## Major tank car derailments since 2010

Heimdal, ND	May 6, 2015	≥180,000 gal crude oil
Galena, IL	March 15, 2015	≥630,000 gal crude oil
Gogama, Ontario	March 7, 2015	Unknown
Mount Carbon, WV	February 16, 2015	420,000 gal crude oil*
Timmins, Ontario	February 14, 2015	250,000 gal bitumen
LaSalle, CO	May 9, 2014	6,500 gal crude
Lynchburg, VA	April 30, 2014	30,000 gal crude
Vandergrift, PA	February 13, 2014	10,000 gal crude
Casselton, ND	December 30, 2013	400,000 gal crude
Aliceville, AL	November 7, 2013	750,000 gal crude*
Edmonton, Alberta	October 19, 2013	None
Lac-Megantic, Quebec	July 6, 2013	≥1,000,000 gal crude
Parkers Prairie, MN	March 27, 2013	30,000 gal crude

<sup>\*</sup>Estimated

cars in Crude Oil service

cars in Crude Oil service

cars in Ethanol service

in Ethanol service

in Crude Oil service

Retrofit jacketed DOT-111 tank cars

Retrofit non-jacketed CPC-1232 tank

No ECP requirements

Retrofit non-jacketed DOT-111 tank

Retrofit jacketed DOT-111 tank cars

in Ethanol service (all DOT-111's out

No ECP requirements

Retrofit jacketed CPC-1232 tank cars

Retrofit jacketed CPC-1232 tank cars

all remaining tank cars carrying PG III

materials in an HHFT (pressure relief

valve and valve handles).

in in Crude and Ethanol service and

of service in Canada by this date)

May 1, 2017

March 1, 2018

April 1, 2020

n/a

May 1, 2023

May 1, 2023

n/a

July 1, 2023

May 1, 2025

lank Car Ret	rojit/Brake l	Deadlines – U.S. v. C	anada
Source: http://www.transportation.gov/mission/safe	ty/rail-rule-summary		
Tank Car Type / Service	US Deadline	Tank Car Type / Service	Canada Deadline

iank Car Reti	rojit/Brake	Deaaiines – U.S. v. Ca	naaa
Source: http://www.transportation.gov/mission/safet	y/rail-rule-summary		
Tank Car Type / Service	<b>US Deadline</b>	Tank Car Type / Service	Canada
Retrofit non-jacketed DOT-111	1 2010#	Retrofit non-jacketed DOT-111 tank	

January 1, 2018\*

(reporting requirement starts 1/1/17)

March 1, 2018

April 1, 2020

January 1, 2021

May 1, 2023

May 1, 2023

May 1, 2023

July 1, 2023

May 1, 2025

tank cars in PG I service

cars in PG I service

PG I service

HHFUT's

handles).

Retrofit jacketed DOT-111 tank

Retrofit non-jacketed CPC-

1232 tank cars in PG I service

ECP brakes for all HHFUT's in

Retrofit non-jacketed DOT-111

Retrofit jacketed DOT-111 tank

tank cars in PG II service

ECP brakes for all other

Retrofit non-jacketed CPC-

1232 tank cars in PG II service

Retrofit jacketed CPC-1232 tank

cars in PG I and PG II service and

all remaining tank cars carrying

(pressure relief valve and valve

PG III materials in an HHFT

cars in PG II service

idiik cai keti	ojity brake	Deddiiies	0.5. v. C	unuuu
ource: http://www.transportation.gov/mission/safety	/rail-rule-summary			
Tank Car Type / Service	<b>US Deadline</b>	Tank Car Typ	e / Service	Canada
			_	_

Tutik Cut Keti	Ujity brake L	Jeuulilles – U.S. V. C	undud
Source: http://www.transportation.gov/mission/safety	/rail-rule-summary		
Tank Car Type / Service	<b>US Deadline</b>	Tank Car Type / Service	Canada D