

## **CARGO TANK TRUCK RETROFIT MANDATE**

Several years ago the Department of Transportation (DOT) looked closely at a proposal to prohibit transport trucks from traveling on highways with gasoline in the wetlines. DOT did not suggest a certain method but indicated their view of purging the wetlines with compressed air was a favored method. A device has been patented that uses the DOT preferred method. After much consideration, DOT determined there were too many unresolved issues to move forward with the proposal. The DOT is now taking another look at issuing a rule on the transportation of gasoline in the wetlines.

### **CURRENT LEGISLATION**

Representative James Oberstar (D-MN), Chairman of the House Transportation and Infrastructure Committee, supports an empty wetlines mandate on new and existing transport trucks. In November 2009, the Committee approved an amendment to H.R. 4016, the Hazardous Materials Transportation Safety Act, which mandates wetlines purging equipment on new trucks two years after enactment, and requires existing trucks to be retrofitted with the purging equipment by December 31, 2025. The Senate has a full legislative agenda and has not taken up the 2009 Highway bill or the Hazardous Materials Transportation Safety Act.

PMAA is actively working with other national associations in opposition to the proposals. PMAA has expressed concern about the financial burden particularly on retrofits that the mandate would impose on our members.

### **PMAA POSITION**

The wetlines purging equipment mandate:

- Will weaken our existing, very efficient, fuel transportation system. Wetlines purging equipment is practically non-existent. There are more than 27,000 gasoline, diesel and heating oil cargo tank trucks in the U.S. and less than 100 have purging equipment.
- Will unfairly burden thousands of small businesses who cannot afford to retrofit trucks. The cost to retrofit a truck is as much as \$8,000. The annual cost to maintain the purging equipment is \$400 per unit.
- Cannot be justified as good public policy. The supporters for requiring new equipment are understating costs and overstating benefits. A drastic shortage of purging equipment will drastically increase costs.

The experts DOT should study all of the facts concerning the transportation of gasoline in wetlines as part of the rulemaking process. An ill-conceived mandate will have many harmful and unintended consequences.

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