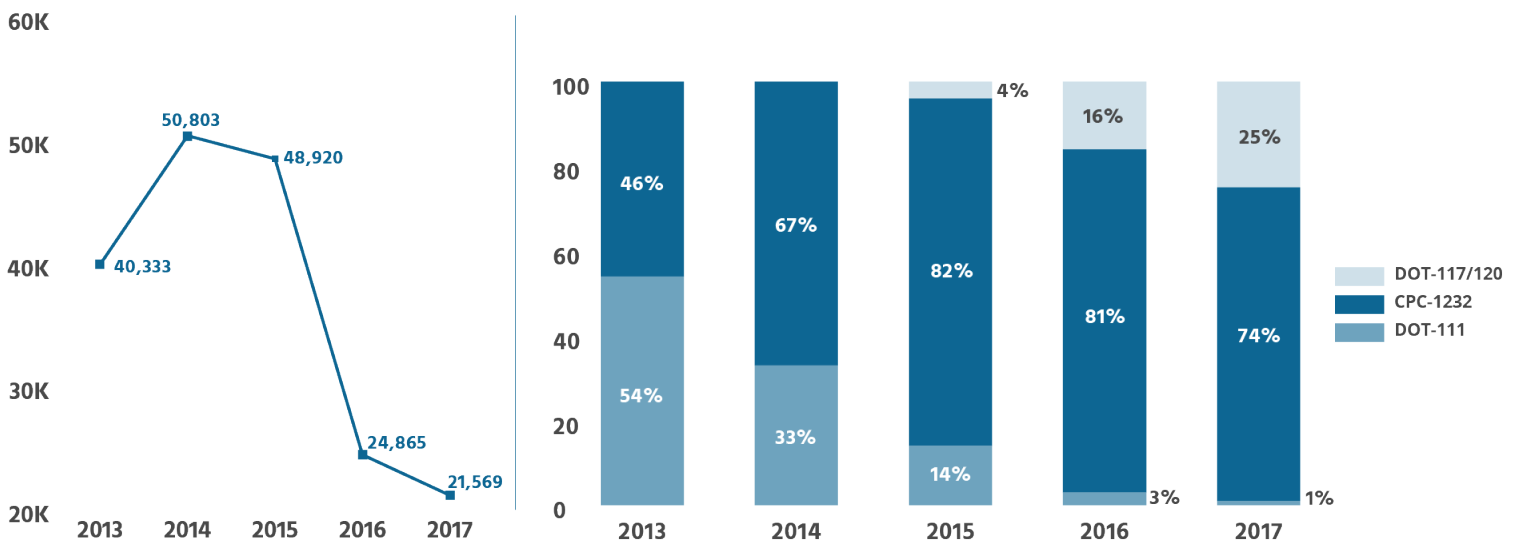


# FAST Act IMPLEMENTATION UPDATE

## CURRENT STATUS

March 2018

### CRUDE OIL FLEET SIZE & COMPOSITION



\*As of December 31, 2017 Source: Association of American Railroads



Since 2014, the size of the crude oil fleet has shrunk dramatically, by 58%.



All DOT-111s have been removed from crude oil service, in compliance with the FAST Act.



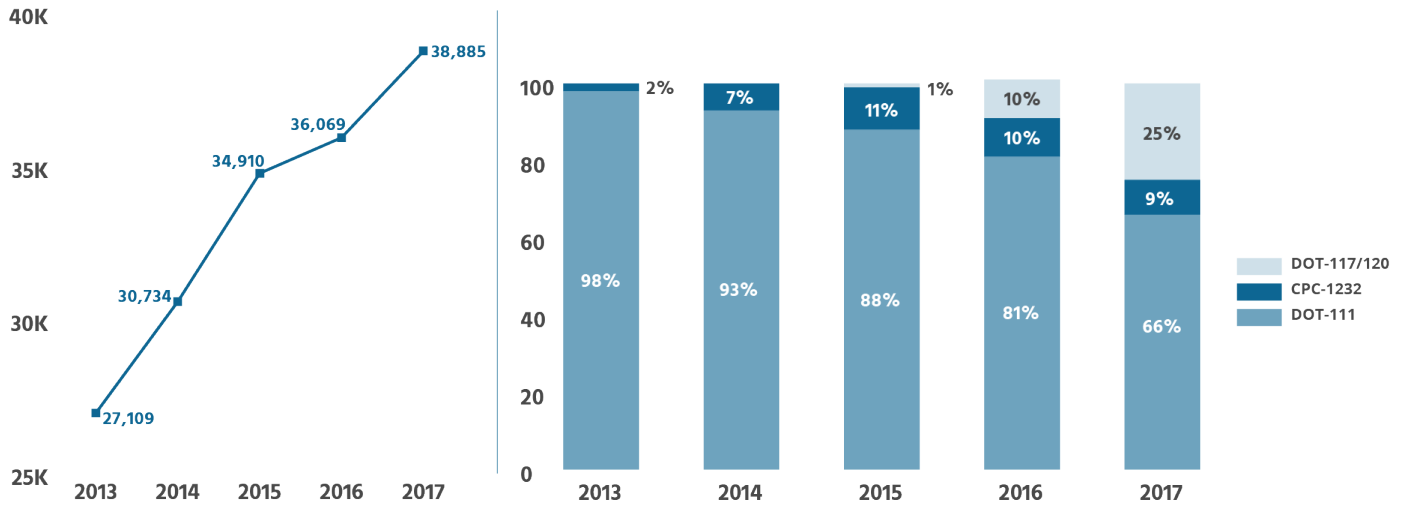
The growth in the ethanol and OFL fleets has been met almost entirely with CPC 1232s and DOT-117 cars.

## ABOUT

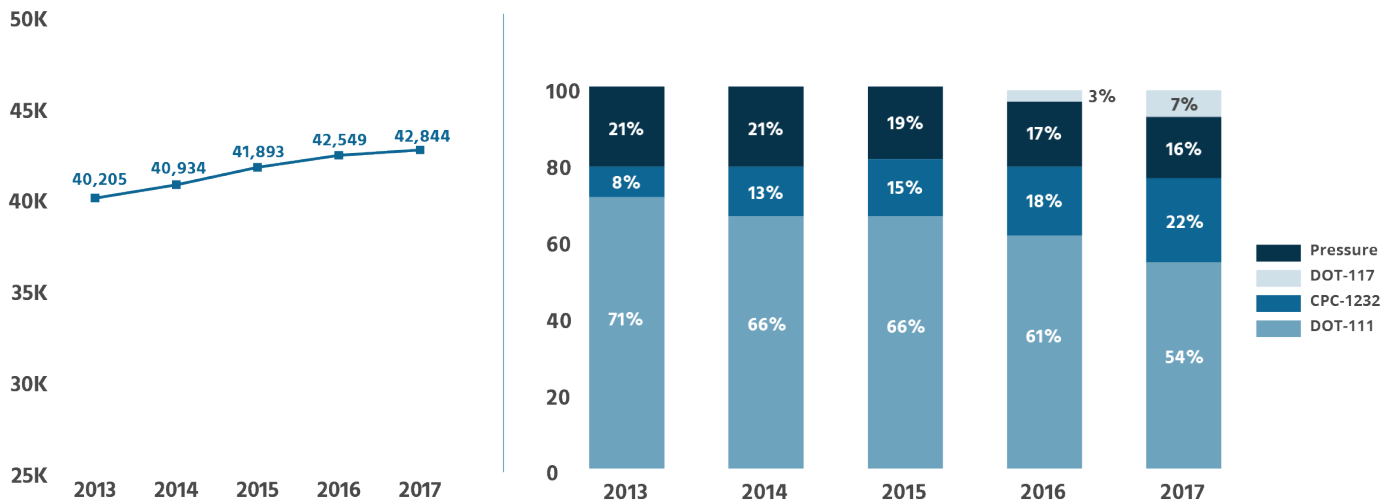
The Railway Supply Institute's Committee on Tank Cars (RSICTC) is a definitive source for information on rail tank cars. Its membership builds more than 95 percent of all new tank cars in North America, and owns and provides for lease for over 65% of the fleet. The Committee is a strong advocate for DOT regulation HM-251, and the FAST Act of 2015, which overhauled standards for tank cars in crude and ethanol service.

# CURRENT STATUS

## ETHANOL FLEET SIZE & COMPOSITION



## OTHER FLAMMABLE LIQUIDS FLEET SIZE & COMPOSITION



\*As of December 31, 2017 Source: Association of American Railroads

# MODIFICATION TIMELINE

US FACT Act Deadlines	CRUDE OIL	ETHANOL	OTHER FLAMMABLE LIQUIDS, PACKING GROUP I	OTHER FLAMMABLE LIQUIDS, PACKING GROUP II - III
	DOT-111 Non-jacketed	Jan. 1, 2018	May 1, 2023	May 1, 2025
DOT-111 Jacketed	Mar. 1, 2018	May 1, 2023	May 1, 2025	May 1, 2029
CPC-1232 Non-jacketed	Apr. 1, 2020	Jul. 1, 2023	May 1, 2025	May 1, 2029
CPC-1232 Jacketed	May 1, 2025	May 1, 2025	May 1, 2025	May 1, 2029