

EDICIÓN XXII

EXPO RAIL

2 Y 3 DE OCTUBRE

EXPO SANTA FE - CDMX

Damage Prevention & Loading Services - DPLS

Craig A. Millbauer – Manager Automotive Damage Prevention

Damage Prevention & Loading Services - DPLS

Provides industry programs and services to prevent freight damage and safety concerns during rail transportation

- Conduct industry testing
- Create and maintain damage prevention and load securement publications
- Coordinate industry committees and technical advisory groups (TAGS)
- Provide industry resources – Training, inspections, conference planning, and industry experience.
- Conduct Quality Review Audits (Automotive)

MxV Rail DPLS Team

MxV Rail's DPLS Team



Tom Feltault
Director, DPLS



Pat Breslin
Sr. Mgr. Automotive
Damage Prevention



Dave Hendrixon
Mgr. II, Field
Operations



Kelsey Even
Mgr., Closed Car
Loading Rule



Rama Maram
Mgr., Open Top
Loading Rules



Miles Benitez
Mgr., Site Projects



Craig Millbauer
Manager, Automotive
Damage Prevention



**DAMAGE PREVENTION
& LOADING SERVICES**



AAR – DPLS Committee

Boxcar & Intermodal (Closed Car)

- Damage Prevention & Freight Claim Committee (DP&FC)

Open Top

- Open Top Loading Rules Committees (OTLR)

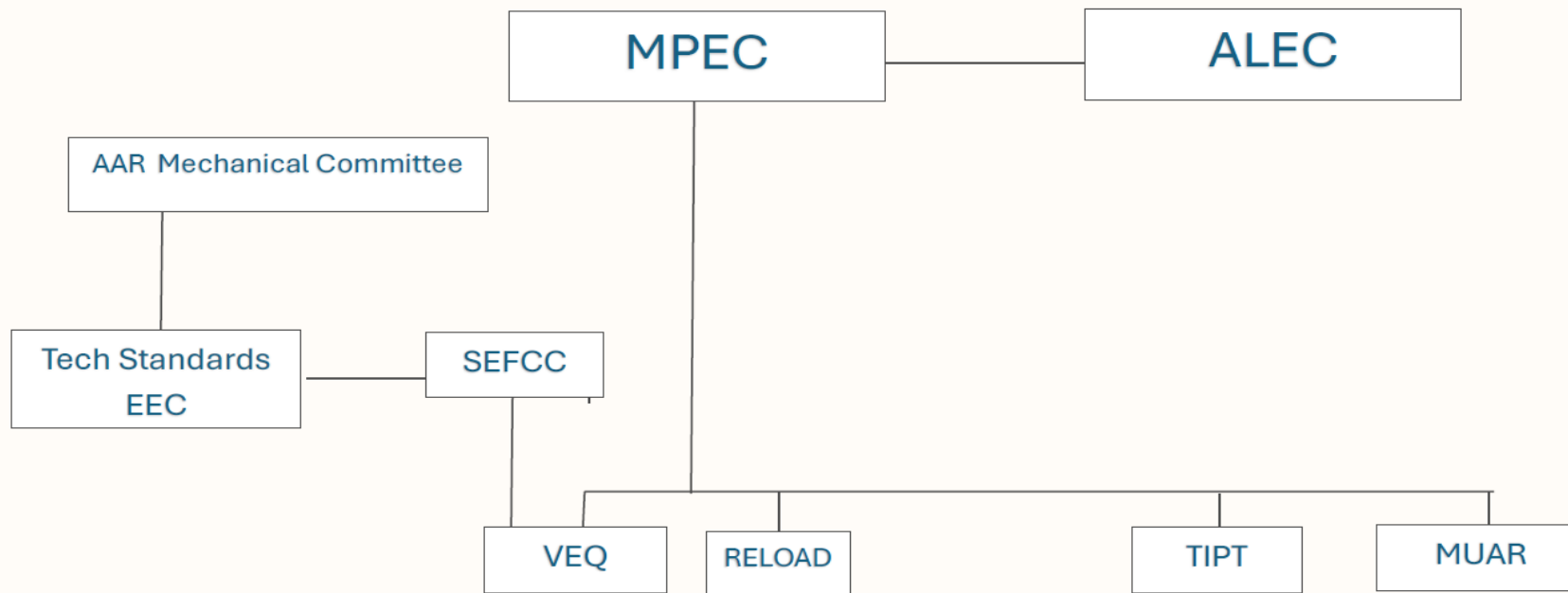


AAR – DPLS Automotive Committees

- Multi-Level Pooling Executive Committee (MPEC)
- Automotive Logistics Executive Committee (ALEC)
- Specially Equipped Freight Car Committee (SEFCC)
- Vehicle & Equipment Quality Task Force (VEQ)
- Reload Steering Committee (Reload)
- Transit Improvement Process Team (TIPT)
- Mexico – U.S. Automotive Rail Task Force (MUAR)

AAR - DPLS Automotive Committee Overview

RAILROAD/OEM COMMITTEE STRUCTURE



Multi-Level Pooling Executive Committee - MPEC

The Multi-Level Pooling Executive Committee is responsible for managing an efficient time responsive forum for resolving automotive industry transportation and distribution requirements.

Automotive Logistics Executive Committee -ALEC

The Automotive Logistics Executive Committee is comprised of auto manufacturers that transport finished vehicles by rail. The committee focuses on resolving industry transportation and distribution concerns.

Specially Equipped Freight Car Committee - SEFCC

The Specially Equipped Freight Car Committee is made up of railroad mechanical representatives. The members work to develop, advance, and maintain specifications and standards of specially equipped rolling stock including automotive multi-levels.

Vehicle & Equipment Quality Task Force - VEQ

The Vehicle & Equipment Quality Task Force is responsible for the prevention and elimination of rail related damages to finished vehicles, as well as improving equipment cycle time. VEQ is unique that is comprised of railroad members and OEM finished vehicle manufacturers.

Reload Steering Committee - RSC

Reload Steering Committee responsibility is to distribute empty multi-level equipment in order to achieve greater efficiency consistent with equitable treatment of participating railroads, satisfy customer and public needs, and minimize unproductive empty time, car mileage, and unproductive fleet investment.

Transit Improvement Process Team - TIPT

TIPT focuses on identifying key performing areas for process improvements. Areas of focus are to create and optimize capacity, improve multi-level velocity, reduce loaded, empty transits, and empty or loaded queue. Additional areas of focus are multi-level bad order repair and mutual accountability for both shippers and railroads.

Mexico U.S. Automotive Rail Task Force - MUAR

MUAR strives to improve the automotive rail process for Mexico related shipments to drive timely and damage free transportation of finished vehicles while facilitating the supply of empty multi-levels & railroad infrastructure to support Mexico demand.

Quality Review Program - Unannounced Facility Audits

MxV Rail DPLS Automotive team conducts unannounced audits across vehicle distribution facilities throughout Canada, United States, and Mexico.

Quality Reviews are a direct real time opportunity to identify areas of non-conformance and help promote safety and eliminate damage.



AAR Quality Review Results - 2023 Program

Origin Quality Reviews – 119 Audits Completed

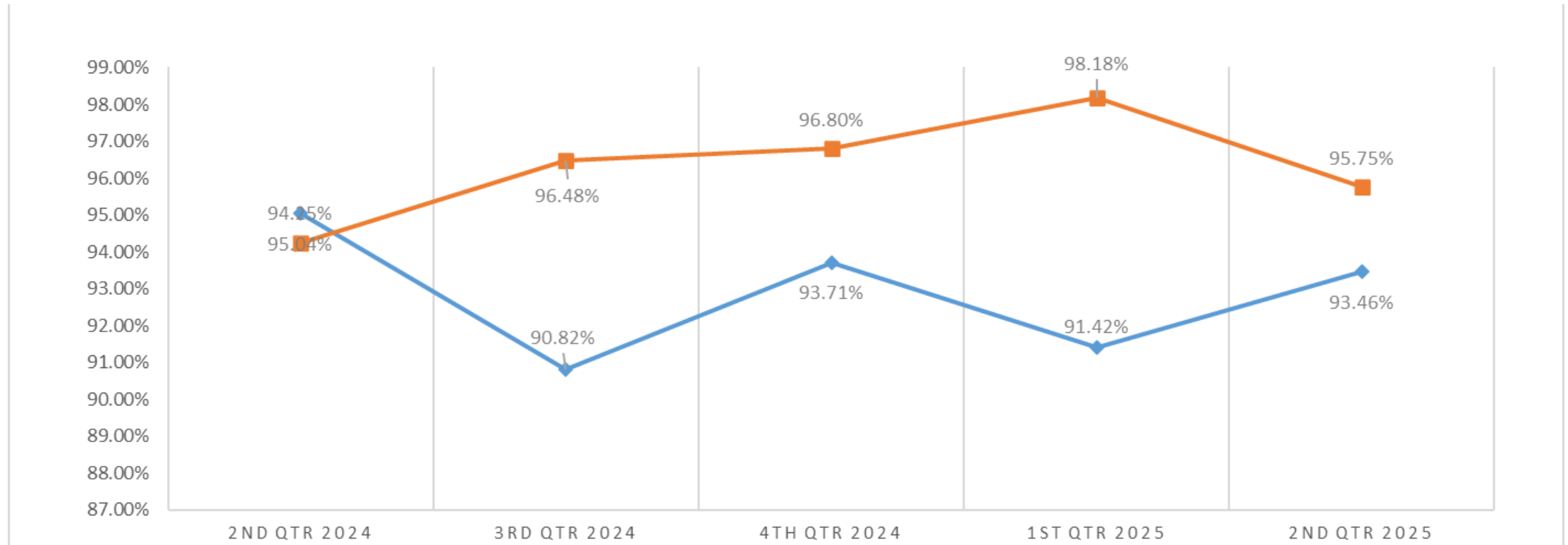
- Overall Average - 91.46%
- Mechanical Section – 93.22%
- Transportation Section – 94.01%
- Manufacturer/Cont Section – 94.06%
- Securement Section – 78.07%
- Facility Section – 96.61%

AAR Quality Review Results - 2023 Program

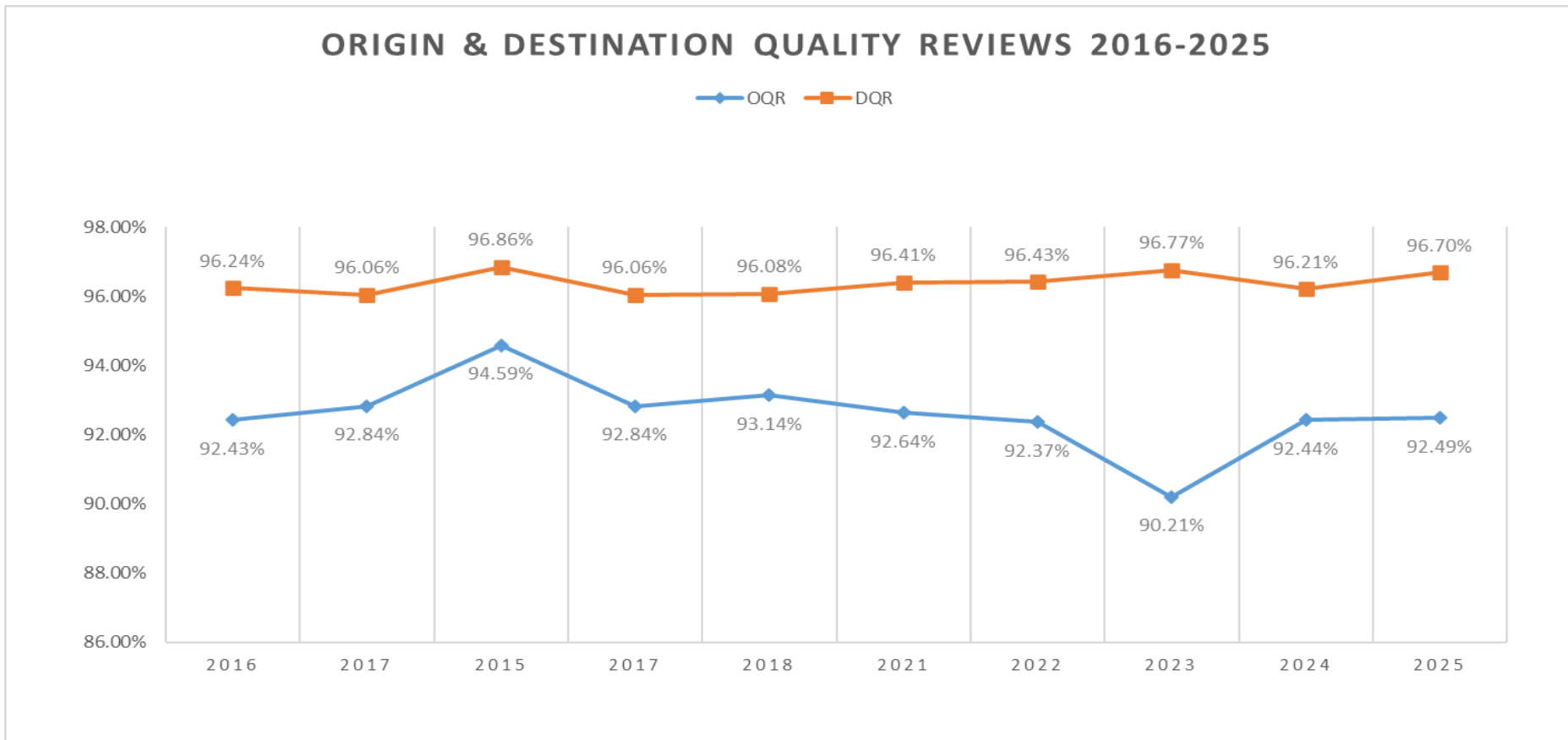
Destination Quality Reviews – 145 Audits conducted

- Overall Average – 96.66%
- Transportation Section – 95.12%
- End Doors/Decks/Plates – 95.01%
- Unloading Section – 97.54%
- Baying Procedures – 97.61%
- Facilities Section – 96.85%

AAR Quality Review Results – Past Year



AAR Quality Review Results - 10 Year View



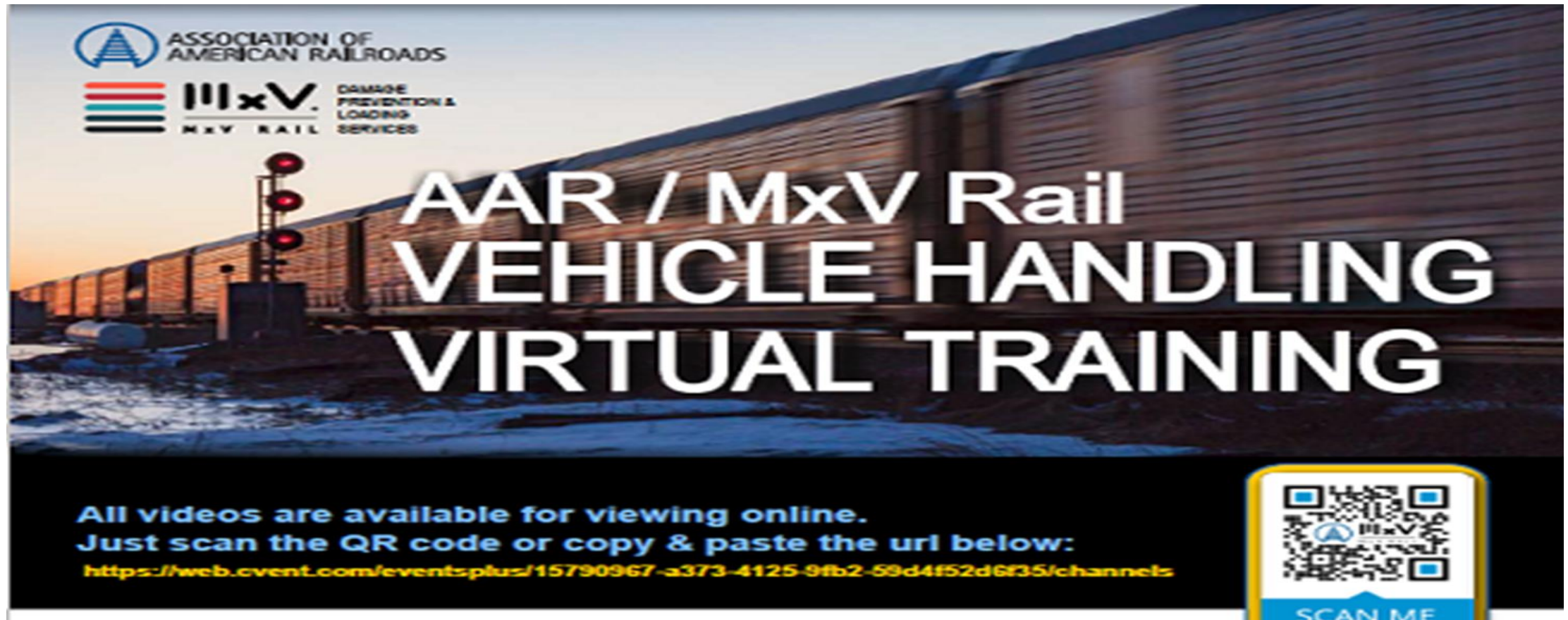


AAR Quality Review Results - 2023 Program

Quality Transportation Audits – 99 Inspections/345
Multi-Levels/3,286 vehicles.

- Overall Average - 97.04%
- Multi-Level Mechanical - 95.33%
- Loading & Securement - 97.33%
- Intermediate/Destination - 99.73%

Available Resources & Training



ASSOCIATION OF AMERICAN RAILROADS

MxV RAIL DAMAGE PREVENTION & LOADING SERVICES

AAR / MxV Rail VEHICLE HANDLING VIRTUAL TRAINING

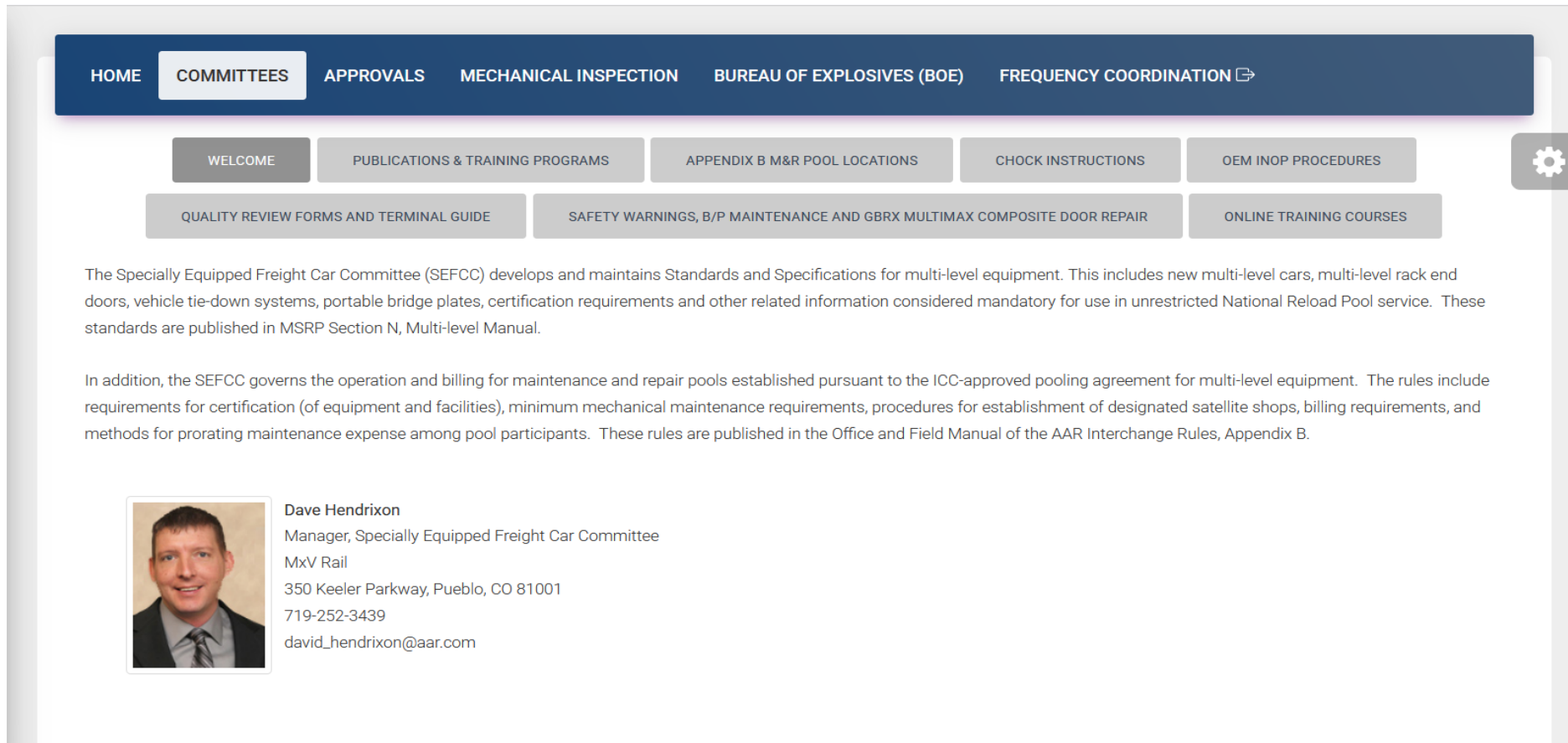
All videos are available for viewing online.
Just scan the QR code or copy & paste the url below:
<https://web.event.com/eventsplus/15790967-a373-4125-9fb2-59d4f52d6f35/channels>



SCAN ME

Available Resources & Training

<https://aar.com/standards/SpeciallyEquipped.php>



The screenshot shows a web interface with a dark blue navigation bar containing links for HOME, COMMITTEES, APPROVALS, MECHANICAL INSPECTION, BUREAU OF EXPLOSIVES (BOE), and FREQUENCY COORDINATION. Below this is a grid of buttons for various resources: WELCOME, PUBLICATIONS & TRAINING PROGRAMS, APPENDIX B M&R POOL LOCATIONS, CHOCK INSTRUCTIONS, OEM INOP PROCEDURES, QUALITY REVIEW FORMS AND TERMINAL GUIDE, SAFETY WARNINGS, B/P MAINTENANCE AND GBRX MULTIMAX COMPOSITE DOOR REPAIR, and ONLINE TRAINING COURSES. A gear icon is visible on the right side of the grid. The main content area contains two paragraphs of text and a profile for Dave Hendrixon.


HOME COMMITTEES APPROVALS MECHANICAL INSPECTION BUREAU OF EXPLOSIVES (BOE) FREQUENCY COORDINATION ↗

WELCOME PUBLICATIONS & TRAINING PROGRAMS APPENDIX B M&R POOL LOCATIONS CHOCK INSTRUCTIONS OEM INOP PROCEDURES

QUALITY REVIEW FORMS AND TERMINAL GUIDE SAFETY WARNINGS, B/P MAINTENANCE AND GBRX MULTIMAX COMPOSITE DOOR REPAIR ONLINE TRAINING COURSES

The Specially Equipped Freight Car Committee (SEFCC) develops and maintains Standards and Specifications for multi-level equipment. This includes new multi-level cars, multi-level rack end doors, vehicle tie-down systems, portable bridge plates, certification requirements and other related information considered mandatory for use in unrestricted National Reload Pool service. These standards are published in MSRP Section N, Multi-level Manual.

In addition, the SEFCC governs the operation and billing for maintenance and repair pools established pursuant to the ICC-approved pooling agreement for multi-level equipment. The rules include requirements for certification (of equipment and facilities), minimum mechanical maintenance requirements, procedures for establishment of designated satellite shops, billing requirements, and methods for prorating maintenance expense among pool participants. These rules are published in the Office and Field Manual of the AAR Interchange Rules, Appendix B.

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Questions?

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Empresa

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