



U.S. Department
of Transportation
Federal Railroad Administration

West Building, W35-322
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

FRA-AIP201205-01

REVIEW DATE: January 1, 2025

1. GRANTEE:

BASF Corporation
100 Park Avenue
Florham Park, New Jersey 07932

2. PURPOSE:

a. This approval authorizes the use of an Alternative Inspection and Test Program (AIP) as allowed by 49 CFR 180.509(l) *Alternative inspection and test procedures*. This letter provides no relief from the Hazardous Materials Regulations (HMR) other than as specifically stated herein. The most recent revision supersedes all previous revisions.

b. The damage tolerance analysis or service reliability assessment performed in the development of this AIP only considered the hazards and risks associated with the transportation in commerce.

c. This approval of this AIP is non-transferrable.

d. This approval only applies to the following 5 tank cars: DBCX 200834, DBCX 200835, DBCX 200836, DBCX 200837 and DBCX 200847

3. REGULATIONS AFFECTED: 49 CFR §§ 180.509(f), 180.509(h), 180.509(k)

4. BASIS: This approval is based on the application of BASF CORPORATION dated September 2, 2004 submitted in accordance with § 180.509(l).

5. INSPECTION AND TEST PROCEDURES:

a. Definitions

1. Service Reliability Assessment - the process, using in-service data, to determine the time a tank car or component will continue to function as designed under specified conditions.

2. Tank Car Owner - the person to whom a rail car's reporting marks are assigned, as listed in the Universal Machine Language Equipment Register (UMLER).

3. Damage-Tolerance Analysis - Determination of the probable locations and modes of damage due to fatigue, corrosion or accidental damage. The analysis must establish a period of time/load cycles during which it is demonstrated that widespread fatigue or corrosion damage will not occur in the tank car structure.

b. DESIGN LEVEL OF RELIABILITY AND SAFETY - BASF CORPORATION must ensure that the tank car tank thickness does not decrease its design level of reliability and safety.

6. SPECIAL PROVISIONS:

a. A person who is not a holder of this approval who receives a package covered by this AIP may reoffer it for transportation provided no modification or change is made to the package or its contents and it is reoffered for transportation in conformance with this approval and the HMR.

b. A current copy of this approval must be maintained at each facility where the package is maintained and/or repaired.

c. If a tank car operating under this approval is removed from the AIP, any AIP markings must be removed.

7. COMPLIANCE: Failure by a person to comply with any of the following may result in suspension or revocation of this approval and penalties prescribed by the Federal hazardous materials transportation law, 49 U.S.C. 5101 et seq.

a. The grantee must comply with all terms and conditions prescribed in this approval and the Hazardous Materials Regulations, 49 CFR Parts 171-180.

b. Each "Hazmat employee", as defined in § 171.8, who performs a function subject to this approval must receive training on the requirements and conditions of this AIP in addition to the training required by §§ 172.700 through 172.704.

c. No person may use or apply this AIP, including display of its number, when this approval has lapsed or is otherwise no longer in effect.

8. REPORTING REQUIREMENTS:

a. BASF CORPORATION must notify the Associate Administrator for Railroad Safety, Chief Safety Officer, in writing no later than 30 days after any incident involving a Tank Car conducted under terms of this AIP.

b. BASF CORPORATION must report instances of corrosion damage or tank failure not considered in the damage tolerance analysis or service reliability assessment on any car subject to this approval to Federal Railroad Administration (FRA) within five days of being notified of such occurrence.

9. LIMITATIONS:

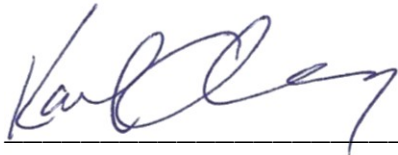
a. If a tank car operating under this approval is transferred from BASF CORPORATION to another Tank Car Owner then the tank car will no longer be subject to the relief granted under this approval and all the above required stenciling must be removed. The qualification due date must be changed to reflect the new Tank Car Owner's qualification interval in accordance with the new Tank Car Owner's qualification and maintenance program. If the new due date is in the past, the qualification is due immediately.

10. CANCELLATION:

a. The FRA may rescind this approval for failure to comply with its terms.

b. When the last car operating under this approval completes its initial fifteen (15) year qualification interval or is divested, BASF CORPORATION must notify FRA within ninety (90) days of the termination of this program.

Issued in Washington, D.C.:



November 9, 2020

Karl Alexy
Associate Administrator for Railroad Safety
Chief Safety Officer

Address all inquiries to: Randy M Keltz Jr., Manager, Tank Car Safety Programs, Federal Railroad Administration, U.S. Department of Transportation, West Building, 1200 New Jersey Avenue, Southeast, Washington, D.C. 20590.

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REVISION HISTORY		
REV	DATE	DESCRIPTION
	05/2012	Original approval
A	10/2020	Updated format, added new requirements