



ReMA Transportation Policy¹

Overview

The U.S. scrap recycling industry is located throughout the nation making a comprehensive network of transportation modes essential.

In 2017, the U.S. scrap recycling industry generated \$117 billion in domestic economic activity manufacturing more than 130 million tons per year of highly valued commodities that manufacturers use as raw material feedstock to make new products with more than 70% being consumed in the United States.

In addition to providing raw material to domestic manufacturers, the U.S. scrap recycling industry exported approximately one-third of its commodities worth over \$16.5 billion annually to over 155 nations, this along with supplying the US Steel Industry requires an integrated transportation network vital to the global manufacturing supply chain.

The U.S. scrap recycling industry is heavily dependent upon a reliable and cost-effective transportation network of rail, trucks, barges and ships to receive and deliver scrap materials. Our national security is dependent on our transportation system.

Currently, the United States is facing a transportation crisis as rail capacity and service have deteriorated, a severe truck driver shortage that will grow even worse, while barge and shipping lines are drastically scaling back.

As an industry highly dependent on transportation services, ReMA directs staff to conduct the following:

- Educate federal and state lawmakers (including governors, AGs) and regulators (e.g., DoT, STB) about the transportation problems facing the industry
- Reach out to various transportation associations (ATA, AAR, AWA) and their member companies to make them aware of the difficulties the industry is experiencing and explore possible solutions
- Monitor, identify and/or craft legislative solutions including participation in infrastructure spending legislation, transportation improvement and oversight proceedings, etc.
- Work with transportation coalitions to craft realistic solutions
- Monitor the developments surrounding the Electronic Logging Devices (ELDs) for trucks identifying possible solutions without jeopardizing truck safety

¹ As Adopted by the ReMA Board of Directors on January 25, 2019.

- Urge more private investment in railcars to carry scrap including gondolas and boxcars
- Monitor the deployment of Positive Track Control (PTC) systems to prevent train accidents that disrupt rail lines
- Join forces with other industries to foster a new generation of truck drivers
- Monitor labor negotiations between port workers and port operators to prevent dockworker strikes or worker slowdowns
- Work with waterways and ocean shipping associations and coalitions towards increased capacity and infrastructure improvements
- Advocate with the Surface Transportation Board (STB) and Department of Transportation (DoT), Federal Maritime Commission (FMC), and other regulatory agencies
- Assist industry efforts to minimize transportation costs, and increase efficiency, e.g. increasing roadway weight limits, lobbying for competitive railroad switching, etc.