



November 19, 2009

NTTC Statement on T&I Action Regarding HMTA Wetlines Amendments

The House Transportation & Infrastructure Committee today extended the date in its legislation for a mandatory retrofit of cargo tank wetlines for Class 3 Flammable liquids to 2025. While NTTC continues to believe this legislation is not necessary, we are pleased that the retrofit has been put off another five years. This will reduce the operational, economic, and most importantly negative safety impact on the tank truck industry that previous drafts would have caused. Wetlines containing Class 3 Flammables will not be allowed on new cargo tanks constructed two years after enactment of the legislation.

The legislation also will provide more flexibility for how the cargo tank manufacturers, component suppliers, and carriers can develop methods of compliance. It also calls for a panel to study methods of safer welding on petroleum cargo tanks and, in the interests of their safety, prohibits roadside inspectors from opening cargo tank valves to check for compliance. In a provision added just last night, the legislation also will require the Department of Transportation and NTSB to provide a report on their efforts to address the tank truck rollover issue. NTTC has been working closely with FMCSA and PHMSA on this issue and has already called for vehicle roll stability devices on new tractors used to pull cargo tanks after a certain date.

We appreciate the efforts of all of our members who have made calls and visits on this important issue; thank you to the NTTC staff, and to the American Trucking Associations and several state trucking associations that have been involved in communicating with Congress.

We will provide a more detailed review of the legislation in the near future.

John Conley, Dan Furth and your NTTC staff