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RSI Tank Car Committee Meets With DOT Secretary Foxx To Propose Strengthened Standards For Rail Tank Cars

Crude and Ethanol Rulemaking Said to Be Top Priority for PHMSA and FRA

February 14, 2014 (Washington, DC) - Members of the Railway Supply Institute Committee on Tank Cars (RSICTC) met today with the U.S. Secretary of Transportation Anthony Foxx to discuss strengthening safety standards for the delivery of crude oil and ethanol by rail. The meeting followed a letter RSI President Tom Simpson sent to Secretary Foxx on February 12, 2014, outlining not only how new tank cars should be built, but how to retrofit or deploy cars in the legacy fleet. It also came after a meeting on crude-by-rail safety that the Secretary convened with other leaders of the railroad and oil industries, which excluded rail suppliers, on January 16, 2014. And, the meeting followed three years of advocacy on the part of the Committee on Tank Cars for clarity on stronger standards for cars which carry crude and ethanol.

“Despite the lack of a government standard, the industry has been building and deploying stronger cars for more than 28 months,” said Mr. Simpson. “Now, the Committee on Tank Cars is asking Secretary Foxx to go beyond that proposal by requiring additional safety technology for future cars, by limiting the addition of legacy cars (ie., non-CPC-1232 compliant cars) to the existing crude oil and ethanol fleets, and by prioritizing modifications to cars carrying crude and ethanol.”

Though the proposal was well received by Secretary Foxx, as well as Federal Railway Administrator Joe Szabo and PHMSA Administrator Cynthia Quarterman, who were also in attendance, there was no commitment for any specific action on the items from DOT given that they are legally prohibited from commenting on an ongoing rulemaking.

Administrator Quarterman and Administrator Szabo reiterated that PHMSA and FRA recognize their agencies’ responsibility to provide regulatory clarity and explained that their staff were working around the clock to review the docket comments and move forward with the rulemaking as quickly as possible. Ms. Quarterman noted that this rulemaking was currently the number one priority for PHMSA and that FRA staff have been assigned to assist. The Committee on Tank Cars offered to have its technical experts meet with PHMSA and FRA

technical staff to clarify any aspects of the RSICTC's new proposal. Ms. Quarterman expressed interest in setting up a meeting. Both Ms. Quarterman and Secretary Foxx expressed their appreciation for the industry's ongoing good faith measures.

"The Committee on Tank Cars looks forward to working with DOT, PHMSA and FRA to improve the safety of transportation of crude oil and ethanol by rail and urges the agencies to move forward with the rulemaking as quickly as possible," Mr. Simpson said.

ABOUT

*The **Railway Supply Institute** (RSI) is the international trade association for the rail supply industry, representing the nation's leading companies involved in the manufacture of products and services in the freight car, tank car, locomotive, maintenance-of-way, communications and signaling, and passenger rail industries. America's railway suppliers represent a \$23 billion/year industry supporting 90,000 American workers. The Railway Supply Institute Committee on Tank Cars (RSICTC) is focused on increasing safety of rail tank cars. The membership of the RSICTC includes major manufacturers and lessors of rail tank cars who build more than 95 percent and own or lease over 70 percent of tank cars operating in North America.*