



November 2, 2015

Dear Member of the U.S. House of Representatives:

The undersigned organizations would like to express our support for amendment #107 to the Surface Transportation Reauthorization and Reform Act, co-sponsored by Congressmen Barletta and Lipinski. This bipartisan amendment will improve the safety of all tank cars carrying Class 3 flammable liquids, such as crude oil and ethanol, by requiring all legacy tank cars to be retrofit for continued Class 3 flammable liquid service to include enhanced top fittings protections.

In the event of a derailment, these enhanced top-fittings protections provide an extra layer of protection to minimize loss of product from damaged service valves and the pressure relief valve. Pressure relief valves protect the integrity of the tank car and the contents by releasing product in a controlled manner if the tank is exposed to pressure build-up in a fire as a result of a derailment. This lessens the likelihood of a major incident at the time of derailment.

The newer tank cars have this type of protection, but the majority of DOT-111 Legacy tank cars do not have this enhanced protection. That's about 50% of the expected retrofit tank car fleet. This amendment would take a step above and beyond the actions of the PHMSA in the tank car rulemaking finalized earlier this year to improve safety.

The organizations listed below believe that top fittings protections enhance safety. We see value in including them as part of the other enhancements to tank car retrofit requirements included in the Surface Transportation Reauthorization and Reform Act and urge you to vote in favor of amendment #107.

Respectfully,

American Chemistry Council
American Petroleum Institute
Association of American Railroads

Growth Energy
Railway Supply Institute
Renewable Fuels Association