



**Federal Maritime Commission**  
**Washington, D.C. 20573 - 0001**

October 19, 2015

Office of the Chairman

The Honorable Anthony Foxx  
Secretary  
United States Department of Transportation  
1200 New Jersey Ave  
Washington, DC 20590

Dear Mr. Secretary:

As Chairman of the Federal Maritime Commission (FMC), I wish to express my support for the extension of mandates required by the Rail Safety Improvement Act of 2008, which requires positive train control (PTC) systems by the end of this year on about 60,000 miles of rail lines that carry passengers or hazardous materials.

Without question, serious measures must be implemented to ensure the safety of passengers and cargo across America's rail lines. I believe however, the complexity of this mission requires that the focus on getting the job done right should be paramount to getting it done fast. As you know, global trade is a significant factor in the strength of the U.S. economy. In 2014, the U.S. accounted for \$4 trillion of the dollar value of world merchandise trade. According to the American Association of Port Authorities, U.S. ports account for 32% of the Nation's economic output, and by 2030, this figure is expected to reach 60%.

In light of the aforementioned, future demands on our Nation's intermodal system will be substantial, heightening the need to ensure that safety systems are in place. The railroad industry has and will continue to make significant investments in rail infrastructure. Absent such investment, there is a real risk of economic disruption due to increased surface transportation congestion as a result of inability to transport cargo in a reliable and efficient manner. As ports focus on efficiency and environmental cleanliness, transporting international containers by rail will play an increasingly important role in the international ocean transportation system supply chain.

A temporary extension should in no way serve as an excuse to delay progress toward installing this vital safety technology. Any extension should include milestones, progress reports, and scrutiny by railroad regulators to ensure PTC is a reality sooner rather than later.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mario Cordero", with a large, sweeping flourish extending to the right.

Mario Cordero  
Chairman