

**REVENUE: No revenue impact**

**FISCAL: No fiscal impact**

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<b>Action:</b>	Do Adopt the A-Engrossed Measure
<b>Vote:</b>	5 - 0 - 0
<b>Yeas:</b>	Bates, Hansell, Hass, Olsen, Dembrow
<b>Nays:</b>	0
<b>Exc.:</b>	0
<b>Prepared By:</b>	Beth Reiley, Administrator
<b>Meeting Dates:</b>	2/19

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**WHAT THE MEASURE DOES:** Urges Congress to enhance safety standards for new and existing rail cars used to transport crude oil and other flammable liquids. Urges Congress to direct Pipeline and Hazardous Materials Safety Administration to strengthen standards for new tank cars and require existing cars used for transporting hazardous materials be promptly retrofitted with advance safety technology or, if not upgraded, phased out of service.

**ISSUES DISCUSSED:**

- Increase in crude oil being transported by rail
- Instances of train derailment
- Accidents involving crude oil rail tanks pose significant risk to communities

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**BACKGROUND:** Crude oil shipments by rail have increased in recent years due in large part to the rise in production from the Bakken formation and Canada's oil sands. Due to a lack of pipelines, crude oil is being shipped to refineries by rail cars. Many of these shipments travel through populated areas, which has raised concerns that rail company safety plans do not adequately address potential safety issues, and that current rail cars used to transport crude oil and other flammable liquids may rupture too easily in the event of an accident.

In January 2014, the National Transportation Safety Board (NTSB) and the Transportation Safety Board of Canada, citing accidents involving tank car spills and fires, issued joint recommendations. The NTSB recommended to the Federal Railroad Administration that they: 1) Expand hazardous materials route planning and selection requirements for railroads, where technically feasible, to require rerouting to avoid transportation of such hazardous materials through populated and other sensitive areas; 2) Develop a program to audit response plans for rail carriers of petroleum products to ensure that adequate provisions are in place to respond to and remove a worst-case discharge to the maximum extent practicable and to mitigate or prevent a substantial threat of a worst-case discharge; and, 3) Audit shippers and rail carriers of crude oil to ensure they are using appropriate hazardous materials shipping classifications, have developed transportation safety and security plans, and have made adequate provision for safety and security.

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*This summary has not been adopted or officially endorsed by action of the committee.*