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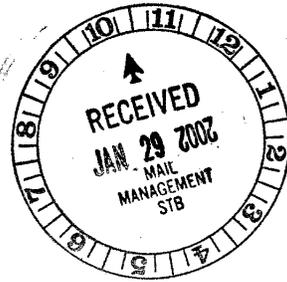
January 29, 2002

Docket Number			
S5M	22	8	204614
S5M	25	9	204615
S5M	34	10	204616
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S5M	60	11	204621
S5M	63	4	204622
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S5M	116	1	204624

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Via Hand Delivery

Office of the Secretary
Case Control Unit
Attn: §5a Application No. 118
Surface Transportation Bureau
1925 K Street, NW
Washington, DC 20423-0001



Re: Sec. 5A Application No. 118 (Sub-No. 2) 204613

Gentlemen:

Attached is an original and ten copies of the corrected first page of the Reply of the Halogenated Solvents Industry Alliance, Inc. to Petitions for Reconsideration. This petition was filed with the Board on January 22, 2002, and has been amended to correct the Sub-No. in the above-captioned proceeding.

Please acknowledge receipt of this correction by date-stamping the enclosed duplicate copy and returning it with our messenger. Thank you.

Sincerely,

Scott N. Stone / ds

Scott N. Stone

ENTERED
Office of the Secretary
JAN 29 2002
Part of
Public Record

cc: All Parties of Record

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BEFORE THE
SURFACE TRANSPORTATION BOARD



Sec. 5A Application No. 118 (Sub-No. 2), et al.,
EC-MAC MOTOR CARRIERS SERVICE ASSOCIATION, INC., ET AL.
(and embraced dockets)

Reply of the
Halogenated Solvents Industry Alliance, Inc.
to Petitions for Reconsideration

The Halogenated Solvents Industry Alliance, Inc. ("HSIA") respectfully submits this reply to the petitions submitted by various parties seeking Board reconsideration of the decision served November 20, 2001 in this docket and embraced cases.

Statement of HSIA's Interest

HSIA is a non-profit trade association representing companies that manufacture, distribute and use halogenated solvents such as dichloromethane and trichloroethylene. Such solvents are often shipped by motor carrier, both in bulk tanker and, in packaged form, in truckload or less-than-truckload shipments. Several HSIA members formulate industrial and commercial products (e.g., aerosols, adhesives, and coating removers) with chlorinated solvents and ship these products exclusively by motor freight, often by common carrier.

Summary

None of the arguments advanced by the Rate Bureaus justifies reconsideration. The "truth-in-rates" condition was a logical outgrowth of the issues noticed by the Board in its decision of February 11, 2000 inviting comments, and the need for the condition was amply established by the Board's factual findings.