



The Honorable Sam Graves
Chairman
House Committee on Transportation and Infrastructure
1135 Longworth House Office Building
Washington, DC 20515

RE: Railway Safety Act

Dear Chairman Graves:

America's energy sector is entering a period of rising demand and strategic importance. Expanding domestic manufacturing, growing electricity consumption, and the rapid development of energy-intensive technologies are increasing the need for reliable energy production and resilient supply chains across the United States.

Propane plays a critical role in that system. It provides essential energy for millions of American households, farms, businesses, and industrial operations—particularly in rural and energy-constrained regions. Ensuring reliable and affordable propane supply depends on efficient transportation networks that move fuels and other industrial commodities safely across the country.

Rail transportation is a vital part of that network. Railroads move large volumes of propane and other energy products every day, connecting production regions with distribution hubs and local markets. Policies that significantly disrupt this system will directly affect energy affordability, supply reliability, and the ability of energy providers to serve American communities. For this reason, we are deeply concerned about efforts to include provisions modeled on the Railway Safety Act (RSA) in upcoming transportation legislation.

The RSA would impose sweeping federal mandates on freight rail operations—including prescriptive crew requirements and expanded manual inspection mandates—despite the absence of evidence that these measures would meaningfully improve safety outcomes. Freight rail safety has improved dramatically over the past two decades, driven by private investment, advanced inspection technologies, and data-driven safety practices.

By contrast, the RSA would increase operating costs, constrain network flexibility, and slow the deployment of new safety technologies. For industries that rely on rail transportation to move energy commodities—including propane—these mandates would translate into higher logistics

costs, reduced service efficiency, and ultimately higher costs for American consumers and businesses.

At a time when policymakers are focused on strengthening domestic energy production, supporting manufacturing, and keeping energy affordable for American families, Congress should avoid policies that would impose unnecessary burdens on the freight transportation system that underpins these goals.

The National Propane Gas Association strongly urges Congress to reject Railway Safety Act-style mandates in the surface transportation reauthorization and instead pursue policies that reinforce safety while allowing continued innovation and investment in the nation's freight rail network.

We look forward to working with Congress to support policies that strengthen energy reliability, supply chain resilience, and economic growth.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephen Kaminski', with a long horizontal flourish extending to the right.

Stephen Kaminski
President & CEO
National Propane Gas Association