



September 15, 2015

Dear Representative,

On behalf of the Members and Board of Directors of The National Industrial Transportation League I am writing to urge swift action in the House of Representatives to extend the deadline for implementation of Positive Train Control (PTC.) The League is the nation's oldest association representing the interests of freight shippers using all modes of transportation. Many League member companies ship and receive products via rail around the country. All League members are deeply concerned about the severe implications of a failure to extend the PTC implementation deadline.

In the Rail Safety Improvement Act of 2008 Congress mandated the installation of PTC by December 31, 2015 on all rail lines where "toxic inhalation hazard" (TIH) products are moved, and on passenger rail lines. A PTC system will monitor and control train movements to prevent collisions and derailments. All informed parties knew in 2008 that successfully meeting this deadline would be extraordinarily difficult given the underlying technology was not in hand, the national scope of coverage, the requirements for PTC interoperability between the separate freight rail networks, the need for extensive testing, and other equally daunting obstacles. America's Class I railroads have not ignored the PTC mandate; extensive efforts and vast sums have been committed to meet this deadline. Nevertheless, the GAO, the Federal Railroad Administration and the Class I railroads all agree that this deadline cannot be met.

Commuter lines are beginning to confront the very real possibility of being forced to shut down operations on January 1<sup>st</sup>. Freight rail lines are signaling they may be unable to accept any TIH shipments even in light of their common carrier obligation. If, for example, chlorine and anhydrous ammonia are embargoed by the railroads, operations of such basic industrial activities as water purification and the production of agricultural fertilizer would be severely threatened. The prospects of pervasive negative impacts across the country and throughout the economy are not theoretical as shippers, receivers and rail carriers confront a massive disruption in freight rail service. With the time needed for planning for shutdowns, mapping alternative routings for non-TIH products, etc., the consequences of not acting now to extend the PTC deadline will appear much sooner than year end.

The Senate has passed a three-year extension of the PTC deadline in its Surface Transportation Authorization legislation, the DRIVE Act. While the House is still working on comparable legislation the clock is ticking on Positive Train Control. We ask that you support legislation to extend the PTC implementation deadline as an urgent matter. Extending the PTC deadline does not mean retreating from the safety mandate of the Rail Safety Improvement Act; rather, it means giving America's freight railroads the time all informed parties believe is necessary to achieve the PTC goal of improved safety.

Respectfully,

Bruce Carlton  
President & CEO