

Winter 2019
DAMAGE PREVENTION & LOADING SERVICES

UPDATE



2019 DP & FC Conference

“Where East Meets West – Partners in Evolution”: The 150th Anniversary of the Golden Spike

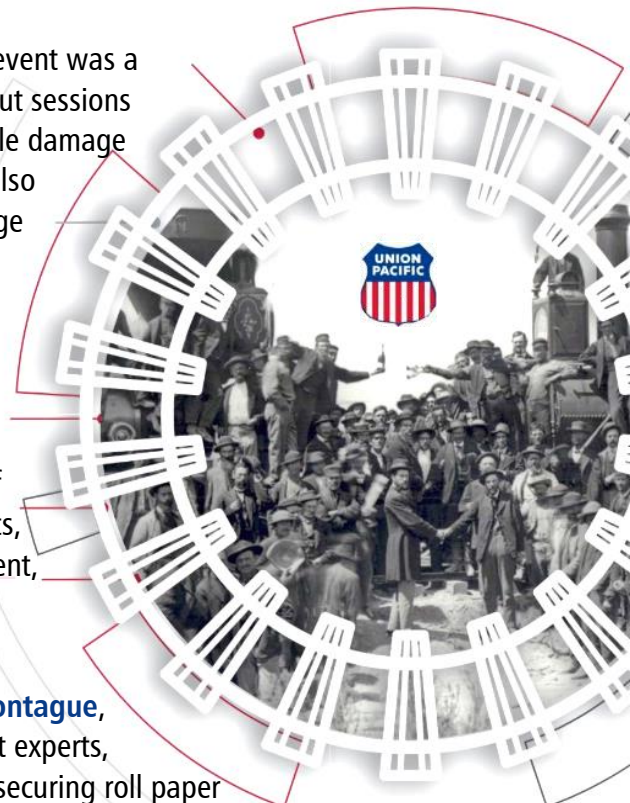
For the first time in 127 years, the Damage Prevention and Freight Claim Conference was held in Omaha, Nebraska hosted by the Union Pacific Railroad. Omaha did not disappoint!

Not only did we enjoy a welcoming city and beautiful weather, but the event was a great success with the most in-depth agenda ever. There were four breakout sessions with emphasis on roll paper loading, open top load securement, automobile damage prevention, and food product load securement and inspection. The event also featured open meetings for the Quality Lead Team for Prevention of Damage to Roll Paper and the DP&FC Committee.

Lance Fritz – Chairman, President, and Chief Executive Officer of Union Pacific Railroad (UP) kicked off the event, sharing the history of the Golden Spike, as well as insights on the current rail environment. A wide range of industry leaders expounded on contemporary rail and damage prevention topics. We were happy to welcome **Ian Jefferies**, President, Association of American Railroads (AAR); **Bernardo Ayala**, Vice President, Mexico Markets, UP; **Elizabeth Bouza**, General Director Sales, UP; and **Lisa Stabler**, President, Transportation Technology Center, Inc. (TTCI)

For the first time, TAPPI and the AAR co-hosted the Roll Paper Loading breakout sessions and included another dynamic presentation by **Larry Montague**, President & CEO, TAPPI. Industry speakers — from paper makers, to forklift experts, to railroad representatives — covered specialized topics and challenges in securing roll paper in both boxcar and intermodal service.

The Automotive Breakout covered industry committee updates, information on 2020 Origin and Destination Quality Reviews, and upcoming AAR online training for automobile securement. At the first-ever DP&FC Conference Open Top Breakout, UP hosted a session discussing customer insight on pipe loading, how UP handles clearance requests, and



innovations for open top shipments such as drones to assist with inspections. Food Products was the focus of another inaugural breakout session with emphasis on food safety, inspection, and load planning.

Additional activities highlighted some of Omaha's best features including a welcome reception at the historic Durham Museum, a railroad museum featuring restored passenger railcars and interactive rail displays. Attendees also had the opportunity to tour Union Pacific's headquarters and the Harriman Dispatch Center. On Tuesday, attendees enjoyed the Vendor Reception at the Conference Center, as well as a family tour of the TD Ameritrade Baseball Park, annual host of the college baseball World Series. Winners of the annual golf scramble held this year at the Quarry Oaks Golf Club were **Roberto Espinosa**, Holden America; **Kris Gresham**, Complete Packaging Systems; **Matt Morgan**, UP; and **Scott McKee**, L&T Services.



Attendees were welcomed at a reception held at the Durham Museum, formerly Omaha's Union Station.

Thank you to Union Pacific Railroad, the Conference Planning Team, and the event sponsors for all their hard work and support for this event.

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**2019 ASSOCIATION OF AMERICAN RAILROADS
Damage Prevention & Freight Claim Conference**

2019 Automotive Industry Quality Awards

During the Conference, we had the opportunity to recognize the best of the best for the highest Quality Review scores in North America. San Antonio, TX topped the industry with the highest Origin score of 99.75%. The team partners included Union Pacific, Toyota, and Road & Rail Services. Jacksonville, FL was able to hold off all challengers for the top Destination score of 99.97%; the team includes CSX Transportation, TDSI, and PRS Auto. Finally, the most improved award goes to the KCS/CP operation in Kansas City, MO. The team has improved with every audit since 2016 and the most recent score has increased by 13.07%. ITS operates the location with KCS/CP. *Congratulations to all winners! Keep up the great work setting the standard for excellence in safety and damage prevention.*



Origin Award

Left to right: Shawn Cook, UP; Roland Lozano, Ed Resendez, and Bob Sadler, Road & Rail Services



Destination Award

Left to right: Ian Ray, Phil Peay, and Mike Herman - CSX/TDSI; Bobby Gribbin, Ron French, and Dennis Rodger - PRS Auto



Most Improved Award

Left to right: Matt Hendren, Diane Smith, Jennifer Reiser, and James Kiger, Kansas City Southern; and Ron Beach, ITS

Save the Date: Niagara Falls 2020

Omaha will be a tough act to follow, but Canadian National Railway has accepted the challenge and will be hosting the **128th Damage Prevention and Freight Claim Conference, June 8-11, 2020 in Niagara Falls, Ontario.** Already, the planning Committee is working to assemble a wide range of speakers with emphasis on Canadian rail transportation and interchange in the forestry and metal products industries, as well as a new session featuring a railroad "fireside chat."

Don't miss the welcome reception on Monday, June 8 for an up-close encounter with the iconic Niagara Falls. Pack your poncho, check your passport, and get that international cell coverage — we are off to Canada! Conference registration, hotel details, and vendor reception information will be available spring 2020.



DP&FC Committee Update

The Damage Prevention and Freight Claim Committee is staying on-pace to have an extremely active year. To date, the Committee has approved 24 new loading patterns and securement methods with two more pending publication. GIB 2—Rules and Procedures for Testing of New Loading and Bracing Methods or Materials, and GIB 9—Product Performance Profile for Pneumatic Dunnage were also revised in 2019. The Committee has reviewed and revised Circular 42 and the updated version N has been published. In addition to approving new load securement patterns and methods, the Committee has also reviewed and approved 14 new methods for official field trials.

The Committee had three in-person meetings this year, and regular conference calls to review testing and new load securement methods in a timely and effective manner.

New Loading Patterns and Securements Methods:

- **GIS 804** Lengthwise Void Filler Panels in Rigidly Braced Roll Paper Load Securement (2/19)
- **GIS 805** Bales of Wood Pulp in Boxcars (2/19) (canceled)
- **GIS 806** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (2/19) (canceled)
- **GIS 807** 54-in. Diameter Roll Paper in 60-ft. Cushioned Boxcars with 16 ft. Wide Plug Doors (4/19)
- **GIS 808** 45-in. Diameter Roll Paper in 50-ft. Cushioned Boxcars using Horizontal Airbags (4/19)
- **GIS 809** Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (4/19)
- **GIS 810** Reinforced Longitudinal Void Fillers for Plastic, Metal, or Wood Intermediate Bulk Containers with Tomato Products (4/19)
- **GIS 811** Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags – Horen® (6/19)
- **GIS 812** 49-in. Diameter Roll Paper Loaded in 50-ft. and 60-ft. Cushioned Boxcars Using Horizontal Airbags (6/19)
- **GIS 813** Roll Paperboard in Boxcars with Doorway Stacks on Risers and Rubber Mats (6/19)
- **GIS 814** Bales of Wood Pulp in Boxcars (6/19)
- **GIS 815** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (6/19)
- **GIS 816** Pallet Grip® Stretch Wrap (6/19)
- **GIS 817** Case Goods Secured with Stopak Max Block D.I.D. Bags (9/19)
- **GIS 818** 51-in. Diameter Roll Paper Loaded in 50-ft. and 60-ft. Cushioned Boxcars Using Horizontal Airbags (7/19)
- **GIS 819** 48-in. Diameter Roll Paper Loaded in 50-ft. Cushioned Boxcars Using Horizontal Airbags (7/19)
- **GIS 820** 54-in. Diameter Roll Paper in 50-ft. Cushioned Boxcars with 20 Floor-Spots (7/19)
- **GIS 821** 58-in. Diameter Paper Rolls T-Loaded in 60-ft. Boxcars with 16-ft. Wide Double Plug Doors Using Lengthwise Filler Panels (7/19)
- **GIS 822** Palletized or Crated Auto Parts Secured by Web Straps Assemblies in 53-ft. Containers (9/19)
- **GIS 823** Plywood and Similar Panel Products Loading Doorway Areas (10/19)
- **GIS 824** Case Goods Secured with Stopak Blocker D.I.D. Bags (10/19)
- **GIS 825** Loading Bundled Ingots with Open Doorways (10/19)
- **GIS 826** Building Brick in Closed Cars - Incomplete Layer Securement - Woodpack Walls (Litco) (11/19)
- **GIS 827** Drum Layer Separators for Intermodal Shipments (Hazardous or Nonhazardous)(11/19)

All new approved loading patterns and methods can be found online at: <http://www.aar.com/standards/damage-publications.php>. For questions or additional resources please contact dpls@aar.com.

Recent Testing:

- **FI 10-19** 72-in. Roll Paper in 60-ft. Cushion Underframe Boxcars with 16-ft. Double Plug Doors secured with Anchored Nonmetallic X-Straps and Anchored U-Straps.

Two impact tests were conducted on 72-inch roll paper in 60-foot cushioned underframe boxcars with 16-foot double plug doors. The first test railcar was loaded with 72-inch roll paper secured with anchored, nonmetallic X-straps. The test second railcar was loaded with 72-inch roll paper secured with anchored, nonmetallic U-straps. The X-straps performed as intended with minimum movement of the rolls in the railcar. The U-straps performed as intended with minimum movement of the rolls but, due to the location of one roll stack at loading, the roll stack did cross the plane of the doorframe.

- **FL 06-19** 60-in. Diameter Paper Rolls Reverse Loaded with 6 in. of Blocking
- **FL 08-19** 52-in. Diameter Paper Rolls in 50-ft. Boxcars with Single Doors Using Horizontal Airbags - 22 and 23 Floor-spots
- **FL 12-19** 60-in. Diameter Printing Roll Paper in 60-ft. Double-Plug Door Boxcars, with Cushion Underframes, secured with Rubber Mats
- **FL 13-19** 70-in. Diameter Roll Paper in 60-ft. Double-Plug Door Boxcars, with Cushion Underframes, secured with Anchored D-straps and Rubber Mats
- **FL 14-19** 54-in. Diameter Roll Paper in 50-ft. Single-Plug Door Boxcars, with Cushion Underframes, secured with Horizontal Airbags – 21 Floor-spots
- **FL 15-19** 55-in. Diameter Roll Paper in 50-ft. Single Plug Door Boxcars, with Cushion Underframes, secured with Vertical Airbags

Recent Air Bag Verifications:

Company	Level	Material	Date
AB Airbags "TUFFY" Series "Z"	Level 1	Polyethylene/Polypropylene	October 1, 2019
Atlas/CargoTuff	Level 2	Polyethylene/Polypropylene	April 30, 2019
Atlas/CargoTuff	Level 4	Polyethylene/Polypropylene	May 21, 2019
Complete Packaging Systems "Cyclone" Series	Level 1	Polyethylene/Polypropylene with Jumbo/Striker Edge Valve	July 2, 2019
Complete Packaging Systems "Cyclone" Series	Level 5	Polyethylene/Polypropylene with Jumbo/Striker Valve	July 2, 2019
Cordstrap – Cargo Secure Medium	Level 1	Polyethylene/Polypropylene Edge Valve	August 5, 2019
FORM Koruyucu Ambalaj San. Ve Tic. Ltd. Şti.	Level 1	Polyethylene/Polypropylene with Turbo Flow Valve	October 1, 2019
International Dunnage	Level 3/4	Polyethylene/Polypropylene with Combo Valve	June 11, 2019
Luso Dunnage, Lda	Level 1	Polyethylene/Polypropylene	October 1, 2019
Stopak	Level 1	Polyethylene/Polypropylene with Jumbo/Striker Edge Valve	July 2, 2019
Stopak	Level 5	Polyethylene/Polypropylene with Jumbo/Striker Valve	July 2, 2019
Tianjin Zerpo Supply Co., Ltd.	Level 1	Polyethylene/Polypropylene with Turbo Flow Valve	October 1, 2019

Recent Strapping Certifications and Re-Certifications:

Company Name	Expiration Date (MM/YY)	OTLR Table
Hankum Co., Ltd.	06/22	17.8
Samuel Strapping Systems	06/22	17.8, 19.1
Teufelberger Ges.m.b.H – Austria	06/22	19.1
FROMM	04/22	19.1
U.S. Strapping Company	04/22	19.1
Plastiblends India Ltd.	07/22	19.1
Sistemas De Embalaje SORSA, S.A.	07/22	19.1
Specta Interpak	07/22	19.1
Iti Strap S.r.l	08/22	19.1
Narrowtex (Pty) Ltd.	07/22	19.2
Redback Industries	03/22	19.2 and 19.3
Carolina Strapping GatorSTRAP and GatorLASH	04/22	19.2 and 19.3
Buffers USA, Inc.	07/22	19.3
Ribbon Webbing Corporation	07/22	20.1, 20.2, and 46.1
Ancra International	05/22	20.1 and 46.1
Holland	07/22	20.2
Oppermann Webbing Inc.	09/22	46.1

Bulk Bin TAG Update

The Bulk Bin TAG has met regularly via teleconference and invited shippers and bin suppliers to share their knowledge and best practices relating to the construction, inspection, and re-use of wooden bulk bins. From these discussions, the TAG has formulated basic construction and inspection criteria. The TAG is contemplating how this information might be best put to use to encourage and promote these best practices and to serve as a guide to persons new to wooden bulk bins shipped by rail.

Freight Claims TAG Update

In 2019, the Freight Claims TAG has had several in-person meetings and continues to focus on training initiatives. The TAG will be hosting training at the 2020 DP&FC Conference. Both the Freight Claim TAG and DP & FC Committee have completed revisions to the Damage Prevention and Freight Claim Rule Book with a publication date of November 1, 2019. The TAG continues to review and revise the document for future editions. In July, [Ann Mathewson](#), with BNSF Railway, was selected as the TAG Chair for 2019/2020.

Quality Lead Team for the Prevention of Damage to Paper (QLT) Update

The QLT had its second yearly meeting and an open meeting at the July DP&FC Conference. Conversations focused on current approved field trials, jumbo roll load securement, and application and testing of contour pads. Ongoing discussion will continue to focus on new roll paper patterns and the size and application of contour pads.

There are currently 19 active AAR Field Shipment Tests in process for new roll paper patterns and load securement methods. Nine new roll paper patterns have been approved in 2019.

Revisions are completed to Closed Car Loading Guide, Part 2 – “Best Practices of Loading Roll Paper,” and the updated document will be published before the end of 2019.

Intermodal Ride Quality TAG Update

The Intermodal Ride Quality TAG has been working on revisions to Circular 43 and the Intermodal Loading Guide. A major revision to the Intermodal Loading Guide should be completed in 2020. The TAG is also focused on preparing for ride quality testing in Spring 2020.

DPLS Hosts UP Shipment Quality Field Managers

TTCI’s Damage Prevention & Loading Services (DPLS) was honored to host the Union Pacific Shipment Quality Field Operation Managers for an onsite tour of the Transportation Technology Center near Pueblo, CO. DPLS and other TTCI personnel shared an historic and contemporary site overview, a track walk at the Facility for Accelerated Service Testing and a hands-on experience including a live-fire demonstration at TTCI’s Security & Emergency Response Training Center.



(Front left to right) [Susana Wiese Lizcano](#), [Nicholas Kelly](#), [Patrick Bock](#), [Paul Sedillo](#), [Michael Hykes](#), [Tom Feltault](#), [Mario Tiscareno](#), and [Christopher Holloway](#)

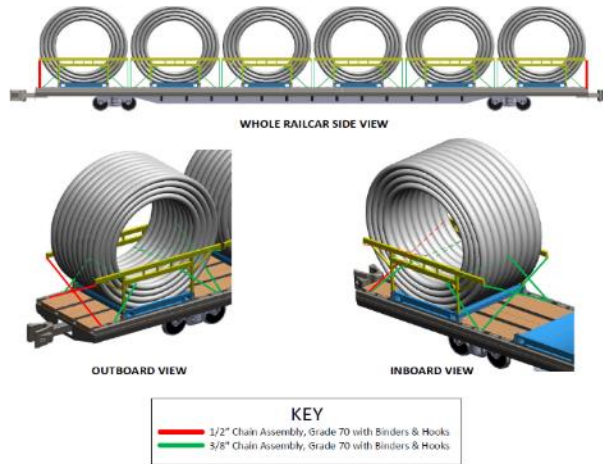
Open Top Loading Rules (OTLR) Committee Update

The OTLR standards are revised frequently and all OTLR Manuals are available online for free download to ensure that the entire industry has access to the most recent rules and figures at all times. See table below for most recent revisions.

OTLR Volume	Standards Revised since last Publishing	Standards Revised in 2019	Last release	Next release	No. of pages
1: General Rules Governing Loading of Commodities on Open Top Cars	92	11	May 2017	May 2020	268
2: Metal Products Including Pipe	283	21	May 2017	May 2020	398
3: Machinery, Heavy Components, and Misc. Commodities	45	3	May 2017	May 2020	198
4: Archived Rules and Figures	Archive				
5: Forest Products and Misc. Building Materials	122	21	May 2017	May 2020	118
6: Military Equipment and Materiel	136	9	May 2017	May 2020	216
7: Open Top Trailers and Containers for Rail Transport	12	0	May 2017	May 2020	138

Recently initiated OTLR Field Shipments Tests:

- **LT 1288:** SSAB: Wide plate with strap protectors provided by a sleeve that is placed over the strap at any point with the vertical edge of the plates. Under review.
- **LT 1305:** Nucor®: Lading of 35-, 40-, 45-, 55-, 60-, and 65-ft. beams. Each layer banded with Type 1A AAR-approved Grade 7 polyester webbing. Completed and approved. OTLR committee decided to archive Section 2, Figures 105/105-A/106/106-A/106-B and created new Figures 105-C and 106-C.
- **LT 1306:** Shipment of Flex Steel Coils on skids with side rails. In progress.



- **LT 1310:** Longitudinal Lumber Pack (LLP) – Center beam lumber loads. This LLP system is intended to revise Section 5, Figure 54-B. In progress



- **LT 1313:** Nucor® Berkeley: Packaged beams of mixed lengths with layer separators secured to follow new loading method Section 2, Figure 106-C, up to 80-in. height on an 89-ft. flatcar. Completed.



Recent Open Top Circular Letters

Number	Subject	Date
C-13368	Implementation of Revisions to Figures 14, 43-S, 88 and 89 – Section 2 of the AAR Open Top Loading Rules Manual (OTLR)	June 19, 2019
C-13367	Implementation of Revisions to Figures 129, 147-D, 154-B, and 267-A – Section 2 of the AAR Open Top Loading Rules Manual (OTLR)	June 19, 2019
C-13374	Implementation of Revisions to Figures 11-D, 15, 18 and 19 – Section 5 of the AAR Open Top Loading Rules Manual (OTLR)	June 28, 2019
C-13393	Implementation of Revision to General Rule 21 – Section 1 of the AAR Open Top Loading Rules Manual (OTLR)	August 9, 2019
C-13391	Implementation of Revisions to Figures 35, 37, 101-A, 101-B and 112-A – Section 5 of the AAR Open Top Loading Rules Manual (OTLR)	August 9, 2019
C-13392	Implementation of Revisions to Figure 25 and Figure 27 – Section 5 of the AAR Open Top Loading Rules Manual (OTLR)	August 9, 2019
C-13426	Implementation of Revisions to Figures 83 and 84 and New Figure 85 – Section 2 of the AAR Open Top Loading Rules Manual (OTLR)	October 18, 2019
C-13424	Implementation of Revisions to Figures 113 and 114 – Section 5 of the AAR Open Top Loading Rules Manual (OTLR)	October 18, 2019
C-13425	Implementation of Revisions to Figures 240, 244, 247, 260, 263, 267, 267-A, 285, and 298 – Section 2 of the AAR Open Top Loading Rules Manual (OTLR)	October 18, 2019
C-13427	Implementation of Revisions to Figures 8-B, 9-F, and 14-B – Section 2 of the AAR Open Top Loading Rules Manual (OTLR)	October 18, 2019
C-13430	Track Panels on Specially Equipped Flatcars. Implementation of Revisions to Figure 141 – Section 3 of the AAR Open Top Loading Rules Manual (OTLR)	October 25, 2019

SEFCC Committee Update

Updates and additions for Multi-Level Pool Billing (MLPB). Job code qualifiers were added for lefthand/righthand and green/red chocks:

Car Part Code (QLFR)	Category	Description
XCB	Chocks	Third Rail Active (RH)
XCC	Chocks	Third Rail Active (LH)
XCD	Chocks	Third Rail Pair
XCE	Chocks	Grating Red
XCF	Chocks	Grating Green
XCG	Chocks	Grating Pair
XCH	Chocks	Grating single UNIT

An asterisk was added to MLPB job codes that require a qualifier and a reference to the asterisk was added in Section F.

4. Job Codes Applied

- a. Show applicable code
- b. Show applicable car part identification per Section F.6.
- c. Show applicable qualifier per section B for job codes preceded by **

8. Job Code Removed

- a. Show applicable code
- b. Show applicable car part identification per Section F.6
- c. Show applicable qualifier per section B for job codes preceded by **

Following is an example from one of the 11 job codes:

<u>Job Code</u>	<u>Description</u>
Bridge Plates **6040	BRIDGE PLATE PURCHASE Replacement of defective portable bridge plates beyond repair. Material only. (Condition Code 1) (Why Made Code Z1)
Job Codes added to Appendix B Field Manual:	
6139	RADIAL DOOR ROLLER Labor and material. (Condition Codes 0, 1, 7, 8, 9) (Why Made Codes 01, 02, 03, 05, 06, 08, 09, 10, 12, 16, 18, 24, 28, 40, 41, 42, 45)
6239	SEALSAFE DOOR ROLLER Labor and material. (Condition Codes 0, 1, 7, 8, 9) (Why Made Codes 01, 02, 03, 05, 06, 08, 09, 10, 12, 16, 18, 24, 28, 40, 41, 42, 45)
6603	FLIP OUT BRIDGE PLATE SECUREMENT Labor and material. (Condition Codes 0, 1, 8, 9) (Why Made Codes 01, 02, 03, 04, 05, 06, 08, 09, 10, 13, 16, 17, 18, 24, 26, 27, 28, 40, 41, 42)

Chock Replacement Guidelines Chart: Sunset date of Group B chocks and established a date that pool facilities could no longer purchase new or reconditioned chocks for Group C.

Chock Replacement Guidelines Chart					
Chock Group Designation	Qlfr	Removed	Applied	Minimum R Value*	Sunset Date
A	01	SCT copolymer	Replace with any secondhand group A chock, or any group C or D chock. Racks certified after 1/1/2010 require replacement with group C or D chock	Not defined	2024
	02	Sling choker copolymer			
	03	Holland copolymer			
B	01	Thrall/Trinity polymer	Replace with any group B, C, or D chock. Racks certified after 1/1/2010 require replacement with group C or D chock	Not defined	No reconditioned or new group B chocks after 1/1/2020 Sunset 2025
	02	Thrall/Trinity steel			
	03	Zeftec thrall style steel			
	04	Sling choker thrall style steel			
	05	Trinity green			
	06	Zeftec Lopro steel			
C	01	Zeftec Lopro polymer	Replace with any group C or D chock	0.85"	No reconditioned or new group C chocks after 1/1/2025
	02	Holland Tri-lo			
D	01	Zeftec hybrid	Replace with any group D chock	2.5"	-
	02	Trinity TTM			
J	01	Holden grate lock	Replace with any group J or K chock	-	-
K	01	Zeftec Sta-put	Replace with any group K chock	-	-
	02	VRS			
	03	Holland lock 'n load			
	04	Holden grip-lock			
P	01	VRS	On tri-levels only, replace with any group P chock	-	-
	02	Zeftec Sta-put with strap			
	03	Holden grip-lock			
Q	01	Block chock	Supplemental chocks. Replace in kind only if remainder of car is equipped and required by OEM at current pre-trip facility	-	-
	02	Red AVR chock			
	03	Green AVR chock			

* The R Value is the distance from the inside fender well of the tire to highest point of the chock

Greenbrier Multi-Max End Doors MA-0167, EW-5315, EW-5318 and EW-5322

At the August 2019 SEFCC meeting, Greenbrier stated that 1,269 of the 1,272 autoracks have been upgraded with the new hinges. Two autoracks are currently in progress at shops and just one autorack upgrade remains. If the remaining autorack arrives at your facility, please follow the instructions outlined in the Maintenance Advisories and Early Warnings.

Circular Letters Issued

Document Affected	Date	CL No.	Title
M-970	04/06/2019 08/26/2019	C-13303 C-13400	Implementation of Revisions to MSRP Section N, Specification M-970, Condition-Based Certification of Multi-Level Auto Rack Cars
M-992	04/06/2019	C-13302	Implementation of Revision to MSRP Section N, Specification M-992, Designated Satellite Shop Repair for Multi-Level Auto Rack Cars
AAR Office Manual	07/22/2019	C-13383	Correction to the July 1, 2019 Release of Office Manual Appendix B
AAR Field Manual	06/18/2019	C-13366	July 2019 Field and Office Manual, Summary of Comments and Implementation Details

Quality Review Update

The Vehicle Equipment Quality Task Force (VEQ) held its most recent meeting in Ft. Worth, TX the week of October 21, 2019. Several changes have been approved for the Origin and Destination Quality Reviews beginning January 1, 2020. The new scoring procedures with highlighted changes should be posted to the AAR/TTCI [website](#) by December. Be on the lookout for these updates to ensure your field teams are up to date on all the changes.

MPEC Update

The current state of the multi-level network is good. The bi-level fleet is at a 3.1% bad order rate, with 3% being the goal as of November 1, 2019. Year-to-date empty multi-level order fill is over 90% for both bi-levels and tri-levels. Month-to-date percentage of empty multi-level order fill is 96.7% with a goal of 90%. The vehicle shippable ground count at both origin assembly plants and destinations is at a historic low from over the last several years. Finally, the cycle time for multi-levels to be loaded, moved to destination, unloaded, and returned to origin has also seen significant improvements.

Automotive Training Update

It's here!!! Below is the pricing structure for the new AAR origin and destination vehicle handling interactive web-based training. The training covers safety at automotive facilities and all components of the AAR origin and destination quality review programs. Pricing is as follows:

Individual:	\$65.00	Price per facility 11 to 20:	\$425.00
Price per facility 1 to 10:	\$500.00	Price per facility >21:	\$400.00

Facility fee includes up to the first 35 students. Cost is \$5.00 per student thereafter. For additional information, and to sign up your facility please contact Pat Breslin, Sr. Manager Automotive Damage Prevention (Pat_Breslin@aar.com).

The origin vehicle handling training will be available shortly after the destination vehicle training. Topics covered include vehicle pre-loading bay procedures, vehicle loading procedures, securement of vehicles on bi- and tri-level multi-levels, and vehicle post-loading inspections. Contact Pat Breslin for more information.

DP&LS Contacts

The Transportation Technology Center, Inc. (TTCI) Damage Prevention & Loading Services Team conducts testing for railroads, shippers and suppliers per accepted industry loading rules and standards. Coordinating their efforts through the DP&FC and OTLR Committee, DP&LS is responsible for testing and publishing approved loading methods and materials for closed car shipments moving in boxcars, multi-level rail cars, intermodal equipment, as well as open top shipments.



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2020

Happy New Year

Best wishes for a safe and prosperous new year!

The DP&LS Team