

## TC/DOT 117 Implementation Timelines - Canada and the US

Canadian Implementation Dates	Flammable Liquid / Packing Group(s)	Tank Car Type removed from Service	Total of Tank Cars Retrofitted at Implementation Dates	North American Fleet to be Retrofitted	Canada owned or leased tank cars
<b>May 1, 2017</b>	Crude Oil Packing Groups (I, II, III)	DOT-111 Non-Jacketed	11,200 -	After 28% Retirement Rate 16,625	<b>4988</b>
<b>May 1, 2020</b>	Ethanol (PG II)	DOT-111 Non-Jacketed	19,467	After 28% Retirement Rate 19,467	<b>974</b>
<b>December 1, 2021</b>	All Crude (PG I, II, III) and Ethanol	DOT-111 Jacketed	5115	After 28% Retirement Rate 5,115	<b>2759</b>
<b>July 1, 2023</b>	Crude oil and ethanol unjacketed CPC 1232	Unjacketed CPC 1232	22,744	22,744	<b>6849</b>
<b>May 1, 2025</b>	Crude oil and ethanol jacketed CPC 1232 And All Remaining Flammable Liquids (PG I, II, III) other than crude and ethanol	Jacketed CPC 1232 in crude oil service And All Remaining DOT-111 Jacketed and Non-Jacketed and CPC 1232 tank cars	35,631 CPC 1232 in crude oil service  24,625 DOT 111  3975 CPC 1232 in other service than crude oil or ethanol	35,631 in crude oil service  After 28 % retirement rate for older TC/DOT 111 tank cars  28,600	<b>10,698</b>  <b>8580</b>

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