirements that apply to tank cars and will be working on the office manual. Goal is to have the TF recommendations to EEC and the committee.

September 2022 teleconference update,

- B. Siebold went through the proposal. It was noted that EEC needs to be informed that interchange rules must be docketed with the TCC including rule 81. No motion was made on the proposal.

At the July 2022 meeting, this docket was not discussed at the July meeting.

July 2022 teleconference update,

- TCC to address the industry comments on 1387 at the July TCC 2022 meeting.

At the April 2022 meeting, B. Seibold reported that charge 1 is completed with CPC-1387 published on April 14, 2022, soliciting comments. Comments due May 15, 2022. Charge 2 is progressing and charge 4 information is under review by the field and office manual committee.

March 2022 teleconference update,

- B. Seibold presented a proposal and went over the definitions, EEC proposed language.
- Action item: Motion to accept the path forward presented on T5.32 during the conference call. Motion made by CSX, second by BNSF and passed.

At the January 2022 teleconference meeting, proposal was presented and discussed.

- Action item: Motion to approve proposal for industry comments made by CP and seconded by CL and passed. CPC will be going out in February.

December 2021 teleconference update,

- Action item: Motion to add a new charge, “At the request of ARB/CRB, provide quantifiable criteria for Field Manual Rule 95B damages on tank and tank jacket.” Motion made by Clay Inst, seconded by NS, and passed. Charge target completion date is end of March 2022.

At the October 2021 meeting, it was reported that there is no proposal at this time.

- Action item: A motion was made at the request of the CRB, that TF review and define rule 95 damage as it relates to gouges and dents to tank car tanks, and it was proposed to clarify that the wording would include jackets. Motion made by WLERWY, seconded by RSI, and passed.

At the July 2021 teleconference meeting, the update provided earlier during the month was discussed. The TF is aiming to provide the proposal to TCC in August 2021.

July 2021 update, B. Siebold provided an update regarding docket T5.32 via email.

- TF meeting weekly and still working on charge 1.
- Will miss the proposal target date of July meeting and will aim for August instead.
- TF membership added:
 - David Smook- Midwest Railcar, Tyler Chambers-GBRX, Larry Golden-GATX, Jonathan Schultz – Union Tank Car, Larry Culligan - AITX
- TF membership removed:
 - Alderson-AllTranstek, Leiby- Quality Transportation Service, Warmick-The Greenbrier Companies, Smith- The Andersons Rail Group, Perez- UTC
- TF membership information changed:
 - Adrian Morgan – GBRX, David Smook- Midwest Railcar

At the April 2021 teleconference meeting, B. Siebold reported that there is no new proposal from this TF at this time. TF plans to propose some changes to the definitions for chapter 1, also plan to incorporate Appendix Y, mileage, and dates for SS inspections into Appendix D in the future.

- Action item: TF membership to be updated.

At the February 2021 teleconference meeting, update provided earlier this month was discussed.

- Action item: AAR staff to update the proposal dashboard in the backgrounds and spreadsheet for charge 1 to April 1st instead of March as mentioned.

February 2021 update, B. Siebold provided an update regarding docket T5.32 via email.

- On target to provide a proposal on Phase 2 of Charge 1 by March 2021 TCC teleconference.
- Charge 3 will be progressed following an accepted proposal of Charge 1. Charge 3 is critical for publication only where technical alignment with office/ Field manual is required.
- Charge 4 was removed, and a new docket was created as discussed at the November 2020 teleconference update.

November 2020 teleconference update,

- B. Siebold reported that TF charge 2 was completed based on published AAR circular C-13559. Charge 1 is critical to republication of M-1002 and committed to App D proposal by March 2021. TF chair requested to revise charges 1 and 4 as follows:
 - TCC Action Taken: TF charge 1 proposed change: “Review Appendix D of M-1002 regarding Rule 88.b.2 and stub sill inspections/qualification requirements include Table D.3 and note 1”.
 - Motion to change charge 1 taken by CSX seconded by CN and passed.
 - TCC Action Taken: Motion to remove current charge 4, and create a new standing docket titled, “CRB/ARB Committee Update”. AAR staff to seek discussant on this new standing docket. Motion taken by TSI, seconded by CSX seconded and passed. The purpose of this docket is to convey applicable CRB/ARB committee updates.

At the October 2020 teleconference meeting,

- This docket was not discussed at the October TCC meeting due to time constraints.

At the July 2020 meeting, B. Siebold reported that,

- Appendix D was reconstructed on heavy repairs and accident damage. This to reflect in the updated office and field manuals as well as phase 1 material.
- Progress is being made on phase 2. Questions were asked to TF regarding rule 95, which relates to tanker jackets. Committee exploring the matter to identify criteria, other than photos on the damage.

May 2020 teleconference update, it was reported that circular is out for comment and TF is preparing submission with 7 comments. B. Siebold presented changes made by circular 13559 phase 1 proposal on rule 88. Feedback will be provided to TF; comments for CPC are due at the end of May. Projects to look into integrating the TCID database with other platforms.

At the April 2020 teleconference meeting, B. Siebold reported that phase 1 proposal on rule 88 was approved by EEC. Circulars to be released by this week.

- ❖ **AAR Staff note:** Circular 13559 has been released.

At the January 2020 meeting, B. Siebold reported that work is progressing on the charges and phase 1 proposal on rule 88 to EEC is under consideration. TF does plan to incorporate the 1999 stub sill inspection program circulars into Appendix D. COD

At the October 2019 meeting, B. Siebold discussed modification made to the charges. The proposed changes were reviewed with group. J. Schultz has been added as an UTC representative on the TF.

October 2019 update, B. Siebold provided an update regarding docket T5.32 via email. Refer to the attached document.

- TCC Docket T5.32- 8-13-19 Proposal too TCC

At the July 2019 meetings, B. Siebold summarized the addition of two charges to the TF at the April meeting. He requested that docket T5.32 be moved to the interrelated committee section of the October TCC agenda. It was noted that the timing of the publication of the next Office and Filed manual will require that the TF forward proposals to EEC/ ARB prior to the October 2019 meeting. The committee agreed that the TF should proceed with the proposal development.

At the April 2019 meeting, it was reported that the TF has met, and the chair requested that Office manual be included to charge 3. The chair also requested a 4th charge as an “interface / liaison on TCC matters that affect or involve CRB/ARB committee. TCC approved both requests and this Standards Docket will move in the TCC agenda to an inter-related committee docket. The TF is considering Charge 1 related to Rule 88b.2 inspections as priority. COD

ACTION: AAR to update TF charges

TF Charge:

Number	TF Charge
1.	Review January 2014 decision to change Rule 88.
2.	Review Rule 81.
3.	Review any other section within AAR Field and Office Manual related to tank cars.
4.	Interface / liaison on TCC matters that affect or involve to CRB/ARB committee.

At the January 2019 meeting, this docket was COD.

At the October 2018 meeting, B. Siebold reported on the following:

- The group will reconvene in 4Q18 and I will ask my TF to consider making progress in a 2 phased approach.

- Phase 1 will tackle charge #3 which is mostly what the TF developed under previous TF chair Mr. Rader, with exception of Rule 81. We will give this a double check against the current field manual / office manual to ensure the proposal is still viable.
 - Phase 2 will then handle our charges #1 & 2 that specifically relate to Rule 81 / 88.
- ❖ **AAR Staff Note:** Greenbrier requested to remove Tony Warwick and replace him with Tyler Chambers. TF chair also approves addition of Larry Golden (GATX) and Larry Culligan (ARI)

At the July 2018 meeting, COD

At the April 2018 meeting, COD

TF Addition: Jim Smith (Transco Railway Products).

At the January 2018 meeting, COD

At the October 2017 meeting, B. Siebold reported that the TF plans to continue their work on the TF charge with emphasis on Rule 80 and Rule 81. COD

Task Force:

Name	Company	Name	Company
Haskins (discussant)	BNSF Railway Company	Morgan	GBRX
Loman	AllTranstek	Smith	Transco Railway Products
Chambers	GBRX	Smook	Midwest Railcar
Golden	GATX	Schultz	UTC
Culligan	AITX		

TF Charge:

Number	TF Charge
1	Review Appendix D of M-1002 regarding Rule 88.b.2 and stub sill inspections/qualification requirements include Table D.3 and note 1
2	Review Rule 81
3	Review any other section within AAR Field Manual and office manual related to tank cars.
4	At the request of ARB/CRB, provide quantifiable criteria for Field Manual Rule 95B damages on tank and tank jacket

DOCKET T10.33

BOTTOM SKID PERFROMANCE

April 2026 update,

- Develop TF and charge

At the January 2026 meeting,

- Action item:
 - A. Hamilton- Trinity to be the chair.
 - Recruit taskforce members at the April 2026 meeting.

January 2026 update,

- At the November teleconference meeting it was reported that concerns have been raised about the effectiveness of legacy bottom skid protection and the derailment performance of the initial designs of disengaging valve operating handles. Reference 8.3.10.9 in TP 14877 (ver. 2024)
 - Action item: Open a docket and discuss what retrofit changes can be made. AAR staff to open a docket and develop a TF. Charge to be made during the January TCC Meeting and docket to be named, “Bottom Skid Performance”. Motion to open a docket, taken by SMTA, seconded by BNSF and passed.

Task Force:

Name	Company	Name	Company
Hamilton (chair)	Trinity		

TF Charge:

Number	TF Charge
1	

DOCKET T31.2.2

IMPROVE FIRE PERFORMANCE OF SERVICE EQUIPMENT AND ATTACHMENTS TO THE TANK CAR

April 2026 update,

- Assign a chairman and start the review the proposal

At the January 2026 meeting,

Need a taskforce chair to start the review of the final report provided by RSI

At the October 2025 meeting, T. Sisto presented recommendations to the committee. Some of the key evaluation factors were applicability of DOT/TC research, valve fire standards comparisons (API, ISO), fire resistant valve designs, gasket temperature limits, high temperature insulation materials, thermally insulated housing designs, flow reduction devices and limit use of H&B manways and BOVs.

- Action item: Assign a new chairman for this docket and review the proposal.

October 2025 update,

- Discuss the RSI-CTC final report. The group has evaluated various items and scenarios and has provided conclusions and recommendations to support TF charge.
- Attachment: report

At the July 2025 meeting,

- RSI is working on a proposal. The TF is continuing their research on how to improve service equipment survival time in fire conditions. TF is reviewing data and examining comparisons of different valve standards, reviewing fire resistance on designs, gaskets and other materials at high temperature.

At the April 2025 meeting,

- It was reported that RSI will be leading the initiative moving forward. A charge will be developed as discussion progresses.
- Action item: RSI to request that this docket's taskforce contribute their completed work and FRA to supply some supporting test data.

At the January 2025 meeting,

- DOT is working on research related to different coating for service equipment. Coating could affect some designs that would improve fire performance. (Valves, fittings..). It was mentioned that there is an API standard that could be the basis for some improved requirements.

At the October 2024 meeting, COD

October 2024 update,

- The RSI/AAR Safety Project will initiate a project to determine possible improvements to the current performance of service equipment.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, COD**At the January 2024 meeting, COD****At the October 2023 meeting,**

- P. Brady reported that TF is currently reviewing the NTSB executive derailment report, there are no recommendations for this meeting. Although progress is being made, some time will be needed to make a proposal.

At the July 2023 meeting, it was reported that taskforce met and discussed the following:

- Addressed gaskets being the weak link in DOT117s thermal protection system as they are impacted by the fire and heat causing secondary fires.
- Taskforce membership to gasket and valve manufacturers.
- Challenges, potential changes, and recommendations.

At the April 2023 meeting,

- K. Dorsey requested that the charge and title of this docket be changed.
- Action item: Motion made to change the title and charge to be “Improve fire performance of service equipment and attachments to the tank car.” Motion made by Clay P, seconded by RSI, and passed. TF members to be added: D. Welch- SMBC, R. Kinsley-CI, AD McKisic- Trinity.
- Chairman is waiting on the NTSB report to set up a meeting with the TF and discuss a path forward.

April 2023 update,

- There is a request to change the charge of the TF to, “Make recommendations to improve the fire performance of service equipment.”

At the January 2023 meeting,

- Work to begin after republication of M-1002. Waiting on recommendations from NTSB.

January 2023 update,

- TF members added: S. Murray and E. Apland

At the October meeting, K. Dorsey discussed the update.

- Action item: open a docket, following the directions from the January 2022 teleconference.

October 2022 update,

- At the January 2022 teleconference meeting, the following was discussed in the new business.
- Compatibility of gaskets on transporting flammable liquid
 - TCC committee docket only
 - Action item: Motion made by CP and WELWY seconded to open a TF on this docket. Title, “Investigate the use of heat resist, gasket, connection type & service equipment”. Charge, “Investigate the use of heat resist gaskets, connection type, and service equipment on tanks transporting flammable liquids. Determine achievable performance criteria for use in transportation. Lean on DOT research.” TF Members: Kelly, Elliot, Brady (Chair), Dorsey, Birkmann, Vergis, Gonzales.

Task Force:

Name	Company	Name	Company
-		Birkmann	Union Pacific
Davis	Ethanol RFA	Vergis	WLERWY
Dorsey	AAR	Murray	ExxonMobil/ ACC
Apland	Marble Rock/ API	Miller	GBRX
Kinsley	CI	Welch	SMBC
		McKisic	Trinity

TF Charge:

Number	TF Charge
1	Improve fire performance of service equipment and attachments to the tank car

DOCKET T55.10

SERVICE TRIAL REQUIREMENTS

April 2026 update,

- Task force is defining standardized tests and documentation to be provided at the conclusion of a service trial.
- Tests and documentation will be based on component types.
- Task force will also begin defining proposed environmental testing which may be performed to support the unconditional approval of components with a shorter service trial or in lieu of a service trial.

At the January 2026 meeting,

- Working on a proposal for the July 2026 meeting.

January 2026 update,

- Action item: add D. Clayton- Midland Manufacturing to the taskforce

At the October 2025 meeting, A. Hamilton noted that a poll was circulated to assess the availability of the taskforce members to schedule meetings.

- Action item: add C. Pankiewicz to the taskforce.

At the July 2025 meeting,

- Action item: TF to schedule a meeting. J. Birkmann to be added to the task force.

At the April 2025 meeting,

- Action items: add members to the taskforce- Cole Rankin- UTLX, Mario Nunez- Kelso Tech, Joe Fiore- Dixon, Rich Potje- A. Stucki Company, Jeremiah Zimmerman- Midland Manufacturing

At the January 2025 meeting,

- New docket for Service trial improvements
 - Action item: Motion to open a docket, taken, seconded and passed. This docket will discuss updates and review the process of service trial. Committee to develop a charge and assign a chair at the April meeting.

June 2024 teleconference update,

- Discussed Service Trial expectations -Chairman would like to develop a taskforce under docket T55 to discuss service trial expectations and alternative conditional approval process. The committee discussed concerns over equipment tracking and alternate speed testing to expedite the 3-year service trials.

At the July 2024 meeting,

- Service Trial
 - TCC chairman proposed the following changes on the process of service trial until TF.
 - Changes / Clarification of service trials. To serve as an interim until an approved proposal is completed by the new Service Trial TF. These changes are to allow proper time to the industry to reach out to customers and provide a proper teardown and report.
 1. 4-year timeline to complete 2-year trial and teardown
 - a. Final Teardown report must be submitted prior to the 4-year mark.
 - b. An extension request must be formally requested in writing on or prior to the last quarterly update before the Trial termination date. (Once submitted the applicant may continue with service trial until receiving the TCC final decision.)
 2. All equipment put into service under the approved service trial must not exceed the allowed quantity unless approved by TCC prior to the start of the service trial.
 - a. All cars with the installed equipment must be stenciled with the ST and recorded in the EHMS.
 - b. All equipment is subject to the random teardown and is included in the calculation of the sample size.
 3. A detailed service trial plan must be submitted and approved prior to start of releasing equipment into service. Information required is not limited to the following:
 - a. A single contact of the applicant for the contact is responsible for providing the updates on time. Any consultant representation. must also be clarified. AAR will no longer be reaching out to obtain updates.
 - b. Customer, quantity to be placed in service, service type and proposed reporting marks.
 - c. Proposed Dates of installation and removal.
 - d. A detailed service trial teardown plan must be submitted and approved prior to start the teardown.
 - a. Tear down plans with critical, major, and minor defects. Include a valid statistical plan with a confidence the meets or exceeds M-1002 criteria.
 4. All Service Trials are required to provide quarterly updates due January 1, April 1, July 1, and October 1
 - a. Car Numbers, Loades, and Miles for all cars with the equipment installed.
 - b. Any changes (includes text) to the approved design. Include drawings and descriptions of the changes.

- c. All damage must be reported regardless of cause.
 - a. NARS
 - b. All human factors including installation.
 - c. Hazmat OTMAs placed on the car.
 - d. Qualifications, rebuilds, or removal regardless of cause.
 - e. Any missed updates may result in termination of service trial
- **Action item:** proposed conditions will be sent out as a circular to the TCC voting members.

Task Force:

Name	Company	Name	Company
Hamilton (chair)	Trinity Industries	Khalid	Association of American Railroads
Rankin	UTLX	Nunez	Kelso Tech
Fiore	Dixon Valve	Potje	Stucki
Zimmerman	The Greenbrier Companies	Birkmann	Union Pacific
Pankiewicz	Midland Manufacturing	Clayton	Midland Manufacturing

TF Charge:

Number	TF Charge
1	Discuss updates and review the process of service trial

DOCKET T79.41.1

PETITION DOT ON ID PLATE FOR 49 CFR 179.24

At the October 2025 meeting, it was reported that no progress has been made on this docket. Taskforce to discuss a path forward.

At the July 2025 meeting, COD

At the April 2025 meeting,

- It was reported that a request for rulemaking is being made. COD

At the January 2025 meeting,

- No progress has been made on this docket.

At the October 2024 meeting, COD

October 2024 update,

- At the August 2024 teleconference the following was added to the charge.
- “Requesting a rulemaking to DOT and TC to modify the requirements for ID plates—proposal; investigate and make a proposal for the depth of markings on the ID plate”.
- Final review of petition to be presented at the October Meeting

At the July 2024 meeting,

- This docket was not discussed at the meeting.

June 2024 teleconference update,

- Discuss path forward and charge modification.
 - Action item: Motion was made to accept the modification of the charge to add stencil specification to the identification plate request. Motion taken by Clay P, WLE and passed.

At the April 2024 meeting,

- Work to start after republication.

March 2024 teleconference update, COD

At the January 2024 meeting,

- Action item: AAR staff to set up a meeting with DOT/TC to find a path forward on how the package should be marked also to decide where this docket needs to be placed in the standards.

January 2024 update,

- Docket 79.43- Identification plates of Tank Car and Docket 92.21- Review Feasibility to add the Einn number to the tank Identification plate were RFD and to be discussed under this docket.

At the October 2023 meeting,

- Action item: Members to be added to TF- Rob Sech- Wells Fargo, Gary Alderson- Alltranstek, Leonard Majors- PHMSA, Randy Keltz- FRA, Shaun Singh- TC, Matt Mozingo- Trinity, Adrian Morgan- The Greenbrier Companies.

At the July 2023 meeting,

- Action item: AAR staff to get with TC, DOT and PHMSA to align requirements to discuss a path forward.

At the April 2023 meeting, COD**At the January 2023 meeting, COD**

At the October 2022 meeting, it was noted that work will continue on this docket after the republication.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting,

- New docket established by way of TCC approved direction under docket T79.41. Work not to begin on a request for rulemaking until after republishing of M-1002.

April 2022 update,

- This docket is opened for TCC action. Action not to be taken until the TCC has republished M-1002.

March 2022 teleconference update,

- T79.41- Clarification of 49 CFR 179.24(a)(3) the requirements for variable identification plates
 - M. Forister and J. Rader went through proposal changes.
 - Action item: motion made, seconded, and passed on the following:
 - Approved the TF proposal as written and approved AAR to publish a CPC soliciting comment.
 - Approved to open a docket (T79.41.1) to draft a petition to DOT on those items in the proposal in yellow.
 - Approved to open a docket to review the feasibility to add the EINN number to the Tank Identification plate.

Task Force:

Name	Company	Name	Company
Dalske (chair)	AITX	Alderson	Alltranstek
Majors	PHMSA	Keltz	FRA
Singh	TC	Mozingo	Trinity
Morgan	The Greenbrier Companies	Sech	Wells Fargo

Purpose of docket: TCC to draft a petition to DOT based on the T79.41 approved proposal using those sections highlighted in yellow. Charge to add Stenciled Specification to the AAR regulations, and petition to DOT and TC. Rulemaking to DOT and TC to also modify the requirements for ID plates.

DOCKET T79.42

AAR FRA/ TC AUDITS FOR TANK CAR COMMITTEE

At the July 2025 meeting, staff monitored.

At the April 2025 meeting, COD

At the January 2025 meeting,

- AAR is reviewing all of the previous recommendations from the committee.

At the October 2024 meeting,

- It was reported that since the M-1002 has been published, AAR staff will go through the findings spreadsheet to make sure they are resolved.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the January 2024 meeting,

- Progress is being made towards the republication. COD

At the October 2023 meeting,

- Handing by AAR

At the July 2023 meeting, COD

At the April 2023 meeting, it was reported that most of the findings will be resolved by the republication. COD

At the January 2023 meeting,

- Action item: AAR staff to provide the original audit findings to the committee. Determine completion of the items mentioned in the audit.

At the October 2022 meeting, K. Dorsey reported that the new republication will resolve a large number of the opportunities for improvement documented by the audit.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting,

- Working through the opportunity for improvements on the findings. COD

At the January 2022 teleconference meeting, S. Singh clarified that there are 3 open items for the Facility QAP audit. For the tank car and component design approval audit, there are several more. Some of which are linked to the ongoing TCC-TFs. Few others can be answered with some updated documentation.

At the October 2021 meeting, it was reported work is progressing, currently there are 3 open items for Transport Canada.

At the July 2021 teleconference meeting, it was reported that responses need to be summarized to TC/FRA. The republication of the manual will address approval issue findings and other findings related to audits will be addressed through other activities. About 40 issues identified will be address through T1.1.4

At the April 2021 teleconference meeting, K. Dorsey reported that progress is being tracked and made on these audits. M. Forister reported that a spreadsheet has been started to keep track of audit findings for both 2019 FRA and TC audits (facility certification program and approvals of tank car and service equipment design). The intent of the spreadsheet is to target completing dates and status of each finding.

- Action item: TCC to discuss if FRA/TC audits should be made available to the industry.

At the February 2021 teleconference meeting, M. Forister presented a spreadsheet that was developed to keep track of audit findings for both FRA and TC. The spreadsheet displayed target completing dates and status of each finding.

At the October 2020 teleconference meeting, the updated ITP check sheet and the new charter was discussed.

- Action item: TCC to review the tracker sheet, accept changes and get ITP check sheet back to the government before November teleconference meeting.

At the July 2020 teleconference meeting, COD

At the April 2020 teleconference meeting, it was reported that the final draft of the audit reports will be sent out to the committee by the end of April by K. Dorsey.

March 2020 teleconference update,

- Word document was discussed by K. Dorsey. It will be out for review & feedback from the TCC members. Tone and level of detail of the responses will be changed.

February 2020 teleconference update,

- A presentation will be drafted to be sent to DOT and TCC before March, highlighting the finding from the two audits.

Background: An FRA/TC audit was done at the AAR office in August 2019. An inspection report was sent to AAR at the end of that month containing certain finding that AAR/TCC must address.

Task Force:

Name	Company	Name	Company
Dorsey (Discussant)	Association of American Railroads		

Purpose of docket: document the development of the AAR/TCC audit plans for FRA/TC

DOCKET T80.22

INCORPORATION BY REFERENCE

At the April 2023 meeting,

- Handled by AAR. It was noted that this will be a long-term project.

At the January 2023 meeting,

- Action item: AAR staff to provide progress on this docket.

At the October 2022 meeting, it was noted that work will continue on this docket after the republication.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, M. Forister reported this activity is on schedule to begin in August after the changes for the new publication of M-1002 are close to finalized.

At the January 2022 teleconference meeting,

- scheduled for April 2022 CPC release.

At the October 2021 meeting, M. Forister reported that progress on this docket will be made once changes for the proposed republication of standard are complete to avoid multiple reworks of the IBR effort.

At the July 2021 teleconference meeting, it was noted that M. Forister is going through an extensive review of M-1002. Multiple changes are being made to chapter 1 and will be held off until changes are made by the other TF's complete their work. The difference between an IBR and a listed requirement was discussed. COD

At the April 2021 teleconference meeting, the AAR staff continues to work on the IBR effort. COD.

At the February 2021 teleconference meeting, M. Forister displayed the ongoing efforts on the documents referenced in various chapters to the committee through a spreadsheet. As stated in the February update, chapter 1 has been completed. Work continues on the remaining chapters.

February 2021 update,

- M. Forister reported that chapter 1 was reviewed and completed. Progression on more chapters will be made accordingly.

At the October 2020 teleconference meeting, it was discussed that M. Forister will work with different task forces on this docket to constrain industry standards.

- Action item:
 - Charge: AAR staff to create a table in Chapter 1 to list all IBR's in M-1002
 - Motion to accept the charge taken by GBRX and seconded by RSI and passed.
 - POC: Matt Forister- AAR/TTCI

TF Charge:

Number	TF Charge
1	AAR staff to create a table in Chapter 1 to list all IBR's in M-1002

Point of Contact:

Name	Company
Dorsey/ Khalid	AAR

DOCKET T88.12

VISUAL INSPECTION

At the January 2026 meeting,

- Working on a proposal for the July 2026 meeting.

January 2026 update,

- TF has met and is making progress on the Charge. TF has started evaluating each of the applicable locations where “visual” is used to determine if NDT personnel certification is required or not. Concurrently, TF is determining what wording changes should be proposed so that use of the term visual is used consistently, and that M-1002 is clear regarding the intended requirements.
- In addition, the TF feels that the definitions of visual and visual inspection may need to be revised, based on the outcome of the TF’s review of all terms visual.

At the October 2025 meeting,

- Action item: Dave Ronzani- Alltranstek, to be the chair of this docket. Members to be added- L. Golden.

At the July 2025 meeting,

- Action item: Assign a chair in October. TF needs to define visual inspection and when it requires NDT rigor. An additional discussion concerning the use of machine vision for corrosion inspections can take place after the parameters of VT are determined.

At the April 2025 meeting,

- Task force to schedule a meeting to discuss the outstanding topics after the republication such as visual checks and machine vision.
- Need to assign a new chairman
- Action item: members to add to TF- Larry Strouse FRA, Dave Ronzani All Transtek, Lenord Majors- FRA, Andrew Trevette-Cathcart Rail, Chris Meeker-Eagler Rail Car.

April 2025 update,

- Need to update the taskforce members list and assign a new chairman

At the January 2025 meeting,

- Discuss the difference between visual inspection and visual check.
- Request was made to use machine vision as a method to inspect car tanks.

At the October 2024 meeting,

- Taskforce members to add: Jon Pasqua- Salco Products, Josh Adams- UTLX, Ken LeBlanc- Marmon Rail, Paul Conner - Greenbrier Management Services, Charles Ashburn - Greenbrier Companies

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- Action item: Add to the TF: Shaun Singh- TC, Brian Bailey- GATX Rail, Adrian Morgan- Greenbrier Companies

At the January 2024 meeting, COD

At the October 2023 meeting,

- Action item: TF members to be added: Chris Meeker- UTLX, Larry Strouse- FRA, Paul Conner- Greenbrier management services, Joe McCann- CSX, James Richard, Ken Leblanc- Marmon rail, Andrew Trevett- Cathcart rail, Mike Tait- Alltranstek, Dennis Fowley

At the July 2023 meeting, it was reported that work on this docket will start after the republication.

At the April 2023 meeting,

- Action item: Chairman to be changed to C. Gamblin

At the January 2023 meeting,

- Work to begin after republication.

At the October 2022 meeting, it was noted that work will continue on this docket after the republication.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, it was reported that TCC committee work is to be completed prior to republication of M-1002. This is TCC committee work, no TF work required. Lead by BNSF rep on TCC.

At the January 2022 teleconference meeting, it was reported that M. Forister is currently identifying bunch of terms on visual and visual inspections in the M-1002. Aiming to present something to the committee in May or April 2022.

At the October 2021 meeting, M. Forister reported that specific findings need to be address during the audit with the auditor. Only general questions on standards or requests for changes to the standards should be forwarded to the committee for interpretation. During discussion members of the industry requested that guidance be given to auditors to get consistency in audit findings.

At the July 2021 teleconference meeting, it was noted that M. Forister will be reviewing

paragraphs on Visual inspections from the standards.

- Action item: M. Forister to have a draft of all paragraphs as specified in CPC-1376 for TCC review by the September Monthly call.
- Action due date: September 2021

July 2021 update,

- This docket was created at the May 2021 teleconference meeting.
 - Opened after the CPC 1376. Critical to publication
 - Charge of docket- Review current chapter 1 terms of “visual” and “visual inspection” within M-1002 and determine when visual inspection must be conducted in accordance with appendix T.
 - Action item: AAR staff to open this docket and note B. Seibold as TF chair.

Task Force:

Name	Company	Name	Company
Ronzani (chair)	Alltranstek	Meeker	Eagler Rail Car
Strouse	FRA	Conner	Greenbrier Management Services
McCann	CSX	Leblanc	Marmonrail
Trevett	Cathcart Rail	Tait	Alltranstek
Gamblin	GBRX		
Singh	TC	Bailey	GATX rail
Morgan	Greenbrier Companies	Pasqua	Salco Products
Adams	UTLX	LeBlanc	Marmon Rail
Conner	Greenbrier Management Services	Ashburn	Greenbrier Companies
Golden	GATX	Majors	FRA

TF Charge:

Number	TF Charge
1	Review current chapter 1 terms of “visual” and “visual inspection” within M-1002 and determine when visual inspection must be conducted in accordance with appendix T.

DOCKET T90.39

RUPTURE DISC TOLERANCE REQUIREMENTS

At the October 2025 meeting, no progress has been made on this docket.

- Action item: add C. Pankiewicz to the taskforce.

At the July 2025 meeting, COD

At the April 2025 meeting,

- It was reported that the task force has not met but has been in communication with a company to discuss tolerance of combination valves.
- Action item: Members to be added to taskforce- Joe Fiore (Dixon Valves)

At the January 2025 meeting,

- S. Nason to be added to the taskforce

At the October 2024 meeting, COD

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, a request has not yet been made. COD

At the January 2024 meeting, a request for rulemaking is still being developed. COD

At the October 2023 meeting, COD

At the July 2023 meeting, COD

At the April 2023 meeting, a request for rulemaking is being developed by the TF. COD

At the January 2023 meeting, COD

At the October 2022 meeting, it was noted that work will continue on this docket after the republication. Develop a rule making for US regulations. The Canadian regulations addresses the changes.

October 2022 update, TCC needs to petition DOT for rule change.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting,

- Developing language for the government. COD

At the January 2022 teleconference meeting, K. Dorsey reported that TF is aligning rupture disk requirements with ASME requirements. There requires a request for rulemaking be developed.

At the October 2021 meeting, it was noted that AD and K. Dorsey will develop a request for rulemaking to be forwarded to DOT and TC.

At the July 2021 teleconference meeting, it was reported that on June 29th M. Forister sent email to members on service equipment dockets to help make effort on this docket.

- Action item: provide AD with Fort Vale contacts. AAR staff to provide TF chair Dave Bailey's contact information as a member of the TF.
- Action due date: July 23, 2021.

July 2021 update, A.D McKisic provided an update on docket 90.39 via email.

- Waiting for TF members from combination device suppliers

At the April 2021 teleconference meeting, it was noted that progress needs to be made on a petition for rulemaking but need a proposal before that can happen. AD McKisic would like more manufacturing representation on the TF membership.

- Action item: AAR staff to recruit TF members for this docket along with K. Dorsey to recruit a combination device manufacturer and draft some language that can help request rule making. A presentation over combination devices to be added to the backgrounds.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints.

February 2021 update, A.D McKisic provided an update on docket 90.39 via email.

- TF has not met. TF membership was reviewed and changed.
 - Kaleb Hoyt- Midland Manufacturing
 - TBD- Salco Products
 - TBD- Crosby
 - TBD- Descote
- AAR TCC regulatory petitions (PHMSA/TC)

At the October 2020 teleconference meeting, COD

At the July 2020 teleconference meeting,

- US and Canada regulations will need to be modified to move this docket forwards. COD
- Members to add to the TF: Kaleb Hoyt – Midland Manufacturing

July 2020 update,

- Members removed from TF:
 - Khiem Hoang- Midland Manufacturing

At the April 2020 teleconference meeting, COD

At the January 2020 meeting, COD. An update will be provided by July 2020

At the October 2019 meeting, COD. Reviewing AAR and ASME standards on rupture discs. A proposal for DOT and TC will need to be finalized and presented to the regulators.

At the July 2019 meeting, it was stated that AD. McKisic and K. Dorsey are working with TC to allow ASME tolerance bands. The remaining task is to develop petitions for DOT and TC proposing changes to regulatory requirements for rupture disks.

At the April 2019 meeting, the TF chair reported that he would be seeking a petition for rulemaking to allow different tolerances for rupture disks than allowed in the regulations. There remain 3 tasks to adopt the ASME tolerance standard as the AAR rupture disk standard.

At the January 2019 meeting, AD McKisic discussed the four recommendations via the PowerPoint presentation discussed during the October 2018 TCC meeting. Recommendation 4 was removed for consideration by the TCC per request from TF chair because data is needed back from the valve manufacturers.

Recommendation 1

- The Tank Car Committee should adopt rupture disc tolerances of $\pm 5\%$ as specified in ASME Section VIII, Division 1 (UG 127(a)(1)).
- M-1002 Appendix A should be modified to the following:
 - 4.2.2 The permissible tolerance for the burst pressure of a rupture disc must be $\pm 5\%$.
 - Update Table A.3 to reflect new values.

Recommendation 2

- The Tank Car Committee should petition the Department of Transportation to adopt the ASME tolerances and modify 49 CFR Part §179.15(f)(4) to the following:
 - The non-reclosing pressure relief device must be closed with a rupture disc that is compatible with the lading and manufactured in accordance with Appendix A of the AAR Specifications for Tank Cars. The tolerance for a rupture disc is ± 5 percent of the burst pressure marked on the disc

Recommendation 3

Petition TC to incorporate CGSB standard 43.147

- The Tank Car Committee should petition the Transport Canada to adopt the ASME tolerances and modify TP14877E-2018 paragraph 8.2.6.7 to the following:
 - A rupture disc must:
 - d. have an actual burst pressure within $\pm 5\%$ of the burst pressure marked on the disc

Action Taken: a motion made, seconded, and passed to have K Dorsey, AD McKisic, and A. Koethe to develop petitions to DOT and TC on recommendation 2 and 3. Then the changes will be made to M-1002 Appendix A 4.2.2 if adopted by both TC and DOT and published via CPC.

At the October 2018 meeting, AD McKisic provided a PowerPoint presentation on current TF efforts which included four TF recommendations to be considered by the TCC executive committee. TF proposal was provided only a few days before the TCC meeting.

Action Taken: A motion made, seconded, and passed to move the four TF recommendations to the TCC executive committee for consideration.

AAR staffed asked if the TF considered the railroad transportation environment in the proposal since ASME criteria is typically standards for stationary tanks. TF chair stated it was reviewed. FRA asked if the data represented by the charts in the presentation had any failure data to prove the charts were accurate, the response was no by the TF chair, the charts are just there for visual purposes.

At the July 2018 meeting, AD McKisic reported that the TF has not met yet, however will soon with the focus on drafting language prior to the October 2018 TCC meeting.

At the April 2018 meeting, AAR discussed the action from the January 2018 meeting. Rupture disc combo valves will be included in the second TF charge. **TF member additions:** Brian Ricketts (Alltranstek), Tom Richardson (Marsh Rail Car Services, Inc., Kaleb Hoyt (Salco Products), Khiem Hoang (Midland). On March 28, 2018 AAR received the following update from the TF chair.

At the January 2018 meeting, the TCC agreed to add a new TF charge to draft new language for rupture disc tolerance requirements considering the existing federal regulations, AAR standards, and ASME standards. TF participation will be solicited during the April TCC meetings.

Task Force:

Name	Company	Name	Company
McKisic (Chair)	Trinity Industries	Richardson	Marsh Rail Car Services
Ricketts	AllTranstek	Nason	Chart Industries
Pankiewicz	Midland Manufacturing	Fiore	Dixon Valve

TF Charge:

Number	TF Charge
1	Perform a gap analysis on the tolerance of rupture disc requirement of AAR M-1002 and ASME

DOCKET T91.62

ACTIVITY CODE TECHNICAL APPROVAL PROCESS/AQTF

At the January 2026 meeting, no update

At the October 2025 meeting, the taskforce is working on aligning MSRP. COD

At the July 2025 meeting, COD

At the April 2025 meeting,

- The taskforce is working on organizing and aligning the MSRP.

At the January 2025 meeting,

- Taskforce is meeting, COD

At the October 2024 meeting, COD

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- It was reported that the mechanical committee has asked all committees to review activity codes and their registration process. COD

At the January 2024 meeting,

- It was reported that TF is working on aligning work with technical requirements.

At the October 2023 meeting, COD

- Action item: TF member to add- Adrian Morgan- The Greenbrier companies.

September 2023 teleconference update,

- Action item: Charge- “Standing docket to review their activity codes, to align activities with the technical MSRP’s, and to review the committee’s level of oversight for the auditing and approval processes”.
- AQTF identified a path forward to considering the QA audits and technical approvals as distinct responsibilities as stated in the recommendations.

August 2023 teleconference update,

- Work to begin after the republication.
- Action item: AAR staff to get the guidance from AQTF to be used as the charge of this docket.

At the July 2023 meeting,

- Action item: Charge to be developed. TF chair to be R. Dalske.

At the April 2023 meeting, it was reported that all of the technical committees have been requested to review their activity codes to be aligned to TCCs oversight of codes. The locomotive committee recently developed a standards. COD

- Action item: Assign a chairman to this docket.

At the January 2023 meeting,

- Action item: TCC to assign a new chair to this docket.

At the October 2022 meeting, COD

October 2022 update,

- As reported in April, the task force work to advance this docket is on pause pending the republication of the M-1002 specification. COD

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, the update provided earlier during the month was discussed. It was also reported that each technical committee has created a docket to work on this issue to provide the same solutions. There is no deadline on this docket.

April 2022 update,

- The following Executive Summary was excerpted from the AQTF Activity Code Review and Alignment Instructions, Issued 2/14/22:
- In the Spring of 2020, the Mechanical Committee (formerly TSWC) became aware of differences in AAR audit philosophies among the various technical committees and the Quality Assurance committee. The Mechanical Committee then created the Auditing Quality Task Force (AQTF) to review these differences and charged them with providing a recommendation. The Mechanical Committee's primary goal is to encourage consistency among the technical standards / specifications.
- The AQTF consisted of 24 professionals from railroads, AAR technical committees, manufacturing and repair facilities, private car owners, auditors, and quality assurance specialists. A Definitions sub-taskforce examined commonly used terms in connection with facility audits. A Root Cause Analysis sub-taskforce reviewed the different types of audits (system, process, product). The AQTF reviewed the recommendations from these two sub-taskforce groups and developed a path forward.
- In May of 2021, the MC approved the AQTF recommendation*:
 - "For all Activity Codes, the AAR considers M-1003 Quality Assurance Program Audits and Technical Approvals as distinct committee responsibilities (QA Committee and appropriate technical committee respectively)."
 - "Further, the AQTF identified the path forward to considering the QA audits and

technical approvals as distinct responsibilities as stated in the recommendation.”

- The “Path Forward” outlines the Objectives that each technical committee can use to review their level of oversight. The AQTF determined that for each technical committee the audit review and approval process should be more transparent and, if needed, improved. Each technical committee will create a standing docket to review their activity codes, to align activities with the technical MSRP’s, and to review the committee’s level of oversight for the auditing and approval processes.

March 2022 teleconference update,

- Reported under new business:
 - AQTF
 - Action item: AAR to open a docket to track progress, title of the docket to be as mentioned in step 1a of the background document, b. Seibold to be the discussant.

Task Force:

Name	Company	Name	Company
Carriere (chair)	MxV		
Morgan	The Greenbrier Company		

TF Charge:

Number	TF Charge
1	Standing docket to review their activity codes, to align activities with the technical MSRP’s, and to review the committee’s level of oversight for the auditing and approval processes

DOCKET T91.86

APPENDIX B DOT113/AAR204 RUPTURE DISC REPLACEMENT

At the January 2026 meeting,

- Action item: Motion taken by CN, seconded by RSI and passed to petition PHMSA to authorize the use of W9 specifications.

At the October 2025 meeting,

- No progress has been made on this docket.

At the July 2025 meeting,

- No progress has been made on this docket.

At the April 2025 meeting,

- No update was provided for this docket

At the January 2025 meeting,

- No progress has been made on this docket

At the October 2024 meeting,

- Looking for taskforce members.
- Add TF member: John Gulotta- Linde

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- Action item: members to add to TF- Scott Nason- Chart Industries

March 2024 teleconference update,

- Action item: AAR staff to discuss with L. Majors regarding a letter of interpretation besides a rulemaking for the requirements. TCC want to make sure that it is also clarified that disc on 113 cars do not have to be inspected on every trip.

At the January 2024 meeting,

- Action item: Develop a request for rulemaking for Inspection requirements for Cryogenic Rupture Disc

At the October 2023 meeting, COD

At the July 2023 meeting,

- After 3.1.6.7 is developed, it will be forwarded to DOT and TC for review.
- TF members to be added- J. McCann- CSX, AD McKisic- Trinity, TF chair – S. Mason-Chart Inc.

At the April 2023 meeting, COD**At the January 2023 meeting,**

- Pending implemented CPC-1405, then will release solicitation CPC.
- Action item: AAR staff to check with tech writer regarding paragraph 3.1.6.7

January 2023 update,

- Once CPC-1405 is used Appendix B will go out for industry comment via CPC on this matter. At the December 2022 meeting, the following was discussed, and action was taken by the TCC.
- The latest M-1002 Appendix C revised and implemented in September 2022 ensures alignment with 49 CFR and TP14877E on DOT 113 tank cars. Specifically, these revisions ensure both 49 CFR 173.319(e)(4) and TP14877 Appendix E Schedule 1 special provision 69(i) are met.
- 49 CFR 173.319(e)(4) Each rupture disc must be replaced every 12 months, and the replacement date must be marked on the car near the pressure relief valve information.
- TP14877 Appendix E Schedule 1 Special Provision reference 69(i) A rupture disc of a Class 113 tank car must be replaced every twelve months, and the replacement date stenciled on the car adjacent to marking for the pressure-relief device. (New CGSB has same language different reference #)
- M-1002 Appendix C
 - For AAR 204 and DOT113 class tank cars the year in which a reclosing pressure relief device is tested, and the test due date must be applied and/or maintained in the location specified on the qualification stencil (Fig. C.13). Station stencil of facility applying the device is required. The test due date cannot exceed five years.
 - For AAR 204 and DOT113 class tank cars the month and year in which a rupture disc is replaced, and the replacement due date must be applied and/or maintained in the location specified on the qualification stencil (Fig. C.13). The initials of the person replacing the disc is required. The replacement due date cannot exceed 12 months.
- M-1002 Appendix B
 - Only *tank car facilities* certified to A19, B24, B78, B81, B82, B90, C6i, C6r, C7, C8, C9, or C10 can replace and/or *repair* the *qualification* markings per 49 CFR 180.515, the *tank car* stenciled specification, and variable identification plate per 49 CFR 179.24 on a *tank car*.
 - Tank car certification to C6r service equipment category S is required for the

replacement of the rupture disc on AAR 204 and DOT113 specification tank cars.

- Exceptions:
 - *Tank car facility certification* is not required for the following:
 - 3.1.6.1 Examinations prior to shipping per 49 CFR 173.31(d).
 - 3.1.6.7 Except as specified in paragraph 3.1.5.26, replacement of the rupture disc, including the rupture disc gasket with the correct dimensional size and pressure rating as specified by the *equipment owner* and compatible with the lading.
- Action taken motion, second, and passed to issue a CPC solicitation for industry comment the proposed language as approved.

Task Force:

Name	Company	Name	Company
Mason	Chart Industries	McCan	CSX
McKisic	Trinity industries	Gulotta	Linde

DOCKET T91.90

CLARIFICATION ON SUBCONTRACTING

April 2026 update,

- Discuss the direction given by the committee regards to the definitions.

At the January 2026 meeting,

- The proposal was reviewed and not accepted by the committee. The subcontracting definitions in M-1003 and M-1002 need to be aligned.
- Action item: K. Dorsey has proposed language for the definitions of contracting and subcontracting that need to be discussed with the taskforce.

January 2026 update,

- Attachment: proposal

At the October 2025 meeting,

- Clear the language in 3.4.1 and review the definition of subcontract compared to language in M1002 published in 2014.
- Action item: request the taskforce provide proposal in word format and clear the language.

October 2025 update,

- Attachment: proposal

At the July 2025 meeting, it was reported that the taskforce is continuing their work on the proposal. The comments made at the April meeting are being reviewed.

July 2025 update,

- The proposal is being updated based on the comments provided in April.

At the April 2025 meeting,

- The taskforce presented a copy of the proposal. K. Dorsey and AD McKisic to provide comments/questions regarding the allowance for a facility to subcontract a component/equipment to the chairman.
- Final proposal to be provided by the October meeting.

April 2025 update,

- Attachment: Proposal mark-up

At the January 2025 meeting,

- Taskforce to set up a meeting in late January to start working on the proposal.

At the October 2024 meeting,

- Scott Hart- Greenbrier to be the new chairman of the taskforce

July 2024 update,

- TF is working on a mark-up of Appendix B with a focus on the charge. Expected to have a proposal for review from the TCC no later than October.
- Action item: Add J. Killian to TF

At the April 2024 meeting,

- TF has not yet met.
- The goal is to clarify the language in Appendix B section 3.4 to eliminate any confusion between certified and non-certified shops as well as identify which components for service equipment would be affected by the “subcontract” process as defined.
- Action item: Add member to TF: Hira Khalid- AAR, Brian Bailey- GATX Rail

At the January 2024 meeting, no update. COD

At the October 2023 meeting,

- Action item: TF member to be added: Alfredo Ricardo- Alltranstek, Josh Adams- Marmon Rail, Jay Standish- Rescar, Michael Ruby- Trinity Rail, Henery Ylivallos- Cathcart Rail, Adrian Morgan- The Greenbrier Companies

October 2023 update,

- At the July 2023 meeting, the following topic were discussed under new business:
- Greenbrier- clarification of the use of subcontracting
 - Action item: open a docket on the clarification on the term “subcontracting” as used in the current version of Appendix B. There is a question concerning the need to use a B-1 form as a subcontractor for certified facilities. TF chair- B. Miller.

Task Force:

Name	Company	Name	Company
Hart (chair)	The Greenbrier Company	Ricardo	AllTranstek
Adams	Marmon Rail	Standish	Rescar
Ruby	Trinity Rail	Ylivallos	Cathcart Rail
Morgan	The Greenbrier Companies	Khalid	AAR
Bailey	GATX Rail	Killian	MxV

TF Charge:

Number	TF Charge
1	Clarification on the term “Subcontracting” as used in the current version of Appendix B

DOCKET T91.96

C6R MODIFICATION REQUIREMENTS

April 2026 update,

- Consider RFD

At the January 2026 meeting,

- H. Khalid reported that the CPC was published with the comment period ending on February 15th.

January 2026 update,

- Working on developing CPC

At the October 2025 meeting,

- Action item: Motion taken to accept the proposal by CI, seconded by RSI Representative and passed unanimously.

October 2025 update,

- Attachment: Proposal

At the July 2025 meeting, the update was discussed.

July 2025 update,

- TF met and discussed the scope of review and requirement for the proposal.
- TCC to review the TF charge

At the April 2025 meeting,

- Action item: Taskforce members to add: Josh Adams -Marmon Rail - Chairman, Robyn Kinsley-CI, Jared Oubre- Occidental Chemical, Brian Bailly- GATX, Jeremy Killian-MxV, Karen Carriere-MxV, Tracy Smith-MxV, Lee Bradburn- Mississippi Export Railroad, Matthew Grove- Salco products, Gary Alderson- All Transtek

At the January 2025 meeting,

- Outstanding request from BOE:
 - Consider combining C6r service equipment categories, similar to C6i.
 - Action item: Open a closed docket to review C6r modification requirements. Develop a proposal and present it to the committee.

Task Force:

Name	Company	Name	Company
Adams	Marmon Rail	Kinsley	Chlorine Institute
Oubre	Occidental Chemical	Bailly	GATX
Smith	MxV	Bradburn	Mississippi Export Railroad
Grove	Stucki	Alderson	AllTranstek
Dorsey	Association of American Railroads	Khalid	Association of American Railroads

TF Charge:

Number	TF Charge
1	Implement allowances and guidance for demonstrating the administrative portions of C6r modification activities when an actual C6r modification is not available on site at the time of an audit.

DOCKET T91.97

CRYOGENIC FACILITY DEMONSTRATION REQUIREMENTS

At the January 2026 meeting,

- K. Kjelstrom is drafting a matrix to be discussed at the April 2026 meeting.

January 2026 update,

- At the October TCC meeting, TCC decided to open this docket to discuss and develop cryogenic facility demonstration requirements.
- Open a docket on A19C & RLC, “Cryogenic Facility Demonstration Requirements”. Charge to be formed. Add taskforce members- AD McKisic- Trinity- Chairman, K. Kjelstrom- MxV, T. Smith- MxV, K. Dorsey- AAR, H. Khalid- AAR, J. Killian- MxV, J. Birkmann- UP. Find a representative from Chart, CVA and Texanna for the taskforce.

Task Force:

Name	Company	Name	Company
Kjelstrom (chair)	MxV	-	Trinity
Smith	MxV	Killian	MxV
Birkmann	Union Pacific	-	Chart Industries
-	CVA	-	Texanna

TF Charge:

Number	TF Charge
1	

DOCKET T92.22

OPTIONAL REPORTING MARK

April 2026 update,

- Committee to review the proposal before publishing for comment

At the January 2026 meeting,

- H. Khalid is working on aligning the proposed changes to the current Appendix C.

At the October 2025 meeting,

- Action item: AAR staff to communicate the suggested changes to the proposal. Motion was taken to accept the proposal with the changes, seconded and passed unanimously.

At the July 2025 meeting, TCC discussed the direction given to the taskforce at the last meeting. TCC request that TF submit the updated changes and leave the top marks as optional. Discussion on the top marks will be handled separately.

At the April 2025 meeting,

- The taskforce will discuss the action items from January and provide a new draft of the proposal by October.

April 2025 update,

- TF is working on the action items provided in March. COD

At the January 2025 meeting,

- The car mark on consolidate stencil needs to be added back to the proposal.
- Mandating top marks: Action item: Motion to reject the change, but if the top mark is there it has to be maintained. The motion to reject the change as proposed was taken, seconded and passed. ACC, TFI, API, CI is nay while voting on 2.3.4.2.
- TCC requests the taskforce make changes to section, 7.2- gasket dimensions as specified in table or as determined to be appropriate by the *shipper only*, 8.4.1- Reflective material *can* be applied over.
- Action items: TCC comments to go back to the TF.

January 2025 update,

- Discuss and vote on the proposal

At the October 2024 meeting,

- The proposal was presented; the top reporting marks were discussed in detail. Committee to review and vote on the proposal on ballot.

October 2024 update,

- Present final proposal

- Attachment: MS&RP CIII- Appendix C

At the July 2024 meeting,

- This docket was not discussed at the meeting.

July 2024 update,

- TF requests time to present the final proposal to TCC.
- Attachment: MS&RP CIII- Appendix C

At the April 2024 meeting, COD

April 2024 update, C. Edmonds provided the following update.

- The Task Force has been active and making strides towards a final proposal. The perspective changes are shown in the attachment. Those with a red “X” in a box in the upper corner are still under consideration for final review by the TF. The other pages have been accepted by the TF. Contact the TF chair for comments and questions.
- Attachment: MS&RP CIII- Appendix C

At the January 2024 meeting,

- It was reported that the taskforce is developing a matrix for all of the different reporting marks to present to the committee.

At the October 2023 meeting,

- Action item: TF requested to expand the charge to, “include maintaining the marks on the car and reporting maintenance at a Tank Car facility”. Motion made by Chair, seconded, and passed. Second charge to be completed by October of next year.
- TF members to be added- Ben Miller- GBRX, Larry Loman- Alltranstek.

October 2023 update, C. Edmonds provided the following update.

- There has been a proposal developed. The proposal focuses on performing maintenance or removal of the top reporting marks at a time and place when adequate safety equipment is available.
- However, TF will be submitting a request to Transport Canada related to their position on the maintenance of this decal. Request this item to be COD until alignment with Transport Canada prior to submittal to the TCC.

At the July 2023 meeting, it was reported that a proposal will be drafted to possibly present at the October TCC meeting.

July 2023 update,

- TF to meet on the 13th of July to discuss charges, S-910 and potential path forwards and hurdles. Also, any feedback from CPC-1402.

The following was reported under new business:

- At the April 2023 meeting, ExxonMobil- Top reporting marks and reporting marks qualification and Nozzle issue
 - Action item: Motion was made to open a docket. Charge to be, “Determine if there should be exceptions to maintaining optional reporting marks on tank cars.” Title to be, “Optional reporting marks.” Proposal due in October 2023. Motion made by API, seconded by CI, and passed. TF chair- C. Edmonds. TF members- R. Kinsley-CI, K. Dorsey, E. Apland- API and B. Miller- GBRX
- April 2023 update-ExxonMobil discussion on Top Reporting Marks and Reporting Marks Qualification Decal- Discuss the top reporting mark maintenance and car marks on or near the qualification stencil.
- March 2023 teleconference-ExxonMobil discussion on Top Reporting Marks and Reporting Marks Qualification Decal
 - Committee discussed top reporting mark maintenance.
 - Action item: AAR Staff to discussed DOT and TC the agencies perspective on allowing the cars to run to next shop faded or illegible top marks.
 - A request to position car marks in or near the qualification stencil.
 - Action item: Reporting mark is required on or near stencil to be held over as new business for April 2023.
 - Also requested that the 2” Composition Shoe marking requirement be removed or made optional.
 - Action item: Members to poll their groups to determine the extent (number of findings) of the issue. S-910 alignment work needs to be accomplished after M-1002 is published.

Task Force:

Name	Company	Name	Company
Edmonds (chair)	ExxonMobil	Miller	GBRX
Kinsley	CI	Apland	API
Dorsey	AAR	Khalid	AAR
Loman	AllTranstek		

TF Charge:

Number	TF Charge
1	Determine if there should be exceptions to maintaining optional reporting marks on tank cars and include maintaining the marks on the car and reporting maintenance at a Tank Car facility.

DOCKET T93.25

DEVELOP PROCESS FOR GRANTING VARIANCE FROM M-1002 APPENDIX D REQUIREMENTS

April 2026 update,

- Proposal was reviewed by AAR legal and will be sent back to the committee to be voted on before CPC is published for comment.

At the January 2026 meeting,

- Action item: AAR staff to review the draft with legal and brought back to the committee for approval

At the October 2025 meeting,

- Action item: AAR staff to review the draft with legal.

At the July 2025 meeting, COD

July 2025 update,

- The draft is complete, and AAR staff will be running through the draft with legal

At the April 2025 meeting,

- It was reported that the taskforce has not met yet but will be scheduling a meeting soon to discuss a process for granting variance from Appendix D requirements, similar to the special permit process.

At the January 2025 meeting,

- No progress was made on this docket

At the October 2024 meeting,

- TF will begin work in the next quarter.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- It was reported that TF will be meeting after the Aprils TCC meeting. Most likely will change the docket title but keep the charge the same.
- Action item: TF members to add- Steve Martin- Iron Horse, Larry Strouse- FRA, Chris Blanton- Chicago Freight Cars, Adrian Morgan- Greenbrier Companies, Larry Loman- Alltranstek, Jon Schultz- UTLX, Brian Ricketts- Alltranstek

At the January 2024 meeting,

- Action item: AAR staff to request Amy Hamilton to be the chair.

At the October 2023 meeting,

- Formal request process to be developed. COD
- Action item: TF member to add- Amy Hamilton- Trinity Rail

At the July 2023 meeting, it was reported that no work has begun on this docket.

At the April 2023 meeting, COD

At the January 2023 meeting,

- Charge- “Determine the procedures to grant variance from M-1002 and Rule 88 requirements”.
- Chair- K. Dorsey, Add to TF- S. Murray

January 2023 update,

- Docket requested to be opened at the December TCC meeting 2022.

Task Force:

Name	Company	Name	Company
Hamilton (chair)	Trinity Rail	Murray	Exxon Mobil
Dorsey	AAR	Martin	Iron Horse
Strouse	FRA	Blanton	Chicago Freight Cars
Morgan	Greenbrier Companies	Loman	Alltranstek
Schultz	UTLX	Ricketts	Alltranstek

TF Charge:

Number	TF Charge
1	Determine the procedures to grant variance from M-1002 and Rule 88 requirements

DOCKET T93.27 VERTICAL WELDS

April 2026 update,

- Task force met and reviewed Appendix D, 3.7.2.3.3
- 3.7.2.3.3 all welds attaching the body bolster to the stub sill” must be inspected.
- The previous Appendix D taskforce worked to combine the existing Appendix D items and incorporate the CPCs which required SS-3 inspections present in Appendix Y but not written into Appendix D in M-1002.
- To make the language clear and not use multiple TCID weld codes, the previous Appendix D taskforce came up with the language of “all welds”. This inadvertently incorporated the vertical weld from the body bolster to sill that was not previously required in the CPC, M-1002, or TP14877.
- This taskforce has responsibility to clarify this language and align the requirements to the requirements that have been in place.
- This will be Longitudinal welds attaching the body bolster to the stub sill

At the January 2026 meeting,

- Action item: add to the taskforce- J. Schultz- UTLX (chair), T. Sisto- GATX, A. Hamilton- Trinity, K. Dorsey- AAR, H. Khalid- AAR, R. Haskins- BNSF.

January 2026 update,

- Discuss the wording in Appendix D, 3.7.2.3.3 regarding inspections of “all welds” to incorporate inspections of vertical welds.

Task Force:

Name	Company	Name	Company
Schultz (chair)	UTLX	Hamilton	Trinity
Dorsey	AAR	Khalid	AAR
Sisto	GATX	Haskins	BNSF

TF Charge:

Number	TF Charge
1	Clarify language in 3.7.2.3.3 to incorporate inspections of longitudinal welds attaching the body bolster to the stub sill

DOCKET T94.32

OPERATIONAL PLATFORM CLEARANCE

At the January 2026 meeting,

- Action item:
 - New title, “Operational Platform Clearance”.
 - Proposed charge from the committee,
 1. Establish a minimum clearance and guidelines for operation platform while protective housing and manway covers are in an open position.
 2. Establish a minimum opening angle for manway covers and protective housing
 - Add to the taskforce- S. Taylor- SMTA, A. Hamilton- Trinity, D. Evans- UTLX, C. Gray- Trinity.
 - Recruit more shippers to be a part of the taskforce.

At the October 2025 meeting,

- It was reported that this issue has been observed by other shippers. C. Edmonds to provide more examples for the executive committee to discuss a path forward.
- Action item: Add TF members- V. Dzolovic- A. Stucki

At the July 2025 meeting,

- Action item: AAR staff to reach out to the taskforce to inform them that this docket is on hold until TCC decides on a path forward.

July 2025 update,

- Hinged-Bolted Manway Covers- C. Edmonds discussed operational and design criteria of current manway lids. The only requirements for how far a hinged bolted manway have to open past 90 degrees relates to the relationship to the handrail from S-2044. Requests to develop functional criteria where lids don't fall close or fall on loading equipment.
 - Action item: motion taken to open a docket, seconded and passed. Members to add to the task force- Scott Hart(chair)- GBRX, Daniel Evens- UTLX, Chris Edmonds-ExxonMobil, and Ben Miller- GBRX
 - TF will meet for the first meeting in the first week of August

Task Force:

Name	Company	Name	Company
Hart (chair)	GBRX	Evens	UTLX
Edmonds	ExxonMobil	Miller	GBRX
Khalid	AAR	Dzolovic	GBRX
Taylor	SMTA	Gary	Trinity
Foster	Marathon Petroleum		

TF Charge:

Number	TF Charge
1	Establish a minimum clearance and guidelines for operation platform while protective housing and manway covers are in an open position.
2	Establish a minimum opening angle for manway covers and protective housing

DOCKET T95.26.2

REVIEW APPENDIX M MATERIALS SERVICE EQUIPMENT

April 2026 update,

- Attachment: Proposal

At the January 2026 meeting,

- It was reported a proposal is being worked on to present by the April 2026 meeting.

At the October 2025 meeting, COD

October 2025 update,

- The task force concentrated on creating/updating a master matrix with everything that is noted as of right now in Appendix M – this was concluded.
- After reviewing what is currently Appendix M as far as approved materials, TF started to engage with all service equipment manufacturers to get their input and feedback as far as what other material have been used for service equipment that may not be explicitly listed now, in an effort to create an more “all-inclusive” master matrix for all the materials used with their ASTM spec for barstock, shapes, tubing, piping, castings, forgings, strip, sheet and hardware.
- Feedback has started to come in from service equipment manufacturers and a spreadsheet with all the feedback is being created in order for the task force to review all entries before making it to the master matrix that will be submitted to the committee for review in addition with updating the body of Appendix M to connect the master matrix with all material approved options.
- The plan is to have something to share with the committee earlier next year

At the July 2025 meeting, TF is continuing work on the justification of each material listed in the current standards. COD

July 2025 update,

- TF reviewed the material matrix created by the previous TF listed in the current Appendix M. Discussed new materials to be added in the matrix.
- TF to concentrate on metallic material for service equipment and discuss with builders regarding plate information.

At the April 2025 meeting,

- Task force to schedule a meeting next month. COD

At the January 2025 meeting,

- Taskforce to meet and review and reorganize M in a table used as a matrix.
- Action items: Add Larry Strouse to the taskforce. Find a copy of the proposed revision of M.

At the October 2024 meeting,

- Action item: charge was changed to “restructure appendix M to include all materials in a matrix”.

October 2024 update,

- Discuss changing the docket title.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- Meeting after the republication and TF to work after that.

At the January 2024 meeting, COD

At the October 2023 meeting, COD the structure of needs to be considered as part the review.

At the July 2023 meeting, work to begin after the republication.

At the April 2023 meeting, COD

April 2023 update,

- AAR staff to work with chair and TF to develop progress on the charges.

At the January 2023 meeting,

- Work to start after the republication.
- Action item: AAR staff to add K. Dorsey to the TF

January 2023 update,

- Task force had been meeting regularly to work on the charge as stated above up until last October 2022
- The committee deemed this task force not critical to the republishing of the M1002.
- Just before the October 2022, it was relayed by Committee that only task forces deemed critical to the republishing of the M1002 were going be reviewed and worked on as some work/material from those critical task forces was needed for us to move along with work of this task force.
- Just last week, we received feedback to start moving forward with this task force.
- Regular meetings will resume with task force members as of February 2023.

At the October 2022 meeting, the update provided was discussed.

October 2022 update,

- Charge: Evaluate the materials approved for service equipment and to review paragraph 4.0 and the relationship of paragraphs 4.1 and 4.5 and 4.7 of Appendix M. Included in this evaluation of materials approved for service equipment is the review of Appendix A all paragraphs related to materials for service equipment.
- Task force has been meeting regularly to work on the charge as stated above.
- Met and continued work for the “Draft Tables for Appendix M” to consolidate material reviewed and researched during our gap analysis exercise – completed the CFR regs, Chapter 1-5 of M1002 to see what is listed and lacking before work is shared with committee. We will continue drafting the tables for Appendix M for the remainder appendices of M1002 --- this process has been a bit slow due to making sure we cover all the bases.
- It was also shared that our work here will not be part of the republishing of the M1002 as there is still work to be completed in other task forces that will trickle into this work, but we’ll still continue to move as quickly as possible.
- As a group also discussed a few things that may be needed/lacking or need clarification on from the AAR/Committee – we’ll have a list as we get closer to finishing up and sharing the Draft Tables for Appendix M along with the completed gap analyses.
- Task force will start to tabulate/document and format how the material and information needed for this task force will need to be published and shared with the committee.

At the July 2022 meeting, this docket was not discussed at the July meeting

At the April 2022 meeting, M. Forister reported on behalf of M. Nunez. The TF continues to meet and are on schedule for July 2022 proposal.

April 2022 update, M. Nunez provided an update on T95.26.2 via email.

- Task force has been meeting regularly on a weekly basis to work on meeting deadline of June 2022 for submittal to the committee.
- Task force has been working on a gap analysis of the M1002 manual and federal regs to make sure everything is covered, and nothing is left to interpretation.
- Gap analysis of the M1002 and federal regs has been completed. Some contradictions and questions have been raised during the review of the gap analysis. These concerns/questions will be brought up to the committee for direction in the very short future.
- Task force will start to tabulate/document and format how the material and information needed for this task force will need to be published and shared with the committee.
- On track to have work completed by the established deadline of 6/1/2022.

At the January 2022 teleconference meeting, it was reported that M. Forister and TF chair are preparing a gap analysis of M-1002, and will be restructuring appendix M

January 2022 update, M. Nunez provided an update on T95.26.2 via email.

- A calendar of weekly meetings has been established and the task force will meet on a weekly basis for the next 3 months in order to get this charge for the task force completed.

At the October 2021 meeting, M. Forister elaborated on the update provided by task force chair earlier during the month. Task force chair has requested to amend a task force charge.

- Action item: Motion made to change the TF charge as reflected in the October 2021 update: “Evaluate the materials approved for service equipment and to review paragraph 4.0 and the relationship of paragraphs 4.1 and 4.5 and 4.7 of Appendix M. Included in this evaluation of materials approved for service equipment is the review of Appendix A all paragraphs related to materials for service equipment”. Motion made by BNSF, seconded by WLERWY, and passed.

October 2021 update, M. Nunez provided an update on T95.26.2 via email.

- The task force has met with M. Forister to receive direction and discuss the current charges. TF have come up with a meeting schedule on a weekly basis for the next 10 weeks. Have estimated a completion date of 01/2022.
- TF have also been trained by M. Forister on the process to follow using the new pilot program operation document for the duration of this task force.
- TF would like the TCC to consider revision to the current TF charge as shown below. The reasoning for this request is that TF recognized that specifications for materials of service equipment is not only in Appendix M as assigned by the current TF charge but also listed in Appendix A paragraph 2.0 of M-1002. This needs to be included in our current TF charge.
 - **Current TF Charge:** Evaluate the materials approved for service equipment and to review paragraph 4.0 and the relationship of paragraphs 4.1 and 4.5 and 4.7 of Appendix M
 - **Revision to TF Charge:** Evaluate the materials approved for service equipment and to review paragraph 4.0 and the relationship of paragraphs 4.1 and 4.5 and 4.7 of Appendix M. Included in this evaluation of materials approved for service equipment is the review of Appendix A all paragraphs related to materials for service equipment.
- TF members added: J. Becherer- Transquip
- TF members remove: Hurley- Occidental Chemical, Loman- AllTranstek

At the July 2021 teleconference meeting,

- Action item: AAR staff to provide TF Chair the one new member asked to be added and to also provide current approved TF charge.
- Action due date: October 2021 TCC meeting

At the April 2021 teleconference meeting,

- Action item: M. Nunez to provide an update by July 2021 teleconference meeting. TF charge to be changed to, “Evaluate the materials approved for service equipment and to review paragraph 4.0 and the relationship of paragraphs 4.1 and 4.5 and 4.7 of Appendix M”.

March 2021 teleconference update,

- Need a TF Chair
 - Action item: Mario Nunez from Kelso Technology Inc, was elected as TF chair of this docket.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints

At the October 2020 teleconference meeting, COD.

- Action item: Task force chair to be determined.

At the July 2020 teleconference meeting, update provided earlier during the month was discussed. COD

- Action item: K. Dorsey added to the TF. New chair to be determined

July 2020 update,

- TF developing contacts with valve manufactures within the industry. COD

At the April 2020 teleconference meeting, COD

April 2020 update,

- TF change:

Added	
Name	Company
M. Nunez	Kelso
R. Hurley	Occidental Chemical

At the January 2020 meeting, COD

At the October 2019 meeting, it was reported that the TF will review the included materials for completeness.

At the July 2019 meeting, the committee was updated on the separation of the tasks for the two TF’s. COD

- ❖ **Staff note:** The requirements for washers in M4.2.3 and M4.3.5 need to be consolidated and reviewed for possible inclusion of differing specifications as allowable for use.

At the April 2019 meeting, it was noted that this docket was opened to review the materials allowed in appendix M for service equipment. New docket opened for the April 2019 meeting to review materials included for service equipment.

Action Taken: TCC agreed under docket T 95.26 to open a new docket for Appendix M to review tank car plate material this will include this TF charges 1, 2, and 4. A new docket will be opened on Appendix M for TF charge 3.

Task Force:

Name	Company	Name	Company
Nunez (chair)	Kelso Technologies Inc	Becherer	Transquip
Khalid	AAR	Dorsey	AAR
Strouse	FRA		

TF Charge:

Number	TF Charge
1	Restructure appendix M to include all materials in a matrix

DOCKET 100.26

REQUESTING TANK CAR OWNER CONTACT INFORMATION

April 2026 update,

- Attachment: Proposal

At the January 2026 meeting,

- TCC discussed the following changes,
 - Action item: New title, “Requesting Tank Car Owner Contact Information”.
 - Proposed charge from the committee,
 1. Acquire a method to identify the maintenance owner of the tank car that can provide mitigation support.
 2. Instructions on how to contact the tank car owner
 - Add J. Schultz to the taskforce

At the October 2025 meeting, TCC discussed possible ways of obtaining information and identifying a main contact for inquiries. However, options such as find us rail and DDTCS are not the most effective way to obtain relevant documents. It was noted that it would be beneficial to consider adding a new element to Umler that includes a 24/hr. contact number as well as access to certain information from the COC. The new element could include a feature requiring a regularly updated list of contacts every few months as a mandatory field to ensure information remains current in the Umler system.

- Action items: TF members to be added: C. Blanton- Chicago Freight Car, D. Ferguson- CSX, A. Ippolito- CN, R. Obrien- Railinc, G. Francis- Railinc.

At the July 2025 meeting, TCC discussed the usage of “find us rail” and discussed other alternative way of requesting accurate information. COD

At the April 2025 meeting,

- It was reported that the taskforce met and will be drafting an alternative proposal for the committee to review. The taskforce will be analyzing the information flows within Umler to understand what data is accessible to owners and/or maintenance party and shippers.

At the January 2025 meeting,

- Action item: set up a meeting with the taskforce and review the proposal. The committee is concerned that the proposal does not address the problem that led to the docket.

At the October 2024 meeting,

- CPC was sent for publishing. Docket to RFD when they are published.

October 2024 update,

- Consider RFD

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- H. Khalid to meet TF chair to discuss the draft of the CPC before its published.

March 2024 teleconference update,

- It was reported that the requirements will be published as a CPC and included in Appendix Y.
- Action item: Motion made by UP, seconded by ACC and passed.

At the January 2024 meeting,

- Action item: AAR staff and chair to discuss the placement of the requirements in the republication.

At the October 2023 meeting, COD

At the July 2023 meeting, the proposal submitted by the taskforce was discussed. It will be reviewed by AAR staff to determine its placement in the republication due to compliance concerns.

July 2023 update,

- The proposal is submitted for review. It represents unanimous agreement for the TF members.
- Attachment: Proposal

At the April 2023 meeting, it was reported that some difficulties have been encountered getting certain car owners to provide drawings. The proposal provided in the update needs more work. TF requests to change the charge.

- Action item: TF requests to change the charge to “determine a formal process for attaining information for tank car requiring non-conforming temporary repair”. Motion made, seconded, and passed. Add R. Morgan- Greenbrier to the TF.

April 2023 update,

- Attachment: Proposal for owner’s documentation supplied for repair

February 2023 teleconference update,

- Discuss issue 1 from January 2023 conference call- process on how to request for car information. New docket, “ Standardized format for requesting Tank car information” (100.26). Proposal by April 2023.
 - Rodger Dalske reported that a strawman has been developed to socialize with

stakeholders.

At the January 2023 meeting, under the new business docket it was discussed:

- **Item 1:** J. Caccamo discussed the process to request car information. RSI mentioned that there is currently a system in which you have to contact the car owner and attempt through Umler and Ask Rail. Suggestions were made on how to make the process easier such as industry wide awareness or RSI reminding their members to provide information when needed and also mentioning approval conditions under chapter 1.
 - **Action item-** Motion to open a docket, taken by UP, seconded by RSI and passed. Docket to be placed under active dockets. A rough proposal to be provided by April 2023 meeting.
 - Charge- “determine a formal process for attaining approvals and applicable drawings for Tank cars requiring maintenance”.
 - TF members to be added- S. Murray, J. Caccamo, Chair- R. Dalske

Task Force:

Name	Company	Name	Company
Dalske (chair)	American Industrial Transport	Murray	Exxon Mobil
Blanton	Chicago Freight Car	Morgan	Greenbrier
Ferguson	CSX	Ippolito	CN
Francis	Railinc	Schultz	UTLX
Khalid	AAR		

TF Charge:

Number	TF Charge
1	Acquire a method to identify the maintenance owner of the tank car that can provide mitigation support.
2	Instructions on how contact the tank car owner

DOCKET 100.28 OVERSIZED WELDS

At the January 2026 meeting,

- EEC discuss the proposal at their February meeting.

January 2026 update,

- EEC task force has discussed the topic; TF chairman has already responded to an initial round of questions. They haven't come back with anything further.

At the October 2025 meeting,

- Action item: Motion taken to adopt to Appendix W, seconded and passed unanimously.
- Proposal to be reviewed by the EEC.

October 2025 update,

- Attachment: Proposal
- Needs to be reviewed by the EEC to update C-II to satisfy the NTSB recommendation for oversized welds.

At the July 2025 meeting, it was noted that TF is scheduled to have another TF meeting to discuss the direction of this docket and elect a chair.

July 2025 update,

- Welding Task Force docket- Open a new docket to address the NTSB recommendations on oversized welds
- Members to add to the task force: AD McKisic- Trinity, Ben Miller- GBRX, Ryan Haskins- BNSF, Randy Keltz- FRA, Daniel Evans- UTLX, Ken Dorsey & Hira Khalid- AAR
- TF to meet for the first meeting on 28th of July.

Task Force:

Name	Company	Name	Company
Evans (chair)	UTLX	Miller	GBRX
Haskins	BNSF	McKisic	Trinity
Khalid	AAR	Dorsey	AAR
Birkmann	UP		

TF Charge:

Number	TF Charge
1	address the NTSB recommendations on oversized welds

DOCKET T147

TANK CAR COMMITTEE STRUCTURE AND PROCEDURES

At the July 2025 meeting, handled by AAR staff

At the April 2025 meeting,

- COD

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, COD

At the January 2024 meeting,

- Action item: motion was made to open a taskforce to organize the dockets and assign timelines. Also, for the chairman of the taskforce to provide a plan for the docket. Motion taken by UP, seconded by CSX and passed.
- TF members – K. Dorsey, H. Khalid, J. Birkman, and R. Kinsley.

At the July 2023 meeting, Staff monitored.

At the April 2023 meeting, COD

At the January 2023 meeting, COD

At the October 2022 meeting, COD

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, it was reported that TF is working on a more formal ways to request exemption M-1002 interchange and a well improved/clear process for interpretations.

At the January 2022 teleconference meeting, it was reported that work on appendix p is progressing.

At the October 2021 meeting, it was noted that the charter is in place, work on appendix p is progressing to compliment the charter. Several task force chair members are working on organizing and structuring work around the charter so a recommended practice can be written.

At the July 2021 teleconference meeting, K. Dorsey reported that a TF operation document was created and M. Forister presented the document during the meeting. The document provides a track the TF work and progress being made on every active docket.

At the April 2021 teleconference meeting, B. Siebold reported the efforts of the TCC regarding tank car committee structure changes in the opening remarks of the April 2021 TCC open session meeting. TCC chair mentioned continuing efforts on this docket along with the new operating conditions as specified by the recently approved TCC charter. No more subcommittees, and TF's may be utilized on committee business if determined necessary. The TCC continues its work on Appendix P with the following under development by the AAR staff:

- A TF operational document which is a tool for tracking all TF efforts in accordance with AAR Safety & Operations Committee Handbook and the AAR TCC Charter
- Docket Request Form – this form will also have an associated TCC process for how to handle request by industry on changes to the M-1002 standard. This will be structured such that the TCC can prioritize the efforts of the TCC.
- A TF member selection and operation policy – this is to ensure that when the TCC assigns TF chairs they are adhering to the TF operational document and staying within the direction of the TCC. This also ensures a limited number of TF members are selected from each applicable stakeholder group with the technical expertise to address the TF charges assigned and that there is balance in the TF effort on the TF proposal to be submitted to the TCC for consideration of final action.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints.

At the October 2020 teleconference meeting, update provided earlier during the month was discussed. TCC charter was accepted as mentioned in the October update. K. Dorsey discussed some concerns and suggestions that were addressed on the charter.

- Action item: AAR staff to review suggestions.

October 2020 update, a ballot to adopt the proposed TCC charter was distributed on 9-24-2020. The charter passed by a 20 to 3 margin. Several members noted that the TCC should continue to discuss the method of considering cost in changes to the standards. There was also a suggestion for the TCC to engage in discussions with DOT on an MOU.

At the July 2020 teleconference meeting, it was reported that progress is being made on task force expectations and procedures as well as Appendix P.

May 2020 teleconference update, a proposed CPC regarding auditors and audit procedures will be discussed on Tuesday, May 26th. QAC to discuss extensions and items of concern. If CPC wording is not accepted, modification need to be made with the assistance of TCC. Executive leaders met regarding the charter and discussed concerns laid out in the January 2020 TCC meeting. A 2nd ballot was sent to the committee but was disapproved. Future options to be discussed.

At the April 2020 teleconference meeting, it was reported that a proposal regarding Appendix P is being developed.

At the January 2020 meeting, it was reported that the shippers developed a counter proposal after disapproval of the last proposed charter proposed by AAR. Due to the counter proposal a new charter draft was developed and sent before January 2020 TCC meeting. Shipper still have concerns about a certain bullet in the charter relating to cost and benefit and would like to propose additional modifications.

At the October 2019 meeting, the ballot vote taken during the August 2019 conference call was discussed. The votes disapproved the proposed charter. Discussions will be ongoing on reaching an agreement to progress an updated charter.

At the July 2019 meeting, it was noted that the proposed charter had been distributed and a ballot vote would be held in August 2019.

At the April 2019 meeting, it was reported that work was progressing on an updated TCC charter.

At the January 2019 meeting,

The TCC approved the following members during the November 2018 monthly TCC call:

- Joe Caccamo – Conrail replacing Allen Richter
- Elliot Apland – API replacing Kirk Warner

Action Taken: Motion made, seconded, and passed to approve the following TCC members:
Robert “Stoy” Taylor – Clay Producers replacing Mike Richardson
John Byrne – RSI staff member replacing AD McKisic Ryan Clark – KCS Replacing Ryan Miller

- ❖ **Staff note:** Joseph Caccamo of Consolidated Rail Corporation and D. Elliot Apland for the American Petroleum Institute have been added to the committee. John Byrne, Steve McNealy and Stoy Taylor are under consideration for committee seats.

At the October 2018 meeting, during the meeting Kirk Warner of API and Allen Richter of Conrail was recognized at this meeting for their efforts on the Tank Car Committee. They announced this was their last TCC meeting. Industry thanked them for their service.

API and Conrail TCC members replacing Kirk and Allen will be voted on by the TCC soon.

At the July 2018 meeting, B. Fronczak reported that 23 of 24 members signed the AAR Safety and Operations (S&O) Committee Handbook agreement to acknowledge full understanding and compliance within. Andy Ash and Jim Kozey were recognized for their two-year term as the TCC chair and vice- chair. At the end of the July 2018 TCC meeting, the AAR announced the incoming leadership for the TCC will be Chris Machenberg (CSX) as Chairman and Bruce Siebold (BNSF) as Vice- Chair based on seniority.

Here are the current 23 TCC Members:

Railroads:

Chris Machenberg (Chair)
Bruce Siebold (Vice-Chair)
Andy Ash
Jim Kozey
Ryan Miller
John Birkmann
Anthony Ippolito
Alvaro Almaguer
David Schoendorfer
Paul Williams
Allen Richter
JR Gelnar

Affiliation:

CSX Transportation
BNSF Railway Company
Railway Association of Canada
Canadian Pacific Railway
Kansas City Southern Railroad
Union Pacific Railroad
Canadian National Railway
Kansas City Southern de México, S.A. de C.V.
Hazmat Committee Liaison (NSR)
Norfolk Southern Railway
Consolidated Rail Corporation
ASLRRRA

Non-Railroad Shippers:

Kevin Flahive
N. Scott Murray
Robyn Kinsley
Mike Richardson
Kirk Warner
Craig Jorgenson
Kelly Davis

The Fertilizer Institute (Koch Fertilizer)
ACC (ExxonMobil Chemical Company)
The Chlorine Institute
U.S. Clay Producers Traffic Association
American Petroleum Institute
The Sulphur Institute
Renewable Fuels Association

Non-Railroad Tank Car Builders:

Joe Perez
Tony Sisto
John Byrne

UTLX
GATX Rail Corporation
RSI

AAR

Ken Dorsey

Association of American Railroads

At the April 2018 meeting, no change in membership. COD

At the January 2018 meeting, COD**Task Force:**

Name	Company	Name	Company
Dorsey	AAR	Khalid	AAR
Birkmann	UP	Kinsley	CI

Purpose of Docket: To discuss any changes in membership or procedures of the committee and subcommittee

Standing Docket Updates

DOCKET T15.1

AAR CIRCULAR LETTERS/EA

April 2026 update,

- CPC 1439- Solicitation for comment on Appendix B, 3.6 Demonstration Capability: C6r
- CPC 1440- Implemented revisions to Chapter 2, paragraph 2.2.13.3 Gas Purging Standards
- CPC 1441- Implemented revisions to Appendix B, Table B.2
- CPC 1442- Implemented revisions to Appendix B, 3.6 Demonstration Capability: C6r
- CPC 1443- Cracks found on 6F Stainless Steel Nuts
- CPC 1444- Solicitation for comment on Appendix D, paragraph 4.0 Pressure Relief Valve and Hydrostatic testing.

At the January 2026 meeting, COD

January 2026 update, the following were published

- CPC 1434, Appendix A- approved the addition of original valve date of manufacture (applies only to valve manufactured after [effective date]) as a required marking for sections to 6.
- CPC 1435- cancellation of ST 429 Midland Manufacturing-VRVs
- CPC 1436- Appendix D- manway design submissions
- CPC 1437- Chapter 2, revisions to paragraph 2.2.13.3 gas purging standard
- CPC 1438- Appendix B, changes to Table B.2

At the October 2025 meeting,

- H. Khalid reported that three CPCs were published
 - CPC 1432 and CPC 1434- updates to Appendix A. Added table from Appendix D that has component tracking effective dates, this table also includes serial number marked at the time of initial manufacturing or assembling. Also added “original date of manufacturing” as a required marking for valves and devices in paragraphs 6.2 and 6.3. Language added to 6.3 on Gauge Rods with universal markings.
 - H. Khalid to work with the tech writer on editorial changes to appendix A.
 - CPC 1433- updated Appendix B on timeframe of audits. This is to avoid facilities that are pending ballot or application. Therefore section 4.7.1.6 was added to say if facility is more than 18 months from a prior audit date, the facility will be scheduled for an audit regardless of application or ballot status.

At the July 2025 meeting,

- H. Khalid reported that two CPC were published.
 - CPC-1430 Table D.6 in Appendix A (7/3/2025)

- CPC-1431 Changes to Appendix E (7/3/2025)
- Action item: work on a CPC for MxV

At the April 2025 meeting,

- H. Khalid reported that two CPC were published.
 - CPC-1428 Alteration of AAR standard- AAR211W5 (4/9/2025)
 - CPC-1429 Current B-2 forms (3/19/2025)

At the January 2025 meeting,

- Action item: attach a copy of the RWD to the EA

At the October 2024 meeting, COD

October 2024 update,

- CPC-1425 Proposed Service Trial Requirements (9/13/2024)
- CPC-1426 Interchange Rules and Umler System Registration (9/13/2024)

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, COD

At the January 2024 meeting,

- It was reported that no new CPCs have been published since October 2023.

At the October 2023 meeting, COD the EW/MA system is not the EA system.

October 2023 update,

- Attachment: list of CPCS

At the July 2023 meeting, COD

July 2023 update,

- Attachment: list of CPCs

At the April 2023 meeting, COD

At the January 2023 meeting,

- Action item: AAR staff to work on this docket and gather the list of CPCS.

At the October 2022 meeting, K. Dorsey noted that moving forward these will not be needed since there is now an EA system.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, the list of circulars from October 2021 were presented. It was reported that there are no more EW/MA's but instead EAs. Also working on a defective car tracking system, which will allow damaged cars to be tracked and handled correctly.

February 2022 teleconference update,

- M. Forister reported that no comments have been submitted. COD.

At the January 2022 teleconference meeting, K. Dorsey reported that many circulars will be issued next month and will restructure how to present information on this docket.

At the October 2021 meeting, it was noted that a list was presented in July and new list will be added before the end of the year.

At the July 2021 teleconference meeting, the update from earlier during the month was shown. COD

July 2021 update, the following CPCs have been published since the April 2021 teleconference.

- Attachment: list of CPCs

At the April 2021 teleconference meeting, K. Dorsey presented a document displaying all of CPC's that have been published.

- Action item: AAR staff to provide that list in the backgrounds.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints.

At the October 2020 teleconference meeting,

- This docket was not discussed at the October TCC meeting due to time constraints

August 2020 teleconference update,

- Service equipment CPC-1371
 - It was mentioned that there are 5 facilities that have expired certifications/registrations. K. Dorsey to have a proposal for the committee that will provide insight into service equipment manufactured after the expiration date along with next steps.

At the July 2020 teleconference meeting, it was reported that since the April teleconference meeting the following CPCs have been published.

- CPC- 1366: Tank car facility certification audits, released on April 24th
- CPC-1367: Impacts related to AAR M-1003 QAP requirements for M-1002/M-1003 Certified Tank Car Facility Certification due to COVID-19 released on May 27th
- CPC-1368: Notification to Tank Car Facilities on Submittal of AAR M-1002 Exhibit T-1 by

July 31st, 2020 released on June 2nd.

- CPC-1369: Midland Vacuum Relief Valve Markings released on June 10th
- CPC-1370: Stub Still Reinforcing Pad Inspection of Certain ARI- Built Tank Cars- released on June 23rd

At the April 2020 teleconference meeting, K. Dorsey reported that around 4 CPC's will be published in the near future.

At the January 2020 meeting, K. Dorsey reported that 2 MA's will be released before April. COD

At the October 2019 meeting, it was stated that a time limit has been established for the unknown values in UMLER. Car owners should be aware of those unknown values that should be eliminated no later than the next qualification for their cars. An EW has been released on cars that need to be stopped and inspected for transporting hazardous materials and using 3" McKenzie valves. It was indicated that there are over 100 cars that need inspection.

At the July 2019 meeting, K. Dorsey updated the committee of CPC's that had been issued since the last meeting.

- CPC-1348 recommended Railroad Operating Practices for Transportation of Hazardous Materials.

At the April 2019 meeting, K. Dorsey reported on the CPC's that had been issued in the previous quarter.

- CPC1334 TC facility certification status.
- CPC-1337 for facility location change.

Since the **January 2019 Meeting**,

- CPC-1343 Final Action, Revision to MSRP Section C Part III, M-1002, Specifications for Tank Cars, Chapter 1, Appendix D and Appendix J
- CPC-1344 AAR M-1002 Tank Car Facility Certification Status CPC-1345 UTC Inspections Required
- CPC-1346 Solicitation of Comments on Proposed Revision to MSRP Section C Part III, M-1002, Specifications for Tank Cars, Chapter 1
- CPC-1347 Replacement for CPC-1339 – AAR Change in Location Requirements for AAR M- 1002 Tank Car Certified Facilities

At the January 2019 meeting, K. Dorsey reported the following:

- CPC-1342 published 12/12/2018 issued final action on the following:
- T50.34.2 Consider Requirements for Installation of Surge Suppression Devices
- T95.7.4 Consider new steels and modifications to current steel specifications for tank car tanks Appendix A paragraph 3.7.5
- CPC-1326 Solicitation of Comments on Proposed Revision to MSRP Section C Part III, M-1002, Specifications for Tank Cars, Appendix A and Appendix M

- CPC-1341 Final Action, Revision to MSRP Section C Part III, M-1002, Specifications for Tank Cars, Chapter 2

CPC-1343 published 1/24/2019 issued final action on the following:

- T5.31 Review Tank Car Elements in Umler
- CPC-1331 Umler System Notification to Tank Car Owners and Solicitation of Comments on the Permissible Value of "Unknown"
- T31.2.1 Defining Requirements for Heat Resistant Gaskets
- CPC-1340 Solicitation of Comments on Proposed Revision to MSRP Section C Part III, M-1002, Specifications for Tank Cars, Appendix J

There are a few more MA/EW pending action.

At the October 2018 meeting, K. Dorsey reported on the recent CPC's. At the July 2018 meeting, AAR staff reported on the following:

At the July 2018 meeting, AAR staff reported on the following:

CPC- 1335	Midland Manufacturing 720 Series Valve Modification and Replacement	7/11/2018
CPC-1334	ARI Sump and Bottom Outlet Valve Skid Weld Inspection	5/11/2018
CPC-1333	AAR Exhibit PC-1 Comment Form Update Related to CPC-1332 (T91.2.4)	5/7/2018
CPC-1332	Solicitation of Comments for Appendix B and Associated Chapter 1 Definitions of AAR Manual of Standards and Recommended Practices (MSRP), Section C Part III, Specifications for Tank Cars (M-1002)	5/1/2018

At the April 2018 meeting, AAR discussed the latest AAR circular letters and the need to issue those agreed upon by the TCC within the TCC dockets.

At the January 2018 meeting, AAR discussed the latest AAR circular letters and the need to issue those agreed upon by the TCC.

Task Force: N/A

Purpose of Docket: Update the Committee on recent AAR circular letters related to tank cars.

Responsibility for Report: AAR

DOCKET T15.9

EQUIPMENT ENGINEERING COMMITTEE UPDATE

At the January 2026 meeting,

- Taskforce is continuing work on S-2034
- Discussing oversize welds at the February EEC meeting

At the October 2025 meeting,

- It was reported that work on rule 90 was updated and taskforce is still working on S-2034.

At the July 2025 meeting, COD

July 2025 update,

- EEC task forces are actively working on S-2034 (car builder certification) and Field Manual Rule 90 (cars or car parts prohibited in interchange).
- The S-2034 work was initiated by the AQTF initiative and EEC is working to revise and clarify the standard. The work on Rule 90 includes eliminating the lists of components and sending them back to the committee responsible to put into the Field Manual rule for that component if they chose and focusing on things that would likely cause main line derailment or line of road failure.

At the April 2025 meeting,

- The update provided was discussed.

April 2025 update,

- S-2034 Car Builder Certification
 - The EEC has voted to remove activity codes A19 (Construction of Tank Cars by Manufacturing) and B78 (Construction of Tank Cars by Assembly) from Standard S-2034. The revisions are nearing completion.
 - EEC requests that TCC open a docket or add a charge to existing docket to update M-1002 Appendix B Activity code A19 technical approval dependencies to remove S-2034 and replace with A20 and Activity code B78 technical approval dependencies to remove S-2034 and replace with B73.
- Remote Monitoring Equipment
 - EEC has completed a draft of a new Field Manual Rule (Rule 86) to identify cause for attention for RME devices that are loose, damaged, or obstructing a safety appliance.
- Interchange Rule A.1 Taskforce
 - EEC is working on a revision to FM Rule 90 (Cars and/or Car Parts Prohibited in Interchange) that would move obsolescence related content to relevant FM rules and repurpose this rule to identify high-risk derailment issues that require immediate attention by railroads.

At the January 2025 meeting,

- No update was provided

At the October 2024 meeting,

- AQFT is working on modifying standards that were released earlier during the year.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

July 2024 update,

- TCC expressed concern with EEC recommendation to update activity code A20 to “Manufacturer of freight cars including tank cars” that facilities may think they did not require activity code A19. EEC has approved the following updates to address this concern and requests TCC review of this language.
 - A20- Manufacturer of freight cars including Tank Car Underframes
 - B73- Freight car assembler including Tank Car Underframes

At the April 2024 meeting,

- EEC update was reviewed. COD

April 2024 update,

- EEC has approved updates to Field Manual Rule 62 (Truck Side Bearings) Paragraph B.6.e to provide additional clarity on the required steps to repair and verify setup height of side bearings. Concern was brought to the committee that some repairs were being made without checking the setup height when replacing elements.
- EEC has approved edits to M-1003 to remove S-2034 Technical approval requirements from Activity codes A19 (Construction of Tank Cars by Manufacturing) and B78 (Construction of Tank Cars by Assembly). With this change, EEC has approved edits to Activity code A20 to read “Manufacture of Freight Cars Including Tank Cars” and B73 to read “Freight Car Assemblers Including Tank Cars”. This was done to remove the issue of two separate committees having an oversight of the same activity code.
- EEC requests that the Tank Car Committee update M-1002 Appendix B Activity code A19 technical approval dependencies to remove S-2034 and replace with A20 and Activity code B78 technical approval dependencies to remove S-2034 and replace with B73.

At the January 2024 meeting, COD

At the October 2023 meeting, COD and update was provided by Karen Carrier on the timeline for equipping and completing four port brake tests on equipment.

At the July 2023 meeting, no update was provided.

At the April 2023 meeting,

- Remote Monitoring Equipment
 - New requirements in place for S-2045, compliance being enforced.
 - Approval is only given to car owners.
 - Quantity of cars must be given for each request.
 - 1/1/20204 intrinsically safe requirement
 - Exception is decal sheeting. If supplier can't comply, owner can submit a plan to bring cars into compliance.
- Safety Appliance Task Force
 - Working on rule 53 cause for attention for cracks in running boards
- Ongoing maintenance advisories
 - 586 tank cars not equipped with LTCCSB's need to be addressed, some have moved in the last 2 years.
- Rule88 Office Manual modifications
 - Modifications will require braking ratio to be restored to new car S-401 requirement.
- Activity Code Technical Audit Process
 - Proposing adjustment in M-1003 activity codes to delineate freight car assembly and tank car construction.
 - A19 will be limited to construction of tank cars (M-1002), and A20 will be limited to manufacturing of freight cars, other than tank cars (S-2034)

At the January 2023 meeting,

- B. Miller to be the replacement chair.

January 2023 update,

- These three attachments represent important changes for tank cars to the Field Manual that will be in effect in 2023. They went out for comment on Nov. 7 on C-14054.
- As previously mentioned in these updates, the basic design draft load has been increased from 350 K to 390 K. This requirement will be in effect January 1, 2023, for all cars built on or after that date.
- Attachments: Circular Attachment proposed rule 81, 88 and 95B4.

At the October 2022 meeting, the update provided was discussed. COD

October 2022 update, G. Saxton provided an update regarding docket T15.9 via email.

- Field Manual Rules 81 (TANK AND TANK CAR REPAIRS) and 95 (HANDLING AND/OR DELIVERING LINE RESPONSIBILITY) revisions are expected to be out for comment in October. These changes will be of interest to the Tank Car Committee.
- Car design draft loads are increasing from 350K to 390K. Cars delivered after December 31st must meet this new requirement.

At the July 2022 meeting, this docket was not discussed at the July meeting

July 2022 update, G. Saxton provided an update regarding docket T15.9 via email.

- Reminder to car builders and designers: Effective January 1, 2023, the design draft load increases from 1.8 x 350K to 1.8 x 390K on new cars delivered.
- There are ongoing discussions to modify the requirements for Remote Monitoring Equipment Standard S-2045. Reference C-13961.
- EEC is engaged in modernizing Field Manual Rule 81 – TANK AND TANK CAR REPAIRS. TCC membership is represented in this effort.

At the April 2022 meeting, it was reported that

- EEC has been working to update Field Manual Rule 81 Tank and Tank Car Repairs. There is a draft that includes Causes for Attention. The Arbitration Committee (they have Field Manual custody) has come back with some questions.
- Circular C-13937 increasing the base draft load from 350K to 390K has been issued. There have also been changes to the attachment requirements for the front draft stop. This change applies to all cars including tank cars built new after December 31, 2022.
- Revisions to S-2045 Remote Monitoring Equipment (C-13913) are still being considered.

At the January 2021 teleconference meeting, the update provided was reviewed. K. Dorsey also mentioned that there is an active request from EEC to comment/fix on rule 88 for ILS.

- Action item: create a TF under this docket to address the active request from EEC. Charge for TF, “ At the request of EEC review the applicability ILS for tank cars”. TF members: Dorsey, Siebold, Kozey, Keltz.

January 2022 update,

- The following two Circular Letters originating with EEC are of interest to the Tank Car Committee:
 - C-13920-Subject: Solicitation of Comments for Revisions to MSRP Section C, Car Construction Fundamentals and details, standard S-2045 Remote Monitoring Equipment, Installation. Revision of requirements.
 - To: Members and Private Car Owners- File Number: 170.10.82
 - These changes include requiring “intrinsically safe” device remote monitoring equipment.
 - C-13907- Subject: Solicitation of Comments for Revisions to MSRP Section C Part II, M-1001 Design, Fabrication and Construction of Freight Cars, Office Manual Rule 88, and Section C Standard S-286. Revisions to car and draft pocket design requirements.
 - To: Members and Private Car Owners-File Number- 170.10.76
 - These changes include increased designed draft load requirements for tank cars in M-1001 Chapter 6.
- EEC has been working on updating Field Manual Rule 81 Tank and Tank Car Repairs. Working with Bruce Siebold and will share the proposed changes with TTC before releasing for general comment.
- EEC wishes to encourage TCC to update its lettering/stencil/decal requirements.

At the October 2021 meeting, G. Saxton presented the update provided earlier during the month.

October 2021 update, G. Saxton provided an update regarding docket T15.9 via email.

- EEC has been working on updating Field Manual 81 Tank and Tank Car Repairs. Somehow, work got stopped. However, work will resume. EEC's proposal will be shared with TCC before it is released for general comment. B. Siebold is part of this group working on revisions.
- EEC wishes to encourage TCC to update its lettering/stencil/decals requirements.
- Expect that the new draft load requirements will be released for comment soon. Two major changes expected. 390K through the entire car draft load up from 350K. 500K load for front draft lug and attachment.
- Release has been delayed, expect effective date to be January 1, 2023.

At the July 2021 teleconference meeting, the update provided was discussed. B. Siebold also reported on cars approaching end of life. Cars will be flagged that cannot be loaded. Owner will have the option to flag cars for more than 30 days to keep them from being caught in the system. It was noted that the new freight car equipment stencil adopted by EEC is also being addressed in the proposal.

July 2021 update, G. Saxton provided an update regarding docket T15.9 via email.

- EEC is working on an update Field Manual Rule 81 TANK AND TANK CAR REPAIRS. The intent is to carefully define what is cause for attention and can be performed in a non-M-1003 facility.
- EEC recommends that the stenciling requirements for tank cars be updated to reflect S-910 to make it consistent with other freight cars. The improvements are worthwhile. If TCC wants to go forward, EEC can suggest someone that should be able to quickly develop a proposal that would meet the needs.
- There was some thought of using UMLER to aid in scheduling re-qualifications and routing cars. However, it seems qualification fields are not being maintained by car owners, so the idea is being dropped.

At the April 2021 teleconference meeting, G. Saxton discussed the update that was provided and also discussed the end of life on cars in Umler, a system set to send an advisory to owners to let individuals know the life of car is coming to an end. This can be useful prevent cars from being in transportation beyond their allowed age. COD

April 2021 update, G. Saxton provided an update regarding docket T15.9 via email.

- On March 3, Circular Letter C-13752 was issued. This letter changes the rules defining what a modified car is. It allows nearly all specialty items from an existing car to be transferred to a new car body. This new car body retains the original (or donor) car-built date, so the end of life date is the same as the original car. Refer to Circular Letters C-13752 and C-13717 for details.

- In view of longer and heavier trains with more powerful locomotives, EEC is discussing increasing the required design coupler draft loads. Depending on the amount of increase and the amount of margin a current tank car stub sill design has, there could be an impact.

March 2021 teleconference update,

- Rule 81 update
 - B. Siebold reported that EEC is expanding on rule 81 for the January 1st publication. Mechanical committee and EEC to make sure field manual is clear on A1 defects.
 - B. Siebold participated on the TAG and will get feedback to J. Hannafious.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints.

November 2020 teleconference update,

- COD. No update was provided.

At the October 2020 teleconference meeting,

- This docket was not discussed at the October TCC meeting due to time constraints.

August 2020 teleconference update, EEC draft regarding rule 81 was presented. Committee members to accept comments.

At the July 2020 teleconference meeting, G. Saxton discussed the update provided earlier this month. COD

July 2020 update, G. Saxton provided an update regarding docket T15.9 via email.

- EEC to continue review of Field Manual Rule 81 clarifying what repairs can be made to stub sills by just M-1002 facilities and what repairs also need M-1003 certification. Documenting welded repairs to “pipe” type railings and grabs as is allowed by FRA letter and performed in the field is being discussed for inclusion in the Field Manual. This would involve the expansion of Rule 81 D, Figures A & B.
- EEC is working with UMLER to designate an end-of-life field that would prohibit loading after a certain date and trigger a home shopping. This field could also be used to direct cars to their requalification shop after a certain date.
- On the previous call, questions were asked about cold weather control valve performance with respect to age of the rubber. G. Saxton suggests that someone from AAR would be better suited to provide up to date information regarding this issue.

May 2020 teleconference update,

- Circular 13559 is out for comment under T5.32 on stub still essential variable.

At the April 2020 teleconference meeting, it was reported that EEC is making changes to the field and office manuals. S-2044 is to be revised to bring it into compliance with the 179.102.

April 2020 update, G. Saxton provided an update regarding docket T15.9 via email.

- There are no reported head or weld failures associated with this group of cars

At the January 2020 meeting, it was reported that EEC discussed and has drafted a proposal for acceptable repairs and substitutions to stub sill. The proposal is under review and should be ready by the March EEC meeting.

January 2020 update, G. Saxton provided an update regarding docket T15.9 via email.

- EEC has drafted a revised proposal regarding allowable repairs and substitutions to stub sills. The proposal is currently under review by tank car builders and RSI affiliated tank car owners. The goal is to have a final proposal by the end of January TCC meeting.

At the October 2019 meeting, EEC updates regarding rule 88 stub sill were made. K. Dorsey will review the updates and get back to TF regarding changes that need to be made.

At the July 2019 meeting, EEC is in the process of making modification to Rule 88 concerning what changes to the stub sill initiate an EEC review.

At the April 2019 meeting, G. Saxton reported that the EEC has confirmed that a tank car stub sill cannot be repaired with a stub sill of a deferent design than it was manufactured without approval. If repairing one end of the car the sill must be replace in kind or the EEC must be contacted.

At the January 2019 meeting, D. Cackovic provided an update on this docket for G. Saxton. Here are the highlights:

1. Retroreflective Tape. The handheld comparator card Standard S-916 is in place. The card is used to evaluate the condition of tape on rolling stock.
2. AAR Freight Car Fatigue Task Force -- Freight Car Fatigue Environment Testing, Coupon Testing.
 - a. The EEC FCFTF in conjunction with RSI/ARCI, are jointly conducting over the road service testing of tank car in crude-by-rail unit train service. Longitudinal and vertical coupler forces, and vertical bolster forces, are being recorded and reported remotely. Data collected will be used to update MSRP C-II Chapter 7 This will provide environment load data for fatigue resistance analysis as required in M-1001. The current FCFTF CBR Fatigue test has obtained about 50% of the desired mileage of 10,000 – 12,000 miles. The test car will be leaving TTCI in one to two months, assuming BNSF has a waiver extension for test car placement in the CBR train in place.
 - b. FCFTF fatigue joint coupon testing is underway at the University of Illinois. This

will provide design joint details for fatigue resistance analysis, as required in M-1001.

3. AAR Safety Appliance Task Force (SATF). Approval from the EEC was granted, to add to S-2044 new Appendices E3 and E4 for tank cars with low, side-mounted hand brakes. The revised S-2044 will be submitted for approval in an AAR petition to the FRA. Note that the SATF is in the process of being sunset. EEC will absorb the responsibility, including future S-2044 revisions and handling safety appliance questions that frequently come up, especially from the FRA.
4. The AAR Equipment Engineering Committee began reviewing the Field Manual of AAR Interchange Rules in its entirety to evaluate causes for attention that will require a freight car to be removed from service for repair. There are three goals of this effort:
 - a. To stop cars for repair only when there is risk of derailment, line of road failure, or safety appliance causes. A car should not be stopped for regular preventative maintenance.
 - b. To provide a list of regulatory related items that are no longer safety related, or applicable, and for which regulatory relief should be sought.
 - c. To provide guidance on the use of wayside detectors to identify repairs for which cars should be removed from service.

At the October 2018 meeting, G. Saxton reported the following:

- The EEC submitted a request to FRA to allow for a performance standard on the replacement of reflectorization. FRA has accepted the request, however the only item not clearly stated in the acceptance letter is the timeframe. EEC believes industry can be ready in 6 months.
- Tank cars not equipped with long travel CCSB are no longer accepted in interchange after June 1, 2018. As of this report, roughly 2,000 cars still report conflict in Umler.
- The Safety Appliance TF has come to the EEC asking for a new Umler element identifying safety appliance type. Additionally, a side-mounted handbrake application / figure for Tank Cars is currently out for circular letter comment.

At the July 2018 meeting, G. Saxton reported:

- Waivers are in place for FRA-224 reflectorization – expect to implement comparator method by January 1st.
- Tank cars not equipped with long travel CCSB are no longer accepted in interchange after June 1, 2018.
- 4 port receivers for single car air brake testing are now mandatory on new cars

At the April 2018 meeting, G. Saxton reported the following:

On March 21, 2018, AAR received the following update from TF chair:

1. Reminder that per Rule 90 of the Field Manual; effective June 1, 2018, tank cars not equipped with long travel constant contact side bearing are prohibited.
2. On February 27, AAR submitted a waiver extension request to the FRA. That submission includes a schedule stating that the industry will implement the comparator panel

reflectorization process within 6 months of FRA acceptance. We have not been able to move forward yet, as we do not have formal acceptance.

3. AAR has not heard back since the submission. However, AAR has an understanding with the FRA that the regulation will not be enforced, and we will be given an extension that allows us to begin implementing the new process.
4. EEC will be submitting its most recent edits to Rule 66, to ARB, in anticipation that we will be up and running on July 1.

At the January 2018 meeting, G. Saxton reported the following:

1. On March 31, 2018, the FRA waiver expires on reflective material application on tank cars.
2. 4-port receiver for automated single car testing devices were required Jan. 1, 2018, on new builds, however EEC is considering extending to May 1, 2018.

Action Taken: TCC agreed to have EEC issue an MA stating the compliance requirements of long travel constant contact side bearing by June 1, 2018.

TF Charge: TCC to receive updates on EEC issues

Task Force:

Name	Company
Schultz	UTLX

DOCKET T15.11

UMLER COMMITTEE UPDATE

At the January 2026 meeting, assign a taskforce chair

At the October 2025 meeting, it was reported that Umler is being integrated with the online COC system. Railinc presented the TAG project, and expansion project for 2026 Umler improvements.

At the July 2025 meeting, no update on this docket

At the April 2025 meeting,

- COD

At the January 2025 meeting,

- No update was provided

At the October 2024 meeting, COD

October 2024 update,

- Railinc has received funding to link Umler, COC, and TCID databases.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- An unknown values report was presented. The TF will continue to act as a liaison with the Umler committee.

At the January 2024 meeting, COD

At the October 2023 meeting, COD

October 2023 update, B. Siebold reported the following:

- Dorsey is a new discussant. The latest Umler release schedule and new “unknown values” report will be provided as attachments prior to the October meeting.

At the July 2023 meeting, COD

July 2023 update,

- Since the April update, there have been no changes in the 2023 Umler release plan that would affect tank cars. COD.

At the April 2023 meeting,

- B. Siebold presented a quarterly report.
- Action item: K. Dorsey to be the discussant moving forward. Information will be provided by S. Maples at Railinc.

At the January 2023 meeting, COD

At the October 2022 meeting, B. Siebold presented a quarterly report on the Railinc release.

October 2022 update,

- Latest Umler release plan is attached. Two tank car related projects are in the Railinc cue – 1) new element fields for Special Permit / Equivalency Certificates is expected in Q4, and 2) a refresh of permissible values on underframe types (A251) is anticipated by Q2 2023 or sooner (to align with the CPC on Chapter 1 revisions currently out for comment). Additionally, T5.31 proposals on tank design / stenciled specifications will be presented to the Umler committee (through a UCR) for consideration and updates to those permissible values.
- Attachment: Umler Release Plan

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, B. Siebold presented a quarterly report on the Railinc release.

February 2022 teleconference update,

- B. Siebold reported that there is no release plan for 2022 at this time account of cloud migration of the Umler platform. Previously approved tank car edits for “special permit” field are in cue. COD

At the January 2022 teleconference meeting, it was reported that there is no update on the release plan. Update to be provided in February.

At the October 2021 meeting, B. Siebold presented a summary of the Umler release plan. It was also mentioned during discussion that programming is capable of recording multiple special permits on a single car.

At the July 2021 teleconference meeting, B. Siebold presented a summary of the Umler release plan. COD

July 2021 update, B. Siebold reported on T15.11 via email.

- Checking with Railinc for an update release plan. Update to be provided at the meeting.

At the April 2021 teleconference meeting, B. Siebold presented a summary of the Umler release plan. COD

April 2021 update, B. Siebold reported on T15.11 via email.

- Plan to present a one-page slide by the Umler committee manger (Sara Maples) during the April 2021 teleconference meeting that shows the 2021 release plan.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints.

February 2021 update,

- This docket was approved by TCC to be created on the request of T5.31 TF chair at the November 2020 meeting to address charge 4 of the docket.
- Charge 4, “Redirect any existing efforts when any emergency changes need to be addressed”.
- The purpose of this docket is to report on Umler committee updates.

Point of contact:

Name	Company
-	

DOCKET T15.12

CRB/ARB COMMITTEE UPDATE

At the January 2026 meeting, COD

At the October 2025 meeting,

- Cars that are more than 2 years overdue for an Air Brake Test are already in XX status. The next set of cars to be restricted will be cars that are 1 - 2 years overdue.
- The CRB committee sent the Rule 96 proposal back to Task Force updating Tank Car requirements in the AAR Field and Office Manual. Also, DDCT type code RUBB in Office Manual rule 107 was updated to include glass in the additions and betterments. This was sent back to the Task Force requesting clarification
- There is a new Field Manual Rule 86 – Remote Monitoring Equipment – was approved. This is how to address loose, damage, or RME obstructing safety appliances

At the July 2025 meeting, COD

At the April 2025 meeting,

- Equipment Advisory E11 – Cars with overdue airbrake test – Starting January, active cars that have an airbrake test date over ten years old have been made XX status. As of April, cars with an airbrake test date 6 years and older are now XX status.
- 4-Pressure testing – The ARB committee voted to move forward with the July 1st deadline requiring single car airbrake tests must be performed using a 4-pressure test device. Cars not equipped with 4-pressure test capabilities must be equipped prior to the air test.
- CEPM – There was a concern raised some of the Hazmat tank cars do not show a wheelset CID associated to the car. There is discussion to put these cars on an advisory.

At the January 2025 meeting,

- No update was provided

At the October 2024 meeting, COD

October 2024 update,

- Field and Office Manual Update
 - ARB has reviewed the proposal from the T5.32 task force. The request to update the AAR Field and Office Manual has been approved.
- Overdue Air Test
 - EI-1 – Which are cars overdue for an air test and have not moved in over a year will become XX status
 - Approximately 25,000 moved to XX status. ARB is still looking into the next phase on how to handle cars that are moving
- Depreciation Rate

- Field Manual Rule 90 increased to 50 years of age a few years ago so Office Manual Rule 107 needed to be updated to reflect the change
- Decreased the depreciation rate from 2.6% to 2.25%
- Extended the age for salvage value only to 45 years
- Starts 10/1/2024
- Additions and Betterments
 - The depreciated value of additions and betterments will now start from the date they are applied instead of the built date
- R19 proposed rule change
 - Railinc is working on a project to create a new alert for trending hot bearings. Add the alert to Rule 36 and Rule 90 restricting them at interchange.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- Depreciation Rate
 - Field Manual Rule 90 increased to 50 years of age a few years ago so Office Manual Rule 107 needed to be updated to reflect the change.
 - Decreased the depreciation rate from 2.6% to 2.25%.
 - Extended the age for salvage value only to 45 years.
 - These changes result in 90% depreciation at 40 years and allows for 5 years before salvage value kicks in
 - This is consistent with the current process where 90% depreciation is reached at 35 years and there is still 5 years until salvage value only kicks in.
- Additions and Betterments
 - The depreciated value of additions and betterments will now start from the date they are applied instead of the built date.
- 4-Pressure Test Capabilities
 - Effective July 1, 2025, all single car air tests must be performed using a 4-pressure test device.
- 4-pressure test capabilities must be equipped at the time a of a single car test
- Overdue Air Test
 - EI-1 – Which are cars overdue for an air test and have not moved in over a year will become XX status.

At the January 2024 meeting, COD

At the October 2023 meeting,

- This is a reminder to car owners to equip cars with 4-pressure capabilities when they can and verify, they are updated in Umler properly. Starting July 1, 2024, 4-pressure testing must be used if the car is equipped with 4-pressure testing capabilities. Monitor usage for Job Code 1135 – This is for cars with 4-pressure clearance capabilities that

need to be addressed.

- Overdue air brake has been split into 3 separate advisories, EI-1, EI-2 and EI-3. By the end of the year cars that have not moved in over a year and the air brake test is more than a year overdue, cars will become XX (restricted at interchange). ARB will meet at the end of the month to discuss how many cars will initially go XX and how many to add going forward.
- July 2022, C-13972 was released – comments were received asking what residual amount of product meant. The following language was added – *“When a shop receives an empty car where the residual amount of product in the car exceeds that shop’s ability to remove it, the damaging carrier is responsible for the initial cost of the move to the shop and subsequent moves to a cleaning facility capable of removing the residual and to the repair shop.”*

At the July 2023 meeting,

- Action item: remove L. Golden as point of contact. AAR staff to get update from N. Fimple.

At the April 2023 meeting,

- Circular for airbrakes is in development. Compliance with the four port testing requirement has been pushed back.

At the January 2023 meeting, it was reported that committee only meets twice a year. COD

At the October 2022 meeting, the following was reported:

- The Arbitration and Rules Committee Rule 95B TAG continues to work with the TCC Task Force T5.32 to develop better criteria when identifying tank car damage. In additionally, T5.32 has submitted additional pictures depicting tank car damage.
- Proposes to Rule 81 and 95 have been approved. Circular to be released.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, L. Golden reported the following:

- The Arbitration Committee has received a proposal from the Tank Car Committee (T.5.32) to help identify tank car damage. ARB is reviewing the proposal.
- Appendix D update – The projects has been managed by RSI and ELC
 - Appendix D job codes in the Field Manual are used by private and contract shops to document repairs not covered by the field manual.
 - Job codes were last updated in 1993 – Going forward RSI/ELC will maintain and update job codes.
 - These job codes will be a downloadable PDF or CSV file in Railinc.
 - Estimated implementation July 1, 2022 – There will be a webinar to show the changes.
- As a reminder, After July 1, 2023 – 4-pressure testing must be used is the car is

equipped with 4-pressure testing capabilities.

- After June 30, 2025, all cars must be equipped with 4-pressure testing capabilities.

At the January 2022 teleconference meeting, the update provided was reviewed.

January 2022 update,

- As information, the Arbitration and Rules Committee meets twice a year (April and October).
- Rule 88.B.1.e.(2) was updated to align with AAR M-1002 Appendix C. “EXTERIOR HEATER COILS – NO INLET OR OUTLET PIPE CAPS REQUIRE” in **at least 1 inch** characters per MSRP M-1002. – As information
- There are still approximately 100 tank cars on the Slack Adjust EI. Requesting that car owners review the car list and either resolve the EI on the car or contact the AAR with a plan on how the cars will be addressed. – As information
- Cars that are on EI-0027 (cars requiring an updated single car air brake test) will be escalated to XX status – As information
- In Q2, EI-01 will be split into 3 EI’s, EI-01 (active), EI-02 (pre-register), and EI-03 (FRA Overage) and XX status will be applied to appropriate cars. EI-is 01, no movement in over 2 years or 2 years with an overdue SCABT will be assigned XX status. EI-02 (pre-register) will be in XX status until the first SCABT is reported, and EI-03 (FRA Overage) will be in XX status.

At the October 2021 meeting, L. Golden presented the update provided earlier during the month.

October 2021 update, L. Golden reported on T15.12 via email.

- TF met and discussed the following:
 - Brief explanation of the roles of ARB and CRB, Ongoing discussion to require reflectors on the ends of cars
 - Tank car related edits in Field Manual Rule 81, Rule 95 damage Image Repository (TF will look for further guidance on tank car damage from the committee).
 - OTMA HMG-127 to DDCT was declined, however OTMA MP&E is moving forward and will be tied to DDCT
 - Future Component Tracking
 - Overage status
- Larry Golden changed to be the TF chair of this docket

At the July 2021 teleconference meeting, J. Rader presented the in-progress TF work. It was noted that Appendix D is removed from the Field Manual, an update will be made on Appendix D with new job codes vendors and their associate products. Appendix D will be aligned closer to subpart F and standardizing billing with improve billing efficiency and granularity of reporting will also be worked on. TF is aiming to get the final written draft to CRB for consideration and publication of circular by the end of this month.

At the April 2021 teleconference meeting,

- Action item: P. Ameen volunteered to be the TF chair of this docket.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints.

February 2021 update,

- This docket was approved by TCC to be opened on the request of docket T5.32 TF chair at the November 2020 meeting.
- The purpose of this docket is to convey applicable CRB/ARB committee updates.

Point of contact:

Name	Company
Golden/ Fimple	GATX / AAR

DOCKET T79.36

LOCOMOTIVE FUEL TENDER INITIATIVE

At the January 2026 meeting, it was reported that committee is continuing to work on publishing M-1004.

At the October 2025 meeting, COD

October 2025 update,

- Comments submitted to the M-1004 H2 TAG per AAR Circular Letter C-14326 have been reviewed and incorporated, where applicable.
- During the review and incorporation of industry comments received, a new draft standard for Book *T-III INTERCHANGE STANDARDS FOR FUEL TENDER COMPONENTS*, standard *S-5033 GASEOUS HYDROGEN SUPPLY HOSE UNIT FOR FUEL TENDERS* was identified, developed, and, as of this reporting, expected to be published for industry comment via an AAR Circular Letter.
- Once the comment period expires, S-5033 will be implemented. References within M-1004 will then be finalized and implemented with the completed hydrogen tender requirements.
- T-III supply hose standard S-5025 was editorially revised to add NATURAL GAS to the title to differentiate between the two supply hoses and their requirements.
- It is anticipated that all the above will be completed in November 2025.

At the July 2024 meeting,

- It was reporting that the committee is continuing work on releasing M-1004 soon.

At the April 2025 meeting,

- The update provided was discussed. COD

April 2024 update,

- MSRP, Section T1, Specification M-1004, "Interoperable Fuel Tenders for Locomotives" is being edited to add hydrogen (H2) requirements and awaiting additional input from several H2 Task Force members.
- Upon completion of the edits, the revised M-1004 will be sent to the Locomotive committee for approval to be distributed to the industry for a final round of comments and review via an AAR Circular Letter before implementation.

At the January 2025 meeting,

- No update was provided.

At the October 2024 meeting, COD

October 2024 update,

- The TAG adding hydrogen to M-1004, *Book T1-Specification for Fuel Tenders* will continue reviewing the comments received for incorporation, where applicable.
- The TAG will then determine if an additional comment circular is needed before implementation of the revised M-1004.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting,

- It was reported that comments were received on the published Hydrogen tender standards.

At the January 2024 meeting,

- It was reported that standards for Hydrogen Tender will be published soon.

At the October 2023 meeting,

- It was reported that the committee is discussing inclusion of requirements for alternate fuels for locomotives in M-1004.

At the July 2023 meeting, no update provided.

At the April 2023 meeting,

- It was reported that the communication standard was developed and sections for electric battery tender and compressed natural gas fuel tender will be added to the M-1004.

At the January 2023 meeting,

- Discussant changed to K. Dorsey

At the October 2022 meeting, COD

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, update provide earlier during the month were discussed.

April 2022 update,

- LC task force continues work on back-office reporting and messaging requirements.
- Following implementation of that, LC will turn focus toward hydrogen fuel tender development.
- Contact Mike Fore at AAR with additional questions or comments.

At the January 2022 teleconference meeting, F. Gonzalez provided the link of the test showing the truck impacting a fuel tender, a fire test on a portable tank filled with LNG will also be occurring soon. Work is progressing.

At the October 2021 meeting, work is progressing, cod.

At the July 2021 teleconference meeting, B. Seibold reported that a pilot program on hydrogen fuel cells is being developed and progressing. COD

At the April 2021 teleconference meeting,

- This docket was COD

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints

November 2020 teleconference update,

- It was reported that there was a request from Locomotive committee to develop minimum demonstration requirements for facilities requesting activity codes B87 and C12. The T79.36 standing docket will remain open but a new active docket to be opened.
- TCC Action Taken: Motion to open a new active docket with the charge, “Develop minimum demonstration requirements for activity codes B87 and C12”. B. Siebold to be Chair. Motion made by BNSF, CN seconded and passed.

At the October 2020 teleconference meeting,

- This docket was not discussed at the October TCC meeting due to time constraints.

October 2020 update,

- New discussant to be determined.

September 2020 teleconference update,

- Requests from proponent to develop activity code for fuel tenders.
- Locomotive committee was offered to draft a language for the TF for Appendix B.

At the July 2020 teleconference meeting, D. Cackovic reported that progress is being made with the safety appliance task force for M-1004. Standards to be finalized by next year.

July 2020 update,

- Discussant changed to David Cackovic

At the April 2020 teleconference meeting, D. Cackovic reported that the safety appliance standard is being finalized to include fuel tenders. Review of the new appendix and drawings need to be completed for the standards to be finalized.

At the January 2020 meeting, K. Dorsey reported that revisions made to M-1004 were published. Committee was informed that no one is running CNG style tenders at this time however, a test is planned in the future.

At the October 2019 meeting, it was reported that revisions to the M-1004 were made during the month of September to include chapters and appendices to cover CNG style tenders.

At the July 2019 meeting, it was stated that revisions to the M-1004 standards were made to include CNG fuel tenders. It was noted that the standard would be modified, if necessary, as experience was gained with tenders.

At the April 2019 meeting, it was reported that the additions to M-1004 will be complete for publication in the near future.

At the January 2019 meeting, D. Cackovic reported that on January 31, 2019, AAR issued Circular Letter C-13272 solicitation for Comments to Revised MSRP Section T, M-1004 Specification for Fuel Tenders, to include aspects for CNG style tenders, and for new standards S-5031 and S-5032 for Tender Fill Electric Cables.

At the October 2018 meeting, K. Dorsey reported that the NGFT TAG has scheduled a town hall meeting for November 28, 2018, in Dallas, TX. Agenda to include finalizing M-1004 chapters and appendices for CNG fuel type.

At the July 2018 meeting, F. Gonzales reported that FRA is in the planning stages for conducting a full-size side impact test on an LNG fuel tender. The NGFT TAG efforts continue with developing M-1004 requirements for a Compressed Natural Gas (CNG) fuel tender.

At the April 2018 meeting, B. Siebold reported that Compress Natural Gas (CNG) is the next fuel type being considered under this initiative. COD

At the January 2018 meeting, B. Siebold reminded AAR staff to change docket title to locomotive fuel tender initiative from LNG tender initiative. Compress natural gas (CNG) is the next fuel type being considered under this initiative. COD

Action Item: AAR staff to change docket title to locomotive fuel tender initiative.

At the October 2017 meeting, B. Siebold asked AAR staff to change docket title to locomotive fuel tender initiative from LNG tender initiative.

Next steps:

- CNG fuel tanks (document is structured to easily accept)
- Appendix G – Wiring and Electrical Hardware
- Appendix J – Inspection and Maintenance worked with FRA develop
- Appendix M – tender health status protocols

- Safety appliances and Tender Fill Cable – still pending additional work

FRA R&D plans to perform physical test at TTCI on an M-1004 designed fuel tender third quarter 2018. See T59

At the July 2017 meeting, B. Siebold provided the following high-level summary of events:

- Second circular (C-12904) was issued on the main specification M-1004 on June 10th.
- NGFT TAG conducted a town hall meeting in DFW area the last week of June to review comments / resolutions with all interested parties / proponents.
- Significant updates include:
 - Fueling is to Locomotive / Filling is to a tender
 - For LNG, a cryogenic pump is no longer specified as the primary fuel delivery mode.
 - The tender must be designed to operate in a fuel delivery mode that supports the lowest possible tank pressure given the state of the fuel.
 - Less prescriptive on location of a bottom penetration to the inner tank.
- Implementation circular for M-1004 and 3 standards (2 hoses / TC-21 cable) is expected out next week. This is a living document just like any other AAR specification or standard.
- All of this work will be housed in a new MSRP volume – Section T – Interoperable Fuel Tenders
- Next steps:
 - Lots of interest in CNG fuel tanks (document is structured to easily accept)
 - Appendix G – Wiring and Electrical Hardware
 - Appendix J – Inspection and Maintenance worked with FRA develop
 - Appendix M – tender health status protocols
 - Safety appliances and Tender Fill Cable – still pending additional work

Task Force:

Name	Company	Name	Company
Fore	Association of American Railroads		

DOCKET T80.4

AAR HAZARDOUS MATERIALS COMMITTEE LIAISON

At the January 2026 meeting,

- OT-55- changes made in section III, “Yard Operating Practices” to increase the not to exceed speed from 4 MPH to 6 MPH.
 - Action item: TCC to discuss the proposed edits at the March TCC meeting and provide feedback to the Hazmat committee before their April meeting.

At the October 2025 meeting,

- Action item: Damian Guy- UP, to be the new chairman of this docket.
- Working through HM263

At the July 2025 meeting,

- Doing audits on HMRC
- Working on HMIs and OTMAS 4 processes

At the January 2025 meeting,

- Action item: Replacement of TCC representative will be needed for this docket

At the October 2024 meeting,

- It was reported that enhancements are being made to Ask Rail.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, it was reported that a TF will be formed to review pamphlet 34 in January 2025. This will allow for the release of the TRANSCAER video and pending regulations.

At the January 2024 meeting,

- Ask Rail- It was reported that progress is being made on seeking communication with emergency centers and responders.

At the October 2023 meeting,

- It was reported that comments were being made on HM263 and HM265a. Editorial changes are being made to the field guide to tank cars. Ask Rail is working on getting to communication emergency centers.

At the July 2023 meeting, no update provided.

At the April 2023 meeting,

- Ask Rail- doing advertising in the USA and Canada to get centers to use the desktop version of Ask Rail. This will help increase the number of users.

At the January 2023 meeting, it was reported that pamphlet went for comment, final draft is with the hazmat committee for voting.

November 2022 teleconference update,

- CPC-1404 was published 11/2/2022. Hazmat committee is to receive comments.

At the October 2022 meeting,

- Action item: Pamphlet 34 to go out as a CPC through the AAR system for a 30 day comment period.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, P. Brady reported that pamphlet 34 is closed to be completed. A video will be produced soon.

At the January 2022 teleconference meeting, P. Brady reported the following.

- Hazmat is working on Field Guide to Tank Cars, the final draft is finalized and in about 30-60 days the 4th edition to the guide will be completed and published.
- The pamphlet 34 is still underway and will be updated and completed in the first half of 2022. There will be a video production, and it will be provided in French, Spanish, and English.
- R. Fronczak will be sending out flammable liquid and fleet reports in a couple of weeks.

At the October 2021 meeting, C. Barkan presented a power point detailing the relations between CPR/EQR and modeling and test results. B. Fronczak provided the following update:

- TWP-11 Development of the Relationships between Conditional Probability of Release (CPR) and Expected Quantity of Release (EQR) to Modeling and Test Results.
- Status: R. Fronczak reported that AAR's Hazmat Committee has taken over oversight of the Advanced Tank Car Collaborative Research Program TWP-11 project. The final report of TWP- 11 Phase 2.1 has been finalized. Phase 2.2 consists of the following tasks:
 - ARA Tasks: (Derailment Model Development - Work Ongoing)
 - UIUC Tasks: (Enhanced Train Accident Data Analysis - Work Initiating)
- The enhancements to the model continue to be made, and work is ongoing to validate the model against real accidents. The list of 13 accident validation candidates has been sent to the railroads to validate the damage predicted by the model. The railroads have sent much of the requested data for validation. COD

At the July 2021 teleconference meeting, R. Fronczak reported on OTMA contacts, the status of styrene monomer cars on empty return trips and TWP-11

At the April 2021 teleconference meeting, two PowerPoints were presented by R. Fronczak discussing the TIH and flammable liquid fleets. COD

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints

November 2020 teleconference update,

- P. Brady reported that the update of USHMI was completed it will be sent to committee for review and approval. DOT is progressing on changes to DOT-5800 forms. Andy Elkins is working with DOT and Census Bureau.
- Updates are being made in the Field Guide to Tank Cars booklet and also to Pamphlet 34. Committee is looking for car builders, owners, and shipper to volunteer with these developments.

At the October 2020 teleconference meeting,

This docket was not discussed at the October TCC meeting due to time constraints.

At the July 2020 teleconference meeting, it was reported that the pamphlet 34 will be updated along with the video with the help of volunteers from the industry. Video to be made in French and Spanish. Field guide to Tank Cars to also be updated to include TIH and LNG cars along with updated definitions and drawing/pictures. Progress continues to be made on updating the hazmat instructions for rail.

At the April 2020 teleconference update, committee was notified that flammable liquid and TIH fleet reports will be sent out by the end of April.

February 2020 teleconference update,

- A presentation will be shown at the April meeting.

At the January 2020 meeting, this docket is COD.

At the October 2019 meeting, P. Brady reported that improvements are continuing to be made to Ask Rail. He also reported the changes will be made to NAR awards 2020. The performance across the entire rail system will be used to select recipients. B. Fronczak presented 3rd quarter flammable liquid and TIH tank car statistics.

At the July 2019 meeting, B. Fronczak presented the 1st quarter flammable liquid and TIH tank car statistics.

At the April 2019 meeting, B. Fronczak resented the 4th quarter flammable liquid and TIH tank car statistics. P. Brady of the BNSF has taken over as the Hazmat Committee liaison.

At the January 2019 meeting, D. Schoendorfer reported on the following:

1. Update was received by PHMSA during the meeting on AAR's May 11, 2018 PHMSA petition for rulemaking to remove the authorization for tank cars, including without limitation cars meeting the requirements of DOT specifications 105J600W, 105J600I, or 112S600I, to be used for the transportation by rail of hydrogen chloride, refrigerated

liquid (“HCl-RL”). PHMSA stated that the petition has not been accepted yet. The shippers have provided comments to the petition which are being evaluated.

During the meeting, AAR B. Fronczak made the following update via two presentations:

1. Status of North American TIH Fleet
2. Status of North American Flammable Liquid Fleet

At the October 2018 meeting, D. Schoendorfer reported on the following:

1. Update on the latest OT-55 to incorporate the Ask Rail information.
2. Update was received by PHMSA during the meeting on AAR’s May 11, 2018 PHMSA petition for rulemaking to remove the authorization for tank cars, including without limitation cars meeting the requirements of DOT specifications 105J600W, 105J600I, or 112S600I, to be used for the transportation by rail of hydrogen chloride, refrigerated liquid (“HCl-RL”). PHMSA stated that the petition has not been accepted yet. The shippers have provided comments to the petition which are being evaluated.

During the meeting, AAR B. Fronczak made the following update via two presentations:

1. Status of North American TIH Fleet as June 30, 2018
2. Status of North American Flammable Liquid Fleet as June 30, 2018

At the July 2018 meeting, D. Schoendorfer reported on the following:

1. The “Railroad HazMat Resource Toolkit” which can be accessed at <https://www.aar.org/boe/>
2. AAR on May 11, 2018 sent PHMSA a petition for rulemaking to remove the authorization for tank cars, including without limitation cars meeting the requirements of DOT specifications 105J600W, 105J600I, or 112S600I, to be used for the transportation by rail of hydrogen chloride, refrigerated liquid (“HCl-RL”).
3. Flammable Liquid presentation provided to the TCC prior to the July 2018 meeting and was discussed high level during this meeting.

At the April 2018 meeting, B. Fronczak reported on the Status of North American Flammable Liquid Fleet as December 31, 2017. D. Schoendorfer stated the AAR Hazmat Committee support of the NAR reduction task force efforts.

At the January 2018 meeting, no new update. COD.

Point of Contact: HazMat Committee Current Chair

Name	Company
Guy	Union Pacific

Purpose of Docket: For the AAR Hazardous Materials Committee to report to the AAR Tank Car Committee related interest of the transportation of hazardous materials by tank cars.

DOCKET T80.12

NORTH AMERICAN N.A.R. PROGRAM

April 2026 update,

- Update taskforce

At the January 2026 meeting,

- Action items:
 - Scott Gould- NS, to be the new taskforce chair.
 - Recruit shippers in the NAR program to be on the taskforce.
 - Remove R. Sarrazin- Chemtrade from the taskforce.

January 2026 update, need a new docket chair

At the October 2025 meeting, it was noted that taskforce is working on reducing NARS on the railroads.

At the July 2025 meeting,

- It was reported NAR is working on ideas on how to recognize shippers besides the awards that are presented at the October meeting.

At the April 2025 meeting,

- Taskforce members had a meeting to discuss the direction of this docket. More details will be provided in July

At the January 2025 meeting,

- No update was provided

At the October 2024 meeting, COD

October 2024 update,

- NAR awards to be presented at the October meeting.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, the taskforce is on hold.

At the January 2024 meeting, no update was provided.

At the October 2023 meeting, COD

At the April 2023 meeting, no update was provided.

At the January 2023 meeting, COD

At the October 2022 meeting, The NAR awards were presented. COD

At the July 2022 meeting, this docket was not discussed at the July meeting.

July 2022 update, J. Caccamo provided an update regarding docket T80.12 via email.

- Currently all railroads are working to formulate the list of 2021 Chemical Award Shipper nominations. The awards will be given out at The October meeting in Addison.

At the April 2022 meeting, update provide earlier during the month was discussed.

April 2022 update,

- Awaiting all Class 1 Railroad Chemical Shipper Award Nominees for 2021. Once received will go through individual knock outs for any NAR on any railroad.
- The awards to be given out at the October Tank Car Committee Meeting.
- Still awaiting on FRA root cause finding for all provided NAR information through their HMI process. This will be used by each railroad to close any files and develop any action plans if any component defects are encountered.
- Will follow up with FRA to obtain this information and the best method to receive it so it can be documented.

At the January 2022 teleconference meeting,

- Trying to get the root cause of the non-accidental releases documented. Working with DOT to ensure information is received by PHMSA, FRA and AAR in a timely and accurate manner.

At the October 2021 meeting, no update for this meeting. COD

At the July 2021 teleconference meeting, J. Caccamo reported that a list of NAR Grand Slam awards was finalized, and 17 companies will be receiving awards at the October 2021 TCC meeting. FRA developed an HMII program. An email system was developed to send NAR reports to FRA sooner than current practice which will help FRA know when there is an incident so they can take action.

At the April 2021 teleconference meeting, J. Caccamo reported that work is being made on the NAR-RCA report. Hazmat committee to meet with FRA and report back to TCC. Shipper awards will take place this year and nominations will happen next month. It was noted that progress is being made on the Tank Car Field Guide booklet as well as Pamphlet 34 and the loading and unloading video on YouTube.

- Action item: TF chair as requested members of committee such as shippers, component

builders and valve manufacture to assist with the redevelopment of Pamphlet 34 and the YouTube video. D. Stein has volunteered to assist.

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints

February 2021 update, J. Caccamo provided an update regarding docket T80.12 via email.

- Review from Rail Carrier determined that numerous shippers were left out of the Grand Slam Awards. After review and knockout three additional shippers were added and awarded the 2019 honor.
 - Alta Gas
 - Moose Jaw Refinery Partnership
 - PBF Energy
- NAR Root Cause forms have been submitted to the AAR Hazardous Material Committee for review.

November 2020 teleconference update,

- J. Caccamo reported that RCA report was presented to HMC. Currently under review.
- Holden- Proefrock award was presented to Ron Gould

At the October 2020 teleconference meeting,

This docket was not discussed at the October TCC meeting due to time constraints.

October 2020 update, J. Caccamo provided an update regarding docket T80.12 via email.

- Chemical Shipper Grand Slam Awards will be delivered locally to each winner by Members of the AAR Hazardous Material Committee or if Covid Restricts they are being sent directly to the winner.
- Fourteen companies were awarded this distinguished achievement. The following Companies received the Grand Slam Award Methanex Methanol Company LLC, ERCO Worldwide, Kemira, NGL Supply Co Ltd, Cenovus Energy Marketing Services Ltd., Elbow River Marketing Ltd., Husky Energy Inc, ADM, Cornerstone Chemical Co., The Chemours Company, ExxonMobil, HJ Baker Sulphur LLC, Keyera Energy Inc. and The Andersons.
- Holden-Proefrock award was presented to Ron Gould for his prestigious career in Hazardous Material Response on October 15 at Marion Environmental Inc. Philadelphia office.
- The NAR Root Cause Task Force is very close to completion of its work product to document Root Cause Findings after a 5800.1 report is filed and will be presenting its final work product to the AAR Hazardous Material Committee in the near future. There will be additional information presented to reflect NAR codes that seem outdated and may need to be changed and considered by the Committee.

At the July 2020 teleconference meeting, J. Caccamo discussed the update provided earlier this month, it was also reported that the NAR Awards will take place virtual on October 13th, 2020.

July 2020 update, J. Caccamo provided an update regarding docket T80.12 via email.

- NAR Awards have been finalized and currently being checked by each Railroad to ensure they have not had any NARs to remove them from the list of nominations.
- Seeking alternative to the in person meeting in Addison, Texas for October depending on AARs decision.
- Root Cause Analysis forms continue to advance and significant progress has been made this quarter.
- Draft will be provided to the Hazmat committee later this year, funding from DOT is in process
- Factor provided DOT with a proposal and TF is awaiting suggestions/decision
- New TF member added:
 - John Vergis - Wheeling and Lake Erie Railway

At the April 2020 teleconference meeting, it was reported that progress continues to be made on RCA forms and NAR awards.

At the January 2020 meeting, J. Caccamo reported that data is being compiled from 2019. Data for the NAR awards will be based on data across all railroads. TF has decided to revise the loading and unloading video on YouTube along with the definitions in the Tank Car field guide handbook.

At the October meeting, J. Caccamo reported that TAG is progressing with the root cause analysis documentation that should be done and out by 2020. T. Treichel discussed a presentation over NARs, that will be available to the public on the NAR website.

At the July 2019 meeting, J. Caccamo discussed a car carrying residue alcohol that caught fire causing a PRV actuation. The TAG will report on the investigation into this issue. AAR asked that any similar issues be brought to the committee attention.

At the April 2019 meeting, C. Machenberg reported that he is stepping off the NARR-TF. Joe Caccamo has agreed to take over as chair. Todd Treichel gave an NAR update. It was reported that manways continue to lead causes of NAR's. Manway bolt loose is number one at 55, followed by manway gasket misalignment and manway gasket missing.

At the January 2019 meeting, C. Machenberg reported on the current NAR TF efforts. Goal is to have a 2018 full year-end report by the April 2019 meeting. NAR TF is working on a root cause analysis requirement for NAR's.

At the October 2018 meeting, C. Machenberg reported on the current NAR TF efforts. Anyone has any success stories to share please notify the NAR TF chair. Any information that can reduce NAR's please provide to C. Machenberg. NAR website can be updated with best practices once vetted by the NAR TF. NAR awards were awarded to recipients during the TCC October meeting on 10/17/2018.

AAR awarded David Schoendorfer with the Holden-Proefrock Award.

Per Chris Machenberg the NAR Reduction Task Force members are as listed below:

NAR Reduction Task Force:

Name	Company	Name	Company
Caccamo (Chair)	CSX Transportation	TBD (Communications Chair)	TBD
Treichel (Data chair)	RSI- AAR	TBD (Process Chair)	TBD
TBD (Hardware Chair)	TBD	Wyler	Eastman Chemical Company
Elkins	AAR	Smith	UMC
Barken	University of Illinois	Call	UMC
Mccaslim	Eastman	Blumrick	Eagle Gasket and Packing
Aliota	Trelleborg	Verhey	Trinity Corporate Services, LLC
Byrd	Alabama Railcar Services, Inc	Sarrazin	Chemtrade
Freeman	GBW Railcar	Buckley	STARS consulting
Grandy	BG Global Castings	Allen	Eastman
Wall	GATX Rail Corporation	Barrios	Caltrax, Inc
H. Schneider	Gaskoa		

At the July 2018 meeting, C. Machenberg reported on the following:

The NAR Committee met on July 12, 2018 via conference call. 15 members attended the call to discuss the 2017 data set as provided by the University of Illinois and Todd Treichel. Discussions of root cause analysis to be created as a universal data gathering form for shippers to file to the NAR committee. A request was made to the members for volunteers to work on the strawman form and a request for a chairman to lead this group. A monthly meeting schedule was announced for the 2nd Thursday of every month to work on issues and have discussion between the members of the task force. The root cause form strawman is scheduled to be presented by the August meeting. Chris Machenberg and Andy Elkins will be presenting an NAR presentation at the FRA conference in August 2018. Root Cause Analysis Form and Recommended practice that all AAR programs can operate under. AAR staff M. Forister expressed the need for the NAR TF to work with AAR under the QAC T 6.4 QA TF efforts regarding Root Cause Analysis. AAR stressed there should be one process for root cause analysis on nonconformance items. AAR expressed there is already a nonconformance reporting tool through AAR MSRP Section J (M-1003) under chapter 7.

At the April 2018 meeting, C. Machenberg reported on the current data efforts. Todd Treichel gave the preliminary numbers during the meeting. TRANSCAER awards were awarded during the meeting. The NAR Reduction task force plans to engage with FRA Hazmat Seminar in August 2018. On March 23, 2018 AAR received the following update from the TF chair: Task Force chairman Chris Machenberg worked with Todd Treichel, RSI-AAR Railroad Tank Car Safety Research and Test Project, to develop a Strawman schedule for providing NAR presentation information for the 2018 April and October HMC and TCC meetings using the

PHMSA data and the independently supplied data from the Canadian railroads. Strawman schedule that is being utilized for April 2018 meeting preparation:

- “W” is TCC meeting
- “W” minus one week - slides ready for showing to TCC
- “W” minus three weeks – slides distributed to smaller group for review
- “W” minus four weeks – database ready for analysis and slide creation
- “W” minus six weeks – PHMSA data gathered from FACTOR database
- “W” minus seven weeks – request for Canadian incidents

Working with FACTOR since the October 2017 TCC meeting, the 2017 data has been verified. In January, FACTOR did a presentation of their data system and display for Todd Treichel and the team at the University of Illinois. There are still issues of missing data such as missing NAR cause codes in the PHMSA data set. University of Illinois, Todd Treichel and FACTOR worked to correct as many as possible. In January, Andy Elkins sent the excel spreadsheet for the NAR Award submissions. These awards will be presented at the October 2018 TCC Meeting. We will be taking names and contact information at the April meeting to begin the main work of the task force now that the data set is clean and current.

At the January 2018 meeting, C. Machenberg reported on the current data efforts between Factor and PHMSA. The NAR visualization tool has been built and continues to be updated. The NAR awards ceremony will continue to be done in the fall of each year; the 2018 venue is TBD. The NAR Reduction task force plans to engage with FRA Hazmat Seminar in August 2018.

NAR Reduction Task Force:

Name	Company	Name	Company
Gould (chair)	NS	Buckley	STARS consulting
Barrios	Caltrax, Inc	Verhey	Trinity Corporate Services, LLC
Allen	Eastman	Wyler	Eastman Chemical Company
Elkins	Association of American Railroads	Smith	UMC
Barken	University of Illinois	Call	UMC
Mccaslim	Eastman	Blumrick	Eagle Gasket and Packing
Aliota	Trelleborg		
Byrd	Alabama Railcar Services, Inc		
Freeman	GBW Railcar		
Grandy	BG Global Castings		
Wall	GATX Rail Corporation		
Schneider	Gaskoa		

TF Charge:

Name	Company
1	Identify the causes and propose solutions to reduce NAR’s

DOCKET T100.24

AAR ONLINE SYSTEM UPDATE

At the January 2026 meeting,

- On hold; handled by AAR staff

At the October 2025 meeting, it was noted that this project is still on hold until the development of chapter 1. The TCC chairman also suggested the establishment of an ITPs process for service equipment applications in phase 2 of the proposal.

At the July 2025 meeting, it was noted that this project is on hold until the development of chapter 1.

At the April 2025 meeting,

- H. Khalid reported that a presentation of the online system was given at one of the 1.1.4 taskforce meetings. The members will be assessing its functionality and giving feedback on changes that can be made to align with the newly drafted standards.

At the January 2025 meeting,

- Staff provided an updated timeline for this activity. It was noted that funding will be required for further programming once the T1.1.4 TF completes its work. Likely implementation will be 2026.

At the October 2024 meeting, COD

October 2024 update,

- The online system has completed its development and is being alpha tested.
- Manufacturers will be enlisted to beta test the system. Once beta testing is completed a date will be established to adopt the system for service equipment approval.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, COD

April 2024 update,

- Progress is being made, might have a draft of the online system to show to the executive committee by August.

At the January 2024 meeting,

- H. Khalid is working with a third party developer to start the process of the online system. A workflow was provided, and the framework of the program was discussed.

At the October 2023 meeting,

- It was reported that work has begun on developing the online system. AAR staff is aiming to complete this project by next year.

At the July 2023 meeting, COD

At the April 2023 meeting,

- K. Dorsey and H. Khalid will be the discussants of this docket.
- Work with other technical committee members to get ideas on a general online system setup.

At the January 2023 meeting,

- Action item: AAR staff to find reports on phase 2.

At the October 2022 meeting, M. Forister reported that the online system for the facilities is working well and being maintained. Have plans to finish the second phases of the online system that will have the approval process of the service equipment applications along with collecting data on the open service trails.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, M. Forister reported on the current functionality updates to the AAR online system.

April 2022 update,

- The AAR online system was recently updated to include the online AAFR online tool. AAR issued CPC-1388 notifying tank car facilities of the deployment of this tool which included two dates for AAR to demonstrate the navigation of the tool. On Thursday March 24, 2022, and Monday March 28, 2022, M. Forister put on a webcast demonstration for industry. M. Forister also put on a demonstration for the BOE auditors Friday March 25, 2022. The use of this online tool becomes effective and mandatory for tank car facility audits performed after April 4, 2022.

February 2022 teleconference update,

- M. Forister presented a proposed CPC. This allows for auditor and facility to communicate on their findings. It also gives the facility and the auditor on active status. M. Forister will demonstrate the system in the third week of March.
- Action item: M. Forister to add a date to the CPC for the demonstration webinar. AAR to issues a CPC the week of 21st February.

Purpose of docket: H. Khalid will update the TCC on functionality updates to the AAR online system.

Point of contact:

Name	Company	Name	Company
Khalid / Dorsey	AAR		



Closed Committee Dockets

DOCKET T100.27

NEW BUSINESS

At the January 2026 meeting, no new business was discussed.

At the October 2025 meeting,

- Action items:
 - AAR staff to develop a request form for companies who want to add their Manway designs in Appendix D. The request form will be sent with a deadline for drawings to be approved by the committee to be put into M-1002.
 - Open a docket on A19C & RLC, “Cryogenic Facility Demonstration Requirements”. Charge to be formed. Add taskforce members- AD McKisic- Trinity- Chairman, K. Kjelstrom- MxV, T. Smith- MxV, K. Dorsey- AAR, H. Khalid- AAR, J. Killian- MxV, J. Birkmann- UP. Find a representative from Chart, CVA and Texanna for the taskforce.
 - TCC voted Davy Ferguson as the new representative for CSX. And Damion Guy from UP, as the new Hazmat Liaison.

At the July 2025 meeting, no new business was discussed.

At the April 2025 meeting,

- This docket was not discussed

At the January 2025 meeting,

- This docket was not discussed

At the October 2024 meeting,

- Discussed the changes to HM-265 related to tank cars. The NPRM addresses changes to the tank car design approval process, removing the delegation to the AAR TCC and replacing it with a registered tank car design certifying engineer and removal of the requirements for a tank car facility to receive AAR approval for the Quality Assurance Program.
- Develop a taskforce for the service trial docket.
 - Action item: docket charge, “review requirements for the service trial program”.

August 2024 teleconference update,

- TCC discussed the gap analysis on the 30,000 cars retrieved from Umler.
 - Action item: Motion to send out a circular referring m-1002, 1.3.5 that Umler entries need to be accurate and the missing mandatory car fields need to be completed. Motion taken by UP, seconded by Clay P and passed. Motion to

open a docket called “Umler integration”. A charge to be developed at the October meeting. Motion made by UP and seconded by WLERWY and passed.

- CPC Service Trial
 - Action item: the draft CPC was reviewed and edited. TCC took a motion to accept the changes and send the circular for comment. Motion taken by UP, seconded by BNSF and passed.

At the July 2024 meeting,

- DOT- it was reported that at the October TCC meeting, DOT will bring specialized individuals to assist answer any industry related questions.
- Start a Closed portion of the TCC meeting during the Large Meetings
 - DOT to join first segment (open a new standing docket) then will be excused.
 - RSI may be excused if a private docket is to be discussed with DOT.
 - Voting members RSI, Shippers, Carriers, and AAR to use majority of the meeting to work on a dockets and discuss industry topics.
 - Guest will be allowed on an as needed basis
- NTSB- 85% rule- improve calculation and factor in different loading scenarios.
- Material and Gasket compatibility- it was discussed that currently there is no way for the shipper to know how the lading is compatible with the service equipment.
 - Action item: Schedule a meeting with the TCC and NTSB about the specifications of the 85% rule.
- Umler and Railinc- Railinc reported to TCC that 30,000 cars were identified with incorrect Umler data. Railinc also notified the committee on how much it would cost to fix the gaps. It was recommended that linking the original COCs to Umler or certifying shop owners would help avoid misinformation in Umler.
 - Action item: AAR to get a report from Umler on the 30,000 cars identified with gaps. TCC to review which mandatory fields are incorrect and send the list to car owners. A timeline on when to fix the data on the 30,000 cars will be provided at the October.
 - Discussion on having “certified” Umler entry employees with unique identification.
 - To stencil a car, you must have be a certified shop.
 - Umler is used by Railroads for many activities. Hazmat First responders also use the database.
 - Discussion on how having correct Umler records and updating records after a rule changing or when a rule change is made.
 - This data is entered by the car owner.
- Service Trial
 - TCC chairman proposed the following changes on the process of service trial until TF.
 - Changes / Clarification of service trials. To serve as an interim until an approved proposal is completed by the new Service Trial TF. These changes are to allow

proper time to the industry to reach out to customers and provide a proper teardown and report.

5. 4-year timeline to complete 2-year trial and teardown
 - c. Final Teardown report must be submitted prior to the 4-year mark.
 - d. An extension request must be formally requested in writing on or prior to the last quarterly update before the Trial termination date. (Once submitted the applicant may continue with service trial until receiving the TCC final decision.)
6. All equipment put into service under the approved service trial must not exceed the allowed quantity unless approved by TCC prior to the start of the service trial.
 - a. All cars with the installed equipment must be stenciled with the ST and recorded in the EHMS.
 - b. All equipment is subject to the random teardown and is included in the calculation of the sample size.
7. A detailed service trial plan must be submitted and approved prior to start of releasing equipment into service. Information required is not limited to the following:
 - e. A single contact of the applicant for the contact is responsible for providing the updates on time. Any consultant representation must also be clarified. AAR will no longer be reaching out to obtain updates.
 - f. Customer, quantity to be placed in service, service type and proposed reporting marks.
 - g. Proposed Dates of installation and removal.
 - h. A detailed service trial teardown plan must be submitted and approved prior to start the teardown.
 - a. Tear down plans with critical, major, and minor defects. Include a valid statistical plan with a confidence the meets or exceeds M-1002 criteria.
8. All Service Trials are required to provide quarterly updates due January 1, April 1, July 1, and October 1
 - d. Car Numbers, Loades, and Miles for all cars with the equipment installed.
 - e. Any changes (includes text) to the approved design. Include drawings and descriptions of the changes.
 - f. All damage must be reported regardless of cause.
 - a. NARS
 - b. All human factors including installation.
 - c. Hazmat OTMAs placed on the car.
 - d. Qualifications, rebuilds, or removal regardless of cause.
 - e. Any missed updates may result in termination of service

trial

- Action item: proposed conditions will be sent out as a circular to the TCC voting members.

July 2024 update,

- This docket was made to record topics that are discussed in detail in the executive session after the public TCC meetings.

Point of Contact:

Name	Company
Dorsey	Association of American Railroads

DOCKET T80.24
UMLER INTEGRATION

At the January 2026 meeting,

- COD, each Umler field is being reviewed.

At the October 2025 meeting, this docket was not discussed.

At the July 2025 meeting,

- No update was provided

At the April 2025 meeting,

- No update was provided

At the January 2025 meeting,

- This docket was not discussed

At the October 2024 meeting, COD

October 2024 update,

- At the August 2024 teleconference update- TCC discussed the gap analysis on the 30,000 cars retrieved from Umler.
 - Action item: Motion to send out a circular referring m-1002, 1.3.5 that Umler entries need to be accurate and the missing mandatory car fields need to be completed. Motion taken by UP, seconded by Clay P and passed. Motion to open a docket called “Umler integration”. A charge to be developed at the October meeting. Motion made by UP and seconded by WLERWY and passed.
 - CPC-1426 Interchange Rules and Umler System Registration was published on 9/13/2024.

Docket charge: TBD

Point of Contact:

Name	Company

DOCKET T91.87

B2 UPDATES TO REFLECT CHANGES MADE ON M-1002 APPENDIX B

At the January 2026 meeting,

- B-2 forms are being updated to reflect the recent modifications made to activity code C6r.

At the October 2025 meeting, this docket was not discussed.

At the July 2025 meeting, no update.

At the April 2025 meeting,

- B2 forms were published in CPC-1429

At the January 2025 meeting,

- Staff have agreed to publish the current B-2's in a CPC. The changes approved during the January meeting will be reflected in the B-2s.

At the October 2024 meeting, COD

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, COD

At the January 2024 meeting,

- Action item: J. Killian to publish all the B-2s for the industry and revisit this in April 2024.

At the October 2023 meeting, COD. The committee is still reviewing the drafts.

September 2023 teleconference update,

- Committee to review the draft B-2's to further discuss at the October 2023 meeting.

August 2023 teleconference update,

- It was noted that BOE auditors provided drafts of the new versions of the B-2 forms, A19, A19c, B24, B78, B81, B85, B89, B90, C4a, C4m, C5, C6i, C7, C8, C9, C10, RLJ.
- Action item: AAR Staff to send out the copies via SharePoint. TCC to provide feedback to BOE auditors before the October meeting.

At the July 2023 meeting, T. Smith and J. Killian presented the drafts of the new B2 and T-3 forms.

- Action item: AAR staff to share the copies of the drafts with the committee. TCC to review and provide feedback to the BOE auditors.

At the April 2023 meeting,

- TF discussant- K. Dorsey. TF members- T. Smith, J. Killian, T. Perez, and K. Kjelstrom-MxV. K. Dorsey to work with the TF.

At the January 2023 meeting,

- Action item: AAR staff to create two B-2 and modify two existing B-2 (B89,R0J). Chair- K. Dorsey

Task Force:

Name	Company	Name	Company
Killian (chair)	MXV	Smith	MXV
Dorsey	AAR	Perez	MXV
Kjelstrom	MXV		

DOCKET 100.22.2
SERVICE EQUIPMENT COMPONENT TRACKING
ALL SERVICE EQUIPMENT CATEGORIES

At the January 2026 meeting,

- TF and Railinc are continuing work on Combination, Vacuum Relief and Ball valves.
- Action item: TCC request that Railinc present at the April 2026 TCC meeting on the projected dates and timelines.
- Add R. Rosiles- GATX to the taskforce. Remove G. Boklewski and D. Clayton.

At the October 2025 meeting, it was reported that Railinc is continuing work on the database, currently working on unloading and loading valves.

At the July 2025 meeting, Railinc continues to work on improvements to the database. Railinc presented a proposal on Tank Car Services Value expansion project.

At the April 2025 meeting,

- No update was provided

At the January 2025 meeting,

- This docket was not discussed

At the October 2024 meeting, COD

October 2024 update,

- Railinc and the TF to update on the progress adding pressure relief device, combination device and vacuum relief device and additional components for the database.

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, Railinc presented. COD

- Action item: Add Chris Blanton- Chicago Freight Car to TF

April 2024 update,

- Railinc provided proposals that will be presented at the April meeting. The proposals are for adding new Tank Car components to the Component Tracking application, a potential TCOC-Umler integration and discussing Component Tracking data quality.
- Attachment: TCOC Umler Integration, Proposal and Component Tracking data quality studies and projects document.
- Action item: Add Larry Golden to the TF

At the January 2024 meeting,

- Action item: AAR staff to contact Railinc regarding their presentation on component tracking for the April or July meeting.

At the October 2023 meeting,

- Railinc will be presenting on component tracking at a future meeting.
- Action item: AAR staff to determine if there is a system for bulk downloading data, for at least 6 months on a car.

At the July 2023 meeting, COD

At the April 2023 meeting,

- TF work was completed. After the publication of the CPC, the TF will work with Railinc.

At the January 2023 meeting,

- Pending tech writer

At the October 2022 meeting, the PRV DQ project from the September teleconference was discussed. Timeline for the rest of the docket is pending as of right now.

September 2022 teleconference update,

- PRV DQ Project
 - M. Forister and B. Seibold reported that technical and programming issues of this project were discussed with a Railinc representation. Due to timing issues, the representative could not be present at the meeting. It was noted that the project will be divided into three categories of data quality issues and priority should be given to matters of registration first and then association.
 - Action item: Motion was made by ACC, seconded by BNSF, and passed to accept the priorities as stated and determine if it applies to other components.

At the July 2022 meeting,

- Action item: Motion to issue the previously approved M-1002 markup for industry comments. Motion taken by BNSF and seconded by ACC and passed.

At the April 2022 meeting, J. Zimmerman reported that charge 1 is completed. Work is progressing on other charges.

- Action item: TF member to be added- Adrian Morgan- Greenbrier companies.

March 2022 teleconference update,

- M. Forister went through the proposal.
- Action item: motion made by BNSF, seconded by CSX, and passed to publish a CPC soliciting comment on the T100.22.2 TF proposal and a circular letter soliciting comments on S-920 of this proposal. In the CPC it will specifically state that the final action of this revised language will not be implemented until the following four items

are addressed by the AAR Tank Car Committee: Areas the AAR Tank Car Committee will address prior to the implementation timeline of the T100.22.2 proposal.

- Bench Test and Leak Test Definitions in Chapter 1 paragraph 1.2 need to have the requirements relocated into the appropriate Chapter/Appendix in M-1002.
- The terms Bench Test and Leak Test definitions need to be revised without including requirements.
- Once these two terms are defined then paragraph 3.2.1.3 can be revised accordingly.
- Establish an administrative process for reconfiguring approved safety relief devices such that if the approval permits different configurations that the M-1002 addresses the required markings, component tracking, and the certified tank car facility authorized to perform this work.
- Based on this outcome of items 1-4 revisiting Appendix A paragraph 6.1.1 accordingly.

February 2022 teleconference update,

- M. Forister reported that work is being made on service equipment category safety relief devices. TF is close to getting edits done to chapter one, appendices a and d, and S-920.
- M. Forister requested industry's help to get compliance of component tracking. Work with car owners and shops to ensure that these PRVs are being associated. M. Forister noted that about 32,000 PRVs registered in Umler and only about 12,500 PRVs associated to a car.
- J. Rader commented that the industry is stock piling components in anticipation of material shortages with respect to the projected increase in the volume of tank car qualifications scheduled for 2022 and 2023. This may account for the difference in registered PRVs and those associated to a car.

At the January 2022 teleconference meeting, it was reported that TF is working on paginations with S920, appendix D and with chapter 1 to align work. Aiming to have something completed by March or February 2022 to get approved by TF and committee.

January 2022 update, J. Zimmerman provided an update regarding docket T100.22.2 via email.

- Edits to M-1002 are in progress. Target for completion is the end of January 2022. Next meeting on January 5, 2022.

At the October 2021 meeting, M. Forister elaborated on the update provided. A meeting will be taking place to review the draft language to reflect the standards. Working on charge 2 to be completed by December.

October 2021 update, J. Zimmerman provided an update regarding docket T100.22.2 via email.

- The TF work is complete for Service Equipment category Safety Relief Devices.
- Submission of final recommendations to the TCC is pending revision draft of S-920 and

M-1002 Appendices.

- M. Forister is scheduling next draft review for the week of 10/4.
- The elements for Service Equipment category valves have been identified by the Task Force. A draft of S-920 will be completed by the end of the year.
- Additional Service Equipment categories are on hold pending completion of T1.1.4

At the July 2021 teleconference meeting, the update provided earlier during the month was reviewed. M. Forister noted that TF is on track. A meeting with B. Siebold and TF chair and M. Forister will take place regarding S-920 to work on track changes.

July 2021 update, J. Zimmerman provided an update regarding docket T100.22.2 via email.

- TF is on schedule to complete Charge 1 – Safety Relief Devices by 9/1/2021.
- Work on Charge 2 – Valves is scheduled to begin next meeting 7/19 and on target for completion by 12/1.
- Charges 3 – 5 are on hold pending completion of T1.1.4.

At the April 2021 teleconference meeting, J. Zimmerman went over the update that was provided earlier this month.

- Action item: AAR staff to place the TF charges in the bottom of the docket.

April 2021 update, J. Zimmerman provided an update regarding docket T100.22.2 via email.

- Charge 1 (SRDs: Combination Devices, Vents, VRVs, Pressure Regulators) is on schedule for 9/1/2021 completion. CID elements for each sub-type have been identified. Definitions are in progress. Once reviewed by the TF, a formal proposal for revisions to S-920 will be submitted to Matt Forister, et al.
- Charge 2, Valves, will begin once SRDs are completed. On schedule for end of 2021 completion.
- Charges 3-5 will begin upon the completion of T1.1.4 and the required elements are defined.
- TF chair would like to know if the attachment summary of revised charges meets the expectation.
- TF members removed
 - Josh Adams - UTLX
- TF members added
 - Pascuale Zozzaro- UTLX
- Attachment: Approved AAR-TCC charges

At the February 2021 teleconference meeting,

- This docket was not discussed at the February TCC meeting due to time constraints.

February 2021 update, J. Zimmerman provided an update regarding docket T100.22.2 via email.

- The task force has completed its definition of scope. The TF will prioritize Charges 1 and

2 (1: Safety Relief Devices and 2: Valves). The Objectives for Charges 1 and 2 are clear. Charge 1 is targeted for completion by 9/1/2021. The completion date for Charge 2 is tentatively scheduled for December 2021. The remaining three Charges (3: Instruments, 4: Fittings, and 5: Closures) will proceed once critical attributes are defined by Task Force T1.1.4

At the October 2020 teleconference meeting, update provided earlier during the month was discussed.

- Action item: AAR staff to update the docket task force membership with M. Forister and TF chair. Task force to provide a target completion date.

October 2020 update, J. Zimmerman provided an update regarding docket T100.22.2 via email.

- TF to review charges, defining the voting structure and outlining the project plan and timelines
- J. Zimmerman appointed as the new discussant
- Members added to the TF:
 - Jeremiah Zimmerman- Midland Manufacturing
 - Matt Johnson- Alltranstek
 - Larry Loman- Alltranstek
 - Rory O'Brien- Railinc
 - Terry Caulfield- Railinc
 - Clay Miller -Railinc
 - Greg Deibler- Association of American Railroads
 - Jesse Gordon- McKenzie Valve
 - Glen Harm- Girard
 - David Bailey- Fort Vale
 - Tyler McMullin- AIT
 - Larry Culligan- AIT
 - Stephen Collins- CRDX
- Members removed from TF:
 - Madden- Railinc
 - Fleming- Olin
 - McCreery- CIT
 - Mack- DOW Chemical Company
 - Woloszyk- Salco
 - Jachim- Rescar Companies
 - Derekk- Caltrax
 - Nunez- Kelso
 - Ash- RAC
 - McMillan- Railinc
 - Childs- Railinc
 - Leary- Railinc
 - Cook- OPW

September 2020 teleconference update, COD. AAR staff to work with TF.

At the July 2020 teleconference meeting, J. Zimmerman is elected as new chair.

- Action item: TF membership and task of docket to be updated.

July 2020 update,

- Jeremiah Zimmerman from OPW, Midland Manufacturing is nominated to be TF chair for this docket.

At the April 2020 teleconference meeting, it was decided that a new chair will be elected before next meeting for this task force.

- Members to add to TF:
 - Shane Mack- Dow

April 2020 Update: This docket was opened to expand component tracing to all types of service equipment.

Information from T100.22.2

At the January 2020 meeting, C. Edmonds presented the PRV component ID-CEPM PowerPoint to request TCC's guidance to review and make recommendations on charges. The TCC agreed that AAR will approve each manufactured barcode (per S-920) to verify that it works in the Railinc system. AAR is to issue a CPC by the end of April 2020 stating that CID registration and association for PRV's is optional beginning July 1st, 2020 and becomes mandatory on PRV's manufactured/ reconditioned after January 1, 2021.

- Motion was made, seconded, and passed to accept TF added charges needed to complete component tracking on PRV's.
- Motion was made, seconded, and passed for TF to complete remainder of service equipment category- safety relief devices, followed by all components in service equipment category valves.
- Motion was made, seconded, and passed for pressure relief valve implementation time frame.

Task Force:

Name	Company	Name	Company
Zimmerman (Chair)	The Greenbrier Companies	Culligan	AIT
Golden	GATX	Kerber	BNSF Railway Company
Bailey	Fort Vale	Epperson	AIC Rail
Rosiles	GATX Rail Corporation	Edmonds	ExxonMobil
Edgel	UTLX	Loman	Alltrantek

Dorsey	Association of American Railroads	Caulfield	Railinc
Scarrow	OPW	Deibler	Association of American Railroads
Johnson	Alltrastek	Harm	Girard
O'Brien	Railinc	Collins	CRDX
Miller	Railinc	McMullin	AIT
Gordon	McKenzie Valve	Zozzaro	UTLX
		Blanton	Chicago Freight Car

TF Charge:

Number	TF Charge
1	Complete component tracking effort on service equipment category - safety relief devices. TF to use the methodology developed with Pressure Relief Valves (PRV's) from T100.22.1. – Safety Relief Devices from Chapter 1
2	Develop and complete component tracking effort on service equipment category – Valves. TF to determine the bounds of valves based on the definitions of primary valves and secondary valves definitions in Chapter 1 of M-1002
3	Develop and complete component tracking effort on service equipment category - Instruments
4	Develop and complete component tracking effort on service equipment category – Fittings. TF to determine the bounds of fittings based on the definitions of primary fitting and secondary fitting definitions in Chapter 1 of M-1002
5	Develop and complete component tracking effort on service equipment category – Closure. TF to determine the bounds of closures based on the definitions of primary closure and secondary closure definitions in Chapter 1 of M-1002

DOCKET T100.23

AUDITOR HANDBOOK

At the January 2026 meeting,

- It was reported that the Auditors' handbook is currently being revised and is undergoing edits.

At the October 2025 meeting, this docket was not discussed.

At the July 2025 meeting, it was noted that TF needs to get together and start work on the annual review of the book.

- Action item: Schedule a meeting and add Ken Dorsey and Adalia Herrera to the task force.

At the April 2025 meeting,

- No update was provided

At the January 2025 meeting,

- This docket was not discussed

At the October 2024 meeting, discussed needing a new chairman. COD

At the July 2024 meeting,

- This docket was not discussed at the meeting.
- Discuss a new chairman

At the April 2024 meeting, COD

At the January 2024 meeting,

- It was reported that the proposal is with the technical writer for format.

At the October 2023 meeting, COD

September 2023 teleconference update,

- It was reported that a meeting will take place on October 22nd.

August 2023 teleconference update,

- Haven't met. No update on the proposal.

At the July 2023 meeting, COD

At the April 2023 meeting,

- It was reported that a draft proposal is being developed.

At the January 2023 meeting,

- The documents provided were reviewed. committee discussed the new requirements to maintain M-1002 accredited auditor certification. The tiered certification document that was provided from the TF was reviewed during the meeting.
- Action item: TF to add a section in the document regarding the authority of agency, essentially stating that the committee (by vote) can certify an auditor based off objective evidence. AAR staff to communicate with AAR legal to provide clarification to Tank Car Committee on their position of suspending or revoking of auditor reports. Motion to accept the 19 existing auditors to extensions to level three certification to December 31st, 2023, or until a new exam is created, administered, and successfully completed. (Whichever occurs first). Management observation requirements to be met with the individuals 3 year certification cycle. Motion taken by UP, seconded by ACC and passed.
- BNSF, Hazmat and CN abstain motion taken at the meeting.
- Action item: AAR staff to move this docket to the closed backgrounds.

January 2023 update,

- Draft of the task force recommendations:
 - The Task Force has reviewed the current QA Auditor Handbook and revised the requirements for becoming a M-1002 Certified Auditor. The new requirements take a tiered approach to qualification and are written in a manner to allow outside agencies to become certified and to perform M-1002 audits. These requirements have passed the first AAR Legal review but there is still an issue for which the Task Force has been unable to come to consensus. In Section 1.6.1.3, the Task Force has stalled on the draft requirements of a minimum of 2 or 3 audits as lead auditor in the highest level of certification.
 - 1.6.1.3 *Within the 3-year certification cycle, perform at least two (2) audits as Lead Auditor in the highest Level of certification. At least one of these audits must be accompanied by the audit agency management and may also include a member of the TCC. for observation purposes only.*
 - The Task Force requires the committee to take a position on this requirement.
 - The Task Force also has the following recommendations:
 1. The M-1002 Auditor's Handbook be assigned to a Task Force or permanent Committee position (such as Vice Chair) that will review the handbook annually, to ensure that it is kept up to date in the future.
 2. A Task Force be established to develop, review, and maintain the three levels of tests to be used to determine certification at each level. This should be a permanent Task Force which will review the tests (at least) annually or any anytime the requirements for certification are changed by the committee.

- For reference, the explanation of the tiered certification system and Training Matrix are in the background.

December 2022 teleconference update,

- It was noted that November action items regarding Handbook and test questions are due on 12/31/2022 with replies due by end Jan 2023.
- P. Williams stated that they were sent it to AAR legal for feedback and comments were provided. Taskforce is currently working on some parts of the handbook.
- There are 3 different levels, with the current work force being conditionally approved, urgent is probably on level 3 then down to level 1.
- Auditor Certification expires Jan 31, 2023 (due to extensions), with new certification program still under review
- Auditor Training matrix is completed and can be sent out. AQTF with dependency chart by TCFAPR tag.
- Action item: Open a new docket to develop test questions. All voting members to send in questions needed for the auditor. AAR to distribute a copy of previous tests.
- Motion taken by UP, seconded by BNSF and passed. AAR to set up a call to give input for the auditor handbook test. K. Carrier to set up a meeting before the Jan TCC meeting, regarding the process on the handbook. Auditor training matrix to be sent out to the TCC member, provide an update on handbook from Aar legal.

November 2022 teleconference update,

- Staff reported that the handbook is close to being completed based on comments received. The handbook will be distributed for review when work is completed. Staff to distribute the auditor training level (training matrix) information and request that committee respond with questions or suggestions for information that should be included in the auditor certifications tests. Staff to update docket to track the tasks put forward by the AQTF with the dependency chart created by TCFAPR Tag (list of tasks).
- Proposed that handbook and request for test questions be distribute by the end of December with replies due by the end of January.
- Committee agreed to extend the auditor certification out from the end of December to the end of January to allow for the certification program proposal to be developed.

At the October 2022 meeting, P. William reported that TF will meet next week, and comments/questions submitted by B. Siebold will be reviewed.

September 2022 teleconference update,

- **Training Program Proposal:**
 - P. Williams discussed the proposal that details the requirements for a candidate to obtain and maintain M-1002 auditor certification. Concerns were raised on the role of MXV and the handbook. TF to rework the handbook to accommodate outside contractors.
 - Action items: B. Siebold to provide his comments and questions on level 2 and

level 3 of the proposal. TF to respond and formulate an outline by next meeting.

At the July 2022 meeting,

- Action item: AAR to schedule a separate teleconference call to answer questions and go through the handbook.

July 2022 update, P. Williams provided an update regarding docket 100.23 via email.

- The Task Force is in the process of updating the handbook and putting processes in place with the AAR and Tank Car Committee (TCC) to ensure the handbook is reviewed by the TCC at least annually. Any changes will be incorporated as part of this annual review.
- The auditor certification process is also in the process of being upgraded by the Task Force. We are going to a three tiered approach, to allow auditors, both MxV and 3rd party, to begin conducting the less complex audits quicker, once qualified and approved by the Tank Car Committee. As part of the new certification process, TCC members will be required to provide oversight and test questions to ensure candidates meet the new qualification standards. This will assist in ensuring all Tank Car Facility auditors, MxV, MID, and/or 3rd party, are qualified to the same standards.
- Currently certified auditors are being re-certified under the existing requirements. Once the certification process is revamped and approved by the TCC, all certified MxV auditors will be re-certified to the new process.

June 2022 teleconference update,

- The direction of the auditor handbook was discussed. It was noted that the current draft is written for the utilization of the current BOE auditor force. The document is constructed to allow for its expansion when an outside auditing agency comes online.

At the April 2022 meeting, P. Williams presented an update. Following was reported:

- Work on M-1002 Auditor handbook continues. Current focus on framing up Graduated Certification program (3 tiers). 6-8 months to achieve each, and levels are designed as prerequisites to advance from 1 to 2, and 2 to 3. Tiers are for onboarding only and it is not intended that auditors are to stay at level 1 or 2 beyond a specified timeframe.

February 2022 teleconference update,

- P. Williams reported that TF meet on the 16th of February . It was noted that TTCL wants to peruse tiered qualifications on their inspector's auditor because of scarcity of A19 shops which can make it hard to get qualification at the same level.
- TF will proceed with the tiered approach moving forward and rewrite the handbook as to what qualifies as a level.

At the January 2022 teleconference meeting, it was noted that a TF was formed to review and re-write the Auditor handbook. P. Williams is the chair.

Point of contact:

Name	Company
TBD	

DOCKET T100.25

STATUS OF COMPLIANCE WITH AAR COMPONENT TRACKING OF TANK CAR SERVICE EQUIPMENT

At the January 2026 meeting, no update

At the October 2025 meeting, this docket was not discussed.

At the July 2025 meeting, COD

At the April 2025 meeting,

- 121,000 tank cars have associated PRV's.
- The Component Tracking Task Force continues to meet regularly. A face-to-face meeting was held March 26-27, 2025 at Railinc.
- Two projects for 2026 have been advanced to the Railinc Committee for consideration on April 16th. The proposed *Data Quality Improvement Project* is of interest to TCC. Included in the project are optional data quality improvement processes for Equipment Advisory inspection reporting, Tank Car Requalification's, and simplified handling of single-location (on car) components.
- There are also two Umler Change Requests: Component Field Registration enhancements and Search Components Registry Enhancements.
- The CTFE will reach out to the TCC if the 2026 project is approved and on the Umler Change Requests as appropriate.
- Attachment: Status as of March 2025

At the January 2025 meeting,

- This docket was not discussed

At the October 2024 meeting,

- It was reported that the Component Tracking Task force has had many meeting. Railinc Committee approved a 2024 project to Integrate AAR Facility Data with Component Tracking. The charter has been approved by the CTFE and the Asset Health Strategy Committee is in the loop.
- The project has 3 deliverables:
 - Ingest the Specification M-1002 and M-1003 data into the Component Tracking system, Map facility QA codes to company codes/component IDs, Add validations for one component.
- PRVs have a 6-month shelf life then need to be "remanufactured". This may explain the large discrepancy between registered and associated PRVs (e.g. "orphaned" PRV's).
- The CTFE is now voting on which component to pursue further for this project in the remainder of 2024: wheelsets, PRV's, air brake service valves, air brake emergency valves, slack adjusters

At the July 2024 meeting,

- This docket was not discussed at the meeting.

At the April 2024 meeting, COD

April 2024 update,

- Stats through February 29, 2024- 447,099 tank cars have one or more registered components.
- 85,888 tank cars have associated PRVs.
- The Component Tracking Task Force has a face-to-face meeting at Railinc on April 11th.
- Work will be done on CEPM company codes versus facility codes defining parameters for a CEPM data quality study.
- Attachment: Component Registry Analysis

At the January 2024 meeting,

- Action item: AAR staff to contact P. Ameen or another representative for an update for the April TCC meeting.

At the October 2023 meeting, P. Ameen presented component tracking performance charts. New data will be provided at future meetings.

October 2023 update,

- Attachment: Component Tracking Performance Chart

At the July 2023 update, COD

At the April 2023 meeting,

- It was reported that a lot of PRVs were not registered in the past 6 months.
- Action item: P. Ameen to provide the number of valves and AAR to develop a tracking document.

At the January 2023 meeting,

- Action item: AAR staff to provide an update on this docket.

At the October 2022 meeting, M. Forister reported that work continues on the tracking system.

At the July 2022 meeting, this docket was not discussed at the July meeting.

At the April 2022 meeting, M. Forister reported to industry that based on the component tracking data there are numerous PRV's registered without association. AAR TCC requested industry to ensure PRV's are being associated and recorded properly in the AAR component

tracking system. AAR TCC continues to monitor this activity for compliance with M-1002 and S-920.

April 2022 update

- This docket was opened due to a private docket which was RFD in March 2022 teleconference. This docket will report on the status of compliance component tracking.

Point of contact:

Name	Company	Name	Company
Dorsey	Association of American Railroads	Ameen	Amsted Rail