



# Transportation Communications International Union

*An affiliate of the International Association of Machinists and Aerospace Workers*



God Bless America

**Robert A. Scardelletti, *International President***

**LEGISLATIVE DEPARTMENT**

**Ron Kloos, *International Vice President and National Legislative Director***

**Mark Taylor, *Assistant National Legislative Director***

June 3, 2010

The Honorable John Kerry  
United States Senate  
218 Russell Senate Office Building  
Washington, D.C. 20510-2101

The Honorable Joe Lieberman  
United States Senate  
706 Hart Senate Office Building  
Washington, D.C. 20510-0703

Dear Senators Kerry and Lieberman:

I am writing to you after our Union's initial analysis of the climate and energy legislation you have recently proposed, "The American Power Act". Our Union has a deep concern about the effect the Bill will have in its current form on our members working in the Railroad Industry. There are a number of provisions in your proposal that we would like both of you to reconsider as you work to improve the Bill.

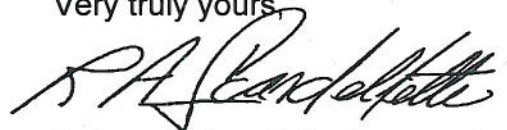
While the Bill does provide significant funding for carbon capture and storage (CCS) technology, which we applaud, the narrow targets and timetables prematurely force coal plants to shut down by forcing them to reduce CO<sub>2</sub> emissions before CCS technology is commercially viable. The Bill also accelerates the move away from coal by providing financial incentives for utilities to retire or convert coal plants to natural gas. This aggressive policy coupled with the technological constraints, will have severe negative consequences for the Railroad Industry and our members. One in five railroad jobs relies on the transportation of coal.

Moreover, the Bill's price ceiling for CO<sub>2</sub> is too high, suggesting that the price of an allowance to emit one ton of carbon could raise to such a high level that many utilities would simply abandon the use of coal altogether rather than incrementally convert over to CCS technology. This too would have devastating consequences for hundreds of thousands of good paying jobs that would be put at stake.

Our Union believes new energy and environmental legislation needs to recognize and protect railroads — the most fuel-efficient way to haul goods and people. The railroads can move one ton of freight, 480 miles and beyond with one gallon of diesel fuel. High, unstable fuel prices over the years have prompted the Railroads to invest heavily in new technologies that squeeze every drop of fuel efficiency out of their locomotives. Without providing the railroads with an adequate amount of contingent allowances necessary to offset the lost revenue from coal, you would undoubtedly see the deterioration of the industry and a lack of investment.

I respectfully ask that you consider these views and concerns as Congress moves forward on these important matters.

Very truly yours,



Robert A. Scardelletti  
International President

cc: Richard L. Trumka, President, AFL-CIO  
R. Thomas Buffenbarger, International President, IAM  
Robert Roach, Jr., General Vice President, IAM  
Matthew R. McKinnon, Director, Legislative and Political Action, IAM  
Owen Hernstadt, Director, Trade and Globalization, IAM  
Neil Gladstein, Director, Strategic Resources, IAM  
Alana Dave, Education Officer, ITF  
David Cockroft, General Secretary, ITF  
Edward Wytkind, President, TTD  
Edward R. Hamberger, President and CEO, AAR