

1.0 Appendix A – Rules and Regulations for the Rail Haulage of Crude Oil and Ethanol

1.1 Rules and Regulations for Rail Haulage of Crude Oil and Ethanol

Table A-1. Rules and Regulations for Rail Haulage of Crude Oil and Ethanol

Rules and Regulations	Description
<p>PHMSA PHMSA-2012-0082 – Enhanced Tank Car Standards and Operational Controls for High-Hazard Flammable Trains¹</p>	<p>This new federal rule² intends to reduce the frequency and impacts of rail accidents involving large volumes of flammable liquids. The changes address NTSB recommendations on the accurate classification and characterization of such commodities, enhanced tank car construction, and rail routing. The final rule is effective July 7, 2015.</p> <p>Under this rule, tank cars constructed after October 1, 2015, that are used to transport flammable liquids as part of a High Hazard Flammable Train (HHFT) would be required to meet specific design requirements or performance criteria (e.g., thermal, top fittings, and bottom-outlet protection; tank-head and shell puncture resistance). A HHFT is a train that includes 20 or more loaded tank cars of a Class 3 flammable liquid in a continuous series, or 35 or more loaded tank cars of a Class 3 flammable liquid total in the train.³</p> <p>PHMSA received comments through September 30, 2014, on the redesign of railcar DOT Specification 117 to replace DOT 111 series railcars. The rule requires existing rail tank cars that are used to transport flammable liquids as part of a HHFT to be retrofitted to meet the adopted performance requirements, except for top fittings protection. Railroads operating cars that are not retrofitted may choose to retire, repurpose, or operate them under the new speed restrictions for up to five years, based on packing group assignment of the lading.⁴</p> <p>The rule also requires one of these options for new tank cars constructed after October 1, 2015, if those tank cars are used as part of HHFT. In addition, for all three options, PHMSA provides the following timelines for tank cars used as part of HHFT:</p> <ul style="list-style-type: none"> • For Packing Group I, DOT Specification 111 tank cars are not authorized after October 1, 2017; • For Packing Group II, DOT Specification 111 tank cars are not authorized after October 1, 2018; and • For Packing Group III, DOT Specification 111 tank cars are not authorized after October 1, 2020.
<p>PHMSA-2015-0099, Notice 15-7 – Hazardous Materials: Emergency Response Information Requirements⁵</p>	<p>On April 17, 2015, PHMSA issued this notice to remind hazardous materials shippers and carriers of their responsibility to ensure that current, accurate, and timely emergency response information must be</p>

¹ U.S. Department of Transportation, DOT Announces Final Rule to Strengthen Safe Transportation of Flammable Liquids by Rail, <http://www.dot.gov/briefing-room/final-rule-on-safe-rail-transport-of-flammable-liquids> (accessed June 22, 2015).

² U.S. Department of Transportation, Pipeline Hazardous Materials Safety Administration, Hazardous Materials: Rail Petitions and Recommendations to Improve the Safety of Railroad Tank Car Transportation, Federal Register 80, No.89, (May 8, 2015), 26644, <http://www.regulations.gov/#!docketDetail;D=PipelineHazardousMaterialsSafetyAdministration-2012-0082> (accessed June 22, 2015).

³ Ibid.

⁴ Sixty-fourth Legislative Assembly of North Dakota, North Dakota Senate Bill No. 2008, January 6, 2015, <http://www.legis.nd.gov/assembly/64-2015/documents/15-8141-06000.pdf?2015062221124> (accessed June 22, 2015).

⁵ U.S. Department of Transportation, Federal Railroad Administration. Safety Advisory 2014-01/Pipeline Hazardous Materials Safety Administration-2014-0049; Notice 14-07 – Recommendations for Tanks Cars Used for the

Rules and Regulations	Description
FRA	immediately available to emergency response officials regarding shipments of hazardous materials, and that such information must be maintained on an ongoing basis.
Docket No. FRA-2014-0032, Notice No. 2, Securement of Unattended Equipment	On July 29, 2015, the FRA issued the Final Rule for Securement of Unattended Equipment. This amends the brake system safety standards for freight and other non-passenger trains and equipment to strengthen the requirements relating to the securement of unattended equipment.
FRA Emergency Order No. 30, Notice No. 1 – Operating Speed in High-Threat Urban Areas for Trains Transporting Certain Flammable Liquids ⁶	On April 17, 2015, the FRA issued an Emergency Order to require that trains transporting large amounts of Class 3 flammable liquid through designated highly populated areas adhere to a maximum authorized operating speed limit. Affected trains must not exceed 40 miles per hour in high threat urban areas, as defined in 49 CFR 1580.3.
FRA Safety Advisory 2015-02/PHMSA 2015-0118, Notice 15-11, Hazardous Materials – Information Requirements Related to Certain Trains Carrying Flammable Liquids ⁷	On April 17, 2015, FRA and PHMSA issued this notice to remind railroads operating HHFTs, trains comprised of 20 or more loaded tank cars with a Class 3 flammable liquid in a continuous block, or any train with 35 or more loaded tank cars of a Class 3 flammable liquid across the entire train (as well as the offerors of the materials being transported), that specific requested information may be required by PHMSA and/or FRA personnel during the course of an investigation immediately following an accident.
FRA Safety Advisory 2015-01 – Inspections and Standards for Certain Trains Transporting Flammable Liquids	On April 17, 2015, the FRA issued this advisory recommending enhancements to the mechanical safety of the cars in trains transporting large quantities of Class 3 flammable liquids. This advisory recommends that railroads use highly qualified individuals to conduct the brake and mechanical inspections, and recommends a reduction to the impact threshold levels the industry currently uses for wayside detectors. These threshold levels measure wheel impacts to ensure the tank cars’ wheel integrity.
Docket No. DOT-OST-2014-0067 – Petroleum Crude Oil Railroad Carriers ⁸	This notice, issued May 7, 2014, is an Emergency Restriction/Prohibition Order from USDOT pursuant to 49 United States Code (USC) 5121(d). The order went to all railroad carriers that transport, in a single train in commerce within the US, at least 1 million gallons or more of Class 3 light sweet crude oil. USDOT now requires the railroads to provide notification to State Emergency Response Commissions (SERCs) when trains meeting this criteria move through that SERC’s state. Notification must identify each county through which the trains will operate.
FRA Safety Advisory 2014-	This safety advisory provides notice to companies that ship bulk

Transportation of Petroleum Crude Oil by Rail, <http://www.fra.dot.gov/eLib/details/L05222> (accessed June 22, 2015).

⁶ U.S. Department of Transportation, Emergency Order: Emergency Restriction/Prohibition, 2014, [http://www.transportation.gov/sites/dot.gov/files/docs/Emergency%20Restriction%20-%20Prohibition%20Order%20\(Docket%20DOT-OST-2014-0025\).pdf](http://www.transportation.gov/sites/dot.gov/files/docs/Emergency%20Restriction%20-%20Prohibition%20Order%20(Docket%20DOT-OST-2014-0025).pdf) (accessed June 22, 2015).

⁷ U.S. Department of Transportation, Pipeline Hazardous Materials Safety Administration, Notice 15-7 – Hazardous Materials: Emergency Response Information Requirements, 2015-0099, April 17, 2015, [http://www.phmsa.dot.gov/staticfiles/PipelineHazardousMaterialsSafetyAdministration/DownloadableFiles/Files/PipelineHazardousMaterialsSafetyAdministration Notice 15 7 Emergency Response Info Requirements.pdf](http://www.phmsa.dot.gov/staticfiles/PipelineHazardousMaterialsSafetyAdministration/DownloadableFiles/Files/PipelineHazardousMaterialsSafetyAdministration%20Notice%2015%207%20Emergency%20Response%20Info%20Requirements.pdf) (accessed June 22, 2015).

⁸ U.S. Department of Transportation, Federal Railroad Administration, Notice of Safety Advisory 2015-02/Pipeline Hazardous Materials Safety Administration 2015-0118, Hazardous Materials: Information Requirements Related to the Transportation of Trains Carrying Specified Volumes of Flammable Liquids, http://phmsa.dot.gov/staticfiles/PipelineHazardousMaterialsSafetyAdministration/DownloadableFiles/Files/fra_phmsa_info_sa_4_17_15_2015_04_16_181411.pdf (accessed June 22, 2015).

Rules and Regulations	Description
01/PHMSA-2014-0049; Notice 14-07 – Recommendations for Tanks Cars Used for the Transportation of Petroleum Crude Oil by Rail ⁹	quantities of Class 3 light sweet crude oil within the US. It encourages offerors and rail carriers to take additional precautionary measures to enhance the safe shipment of light sweet crude oil by rail. The advisory urges offerors and carriers to select and use the railroad tank car designed with the highest level of integrity that is reasonably available within their fleet.
One Time Movement Authorization Revision	<p>FRA has the authority to issue one-time approvals for the movement of compromised or damaged railcars that no longer conform to Hazardous Materials Regulations (49 CFR 171-180). FRA publishes the Hazardous Materials Guidance 127 (HMG-127), which provides the procedures to be followed by the regulated community to obtain approvals to move such cars (known as “noncompliant bulk packages”).</p> <p>HMG-127 establishes a “standing approval” for certain minor flaws. That means, in most cases, shippers can move tank cars with defective safety valves, dented metal, leaky heating coils (for heavy crude), or bad bottom outlet valves without formal FRA approval. Revision to this authority (Revision 4) issued October 7, 2014, include:</p> <p>Development of a flowchart to assist in determining the appropriate one-time movement approval (OTMA) category for a specific defect</p> <p>Clarification that OTMA approval is also required to move an empty non-conforming USDOT specification railcar</p> <p>Expansion of the use of a standing approval, provided that an accurate and complete notification is submitted, and that the defect is specifically allowed</p>
<p>Private Industry BNSF-Specific Crude Oil Safety Measures</p>	<p>A BNSF press release issued in March 2015 provided a list of BNSF-specific actions aimed to reduce risk of rail accidents. Actions that became effective in March and April 2015, include lower train speeds of 35 mph for all shale oil trains operating through municipalities with populations of 100,000 or more; formal community outreach initiative; development of a real-time geographic information system (GIS) tracking application for state emergency responders; increased track inspections along critical waterways; and increased trackside safety technology with Hot Bearing Detectors spaced every 10 miles along critical waterways.¹⁰</p>

⁹ Bakken Crude Stabilization Act of 2015, HR1679, 114th Congress, Congressional Record, <https://www.congress.gov/bill/114th-congress/house-bill/1679?q=%7B%22search%22%3A%5B%22HR+1679%22%5D%7D> (accessed June 22, 2015).

¹⁰ BNSF. Specific Crude Oil Safety Measures Implemented by Railroads (2014 and 2015). Print.

1.2 Chronology of PHMSA and FRA Safe Transportation of Energy Products Regulations

Table A-2. Chronology of PHMSA and FRA Safe Transportation of Energy Products Regulations

PHMSA and FRA Safe Transportation of Energy Products Chronology September 2012 – October 2015	
October 14, 2015	<p>PHMSA invited comments on the topic of Flammable Hazardous Materials by Rail Transportation. This information collection pertains to requirements for the creation of a sampling and testing program for unrefined petroleum-based products and rail routing for High Hazard Flammable Trains (HHFTs), routing requirements for rail operators, and the reporting of incidents that may occur from HHFTs.</p> <p>This reporting requirement would require owners of non-jacketed DOT-111 tank cars in Packing Group I service in an HHFT to report to DOT the following information regarding the retrofitting progress:</p> <ul style="list-style-type: none"> The total number of tank cars retrofitted to meet the DOT-117R specification; The total number of tank cars built or retrofitted to meet the DOT-117P specification; The total number of DOT-111 tank cars (including those built to CPC-1232 industry standard) that have not been modified; The total number of tank cars built to meet the DOT-117 specification; and The total number of tank cars built or retrofitted to a DOT-117, 117R, or 117P specification that are Electronically Controlled Pneumatic (ECP) brake ready or ECP brake equipped.
August 20, 2015	<p>FRA issued a Safety Advisory to emphasize the importance of timely repairing ballast defects and conditions on main tracks. FRA notes that ballast defects and ballast conditions that are not repaired in a timely manner can lead to future defects.</p>
August 18, 2015	<p>PHMSA invited comments on the topic of Hazardous Materials Shipping Papers and Emergency Response Information. This information collection is for the requirement to provide a shipping paper and emergency response information with shipments of hazardous materials.</p>
July 29, 2015	<p>The FRA issued the Final Rule for Securement of Unattended Equipment. This amends the brake system safety standards for freight and other non-passenger trains and equipment to strengthen the requirements relating to the securement of unattended equipment.</p>
May 28, 2015	<p>DOT announced that the May 2014 Emergency Order regarding emergency response notifications for shipments of petroleum crude oil by rail will remain in full force and effect until further notice while the agency considers options for codifying the May 2014 disclosure requirement on a permanent basis.</p>
May 14, 2015	<p>PHMSA invited comments on the topic of Flammable Hazardous Materials by Rail Transportation. In the final rule entitled “Enhanced Tank Car Standards and Operational Controls for High-Hazard Flammable Trains” PHMSA and FRA adopted a risk-based timeline for the retrofit of existing tank cars to meet an enhanced CPC-1232 standard when used as part of an HHFT. The retrofit timeline focuses on two risk factors, the packing group and differing types of DOT-111 and CPC-1232 tank cars. The timeline provides an accelerated risk reduction that more appropriately addresses the overall risk. The timeline is provided in the §§ 173.241, 173.242, and 173.243 tables of the final rulemaking (80 FR 26643) and includes a January 1, 2017 deadline for of non-jacketed DOT-111 tank cars in PG I service in an HHFT. Not adhering to the January 1, 2017 deadline would trigger a reporting requirement.</p> <p>This reporting requirement would require owners of non-jacketed DOT-111 tank cars in Packing Group I service in an HHFT to report to DOT the following information regarding the retrofitting progress:</p> <ul style="list-style-type: none"> The total number of tank cars retrofitted to meet the DOT-117R specification; The total number of tank cars built or retrofitted to meet the DOT-117P specification;

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	<p>The total number of DOT-111 tank cars (including those built to CPC-1232 industry standard) that have not been modified;</p> <p>The total number of tank cars built to meet the DOT-117 specification; and</p> <p>The total number of tank cars built or retrofitted to a DOT-117, 117R, or 117P specification that are Electronically Controlled Pneumatic (ECP) brake ready or ECP brake equipped.</p> <p>Although this reporting requirement applies to individual owners of non-jacketed DOT-111 tank cars in PG I service in an HHFT, DOT would accept a consolidated report from a group representing the affected industries. Furthermore, while not adhering to the January 1, 2017 retrofit deadline triggers an initial reporting requirement, it would also trigger a requirement that would authorize the Secretary of Transportation to request additional reports of the above information with reasonable notice.</p>
May 1, 2015	USDOT announced Final Rule to strengthen the safe transportation of flammable liquids by rail. The Final Rule applies to trains transporting large volumes of flammable liquids and will make significant and extensive changes to improve accident prevention, mitigation, and emergency response.
April 17, 2015	PHMSA issued a Safety Advisory to remind hazardous materials shippers and carriers of their responsibility to ensure that current, accurate and timely emergency response information is immediately available to first responders. PHMSA and FRA issued a Safety Advisory to remind railroads operating a high-hazard flammable train that certain information may be required by PHMSA and/or FRA personnel during the course of an investigation immediately following an accident. FRA issued an Emergency Order to require that trains transporting large amounts of Class 3 flammable liquid through certain highly populated areas adhere to a maximum authorized operating speed of 40 mph. FRA issued a Safety Advisory recommending that railroads use highly qualified individuals to conduct the brake and mechanical inspections and recommends a reduction to the impact threshold levels the industry currently uses for wayside detectors that measure wheel impacts to ensure the wheel integrity of tank cars in those trains. FRA issued a notice and comment request seeking to gather additional data concerning rail cars carrying petroleum crude oil in any train involved in an FRA reportable accident. FRA Acting Administrator sent a letter to the Honorable Edward Hamberger, president of the Association of American Railroads, asking continued commitment of its member railroads to address the safety issues presented.
February 5, 2015	USDOT submitted a draft Final Rule on the safe transportation of flammable liquids (including crude oil) by rail to the Office of Management and Budget for formal review.
December 11, 2014	PHMSA hosted a follow-up meeting with emergency response officials to address gaps in preparedness and training since February 10, 2014 engagement.
July 23, 2014	USDOT released comprehensive rulemaking proposal to improve the safe transportation of large quantities of flammable materials by rail, including a Notice of Proposed Rulemaking for enhanced tank car standards, an Advanced Notice of Proposed Rulemaking seeking to expand oil spill response planning requirements for shipments of flammable materials, and a report summarizing the analysis of Bakken crude oil data gathered by PHMSA and FRA.
May 13, 2014	Secretary Foxx dispatched a letter to 48 state governors and select city mayor's alerting them about the issuance of Emergency Order OST-2014-0067 and urging them to facilitate coordination between the rail industry, State Emergency Response Commissions and local first responders.
May 7, 2014	USDOT issued Emergency Order requiring railroad carriers to inform first responders about crude oil being transported through their towns and communities.
May 7, 2014	PHMSA and FRA issued a Safety Advisory requesting companies to take all possible

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May 1, 2014	<p>steps to avoid the use of DOT 111 tank cars when transporting Bakken crude oil. USDOT sent a comprehensive PHMSA rulemaking package to the White House Office of Information and Regulatory Affairs (OIRA). The proposal includes options for enhancing tank car standards and retrofitting.</p>
April 1, 2014	<p>As an outgrowth of the Working Groups established at the August 2013 Emergency Meeting of FRA's RSAC, two of the working groups produced recommendations that were adopted by the full RSAC for consideration in future rulemakings. Based upon the efforts of the Securement Working Group and the approval of the full RSAC, the FRA plans to issue a Notice of Proposed Rulemaking (NPRM) later this year.</p> <p>The RSAC recommendations on train securement would prohibit certain unattended freight trains or standing freight cars on main track or sidings and require railroads to adopt and implement procedures to verify securement of trains and unattended equipment for emergency responders. It would also require locomotive cabs to be locked and reversers to be removed and secured. Railroads would also be required to obtain advance approval from FRA for locations or circumstances where unattended cars or equipment may be left.</p> <p>Additionally, the full RSAC approved four recommendations of the Hazardous Materials Issues Working Group relating to identification, classification, operational control and handling of certain shipments. The four recommendations, directed to the Pipeline and Hazardous Materials Safety Administration (PHMSA), include amending or revising the definitions of "residue" and "key train," and clarifying its regulatory jurisdiction over the loading, unloading and storage of hazmat before and during transportation. (See May 1, 2014 entry below.).</p> <p>The third Working Group, established to consider Appropriate Train Crew Size requirements was unable to reach a consensus. However, the valuable input received during their deliberations will allow FRA to move forward with developing a proposed rule on train crew size that will protect the public while recognizing the nuance of railroad operations. A Notice of Proposed Rulemaking requiring two-person train crews on crude oil trains and establishing minimum crew size standards for most main line freight and passenger rail operations is expected later this year.</p>
March 6, 2014	<p>To provide further clarity for shippers and to prevent attempts to circumvent the requirements in the recent Emergency Order concerning the safe transport of crude oil by rail, USDOT issued an amended version that specifies which tests are required, while also prohibiting shippers from switching to an alternate classification that involves less stringent packaging.</p>
February 25, 2014	<p>USDOT issued Emergency Order requiring stricter standards to transport crude oil by rail.</p>
February 20, 2014	<p>Transportation Secretary Foxx sent a letter to the Association of American Railroads (AAR) with a list of actions to be voluntarily taken immediately by industry to dramatically improve the safety of railroads transporting crude oil and the communities they move through. AAR President and CEO Edward Hamberger signed the agreement that same day, subsequently followed by individual member railroads. Other railroad signatories include: Genesee & Wyoming, Inc., the Iowa Interstate Railroad, Iowa Pacific Holdings, Wheeling and Lake Erie Railway Company.</p>
February 12, 2014	<p>In response to the Secretary's Call to Action, the American Short Line and Regional Railroad Association (ASLRRA) identified five actions that it believes small railroads can voluntarily take to contribute to a safer national rail network:</p> <p>Train Speed: Unit trains of crude oil will operate at a top speed of no more than 25 mph on all routes.</p> <p>Emergency Response: Railroads will develop a program of best practices to ensure a seamless system of timely and effective emergency response to crude oil spills.</p> <p>Recovery and Environmental Remediation: Railroads will sign master service</p>

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	<p>agreements with qualified environmental cleanup providers to ensure prompt and effective remediation in all areas subjected to unintentional discharge of crude oil.</p> <p>Tank Car Standards: ASLRRRA will support and encourage the development of new tank car standards.</p> <p>Risk Reduction Program: Contingent upon securing a 6-12-month pilot project grant from FRA, ASLRRRA plans to create the Short Line Safety Institute.</p>
February 10, 2014	PHMSA met with emergency response stakeholders and industry groups to discuss training and awareness related to the transport of Bakken crude.
January 22, 2014	Secretary Foxx issued follow-up letter to Call to Action participants summarizing industry commitments.
January 16, 2014	Secretary Foxx met with rail company CEOs and rail and energy association leadership as part of the Department's Call to Action to discuss how to maintain safety record even as domestic crude oil production and movement has increased.
January 2, 2014	PHMSA issued a safety alert to notify the general public, emergency responders, shippers, and carriers that the type of crude oil being transported from the Bakken region may be more flammable than traditional heavy crude.
November 20, 2013	PHMSA and FRA issued a safety advisory reinforcing the importance of proper characterization, classification, and selection of a packing group for Class 3 materials.
October 1, 2013	FRA Administrator Szabo sends a letter to railroad industry organization asking they detail actions they have taken in response to the Safety Advisory issued August 2.
September 6, 2013	PHMSA published an Advance Notice of Proposed Rulemaking seeking public comment on a proposed rule requiring comprehensive improvements to rail safety of flammable liquids.
August 29, 2013	Administrator Quarterman and Administrator Szabo address the Railroad Safety Advisory Committee during an emergency session.
August 27-28, 2013	FRA and PHMSA host a joint public meeting to receive public input on improving the safe transport of hazardous materials by rail.
August 2, 2013	FRA issued Emergency Order No. 28, requiring railroads to properly secure rolling equipment. FRA also published a Safety Advisory recommending additional actions.
July 29, 2013	In a letter to the American Petroleum Institute, FRA informed industry that it will use PHMSA's test sampling program to ensure that crude oil is being properly tested and classified.
July 18, 2013	FRA and PHMSA announced a two-day public meeting on August 27 and 28 in Washington, DC, to receive public input on improving the safe transport of hazardous materials by rail, including a discussion on enhanced design specifications for the DOT-111 tank cars commonly used to transport petroleum crude oil and ethanol and operational issues related to the rail transportation of hazardous materials.
December 2012	FRA initiated several steps to address the risks related to increases in rail traffic in the Bakken Oil Region, the point of origin for most crude oil by rail shipments in the U.S. Under our Bakken Rail Accident Mitigation Project (RAMP), FRA conducted additional hazardous materials safety inspections in the area as well as facilitating hazardous materials safety training seminars with shippers, consignees, contractors, and sub-contractors. In addition, as a result of increased commercial motor vehicle traffic in the region associated with crude oil production, FRA worked with stakeholders, participating agencies, local officials and rail carriers on highway-rail grade crossing safety and trespass prevention, to increase law enforcement patrols at grade crossings and expanded educational outreach to professional drivers (including public service announcements and advertisements at major truck stops in the area).
October 2012	PHMSA Bakken Field Working Group established to increase inspection focus on hazmat shipments by truck and rail from the Bakken region and increase awareness within the emergency response community.
September 2012	PHMSA Administrator Quarterman visits North Dakota Bakken Region to observe operations at rail loading facilities and the application of USDOT regulations.

1.3 Bills of Relevance – 114th U.S. Congress

Table 4. Bills of Relevance – 114th U.S. Congress

Number	Name	Sponsor	Date Introduced	Date Referred to Committee	Summary
H.R. 2834	To enact certain laws relating to the environment as title 55, United States Code, "Environment" ¹¹	Rep. Tom Marino [R-PA]	6/18/2015	6/18/2015	The purpose of this Act is to codify certain existing laws relating to the environment as a positive law title of the United States Code.
S. 1462	Eliminating Dangerous Oil Cars and Ensuring Community Safety Act ¹²	Sen. Charles Schumer [D-NY]	5/22/2015	5/22/2015	Bill to improve the safety of oil shipments by rail and for other purposes.
H.R. 2379	To prohibit the transportation of certain volatile crude oil by rail. ¹³	Rep. Nita Lowey [D-NY]	5/15/2015	5/18/2015	To prohibit the transportation of certain volatile crude oil by rail
S. 1175	Hazardous Materials Rail Transportation Safety Improvement Act of 2015 ¹⁴	Ron Wyden [D-OR]	4/30/2015	4/30/2015	To improve the safety of hazardous materials rail transportation, and for other purposes
H.R. 2074	The Toxics by Rail Accountability and Community Knowledge (TRACK) Act ¹⁵	Rep. Donald Norcross [D-NJ]	4/28/2015	4/29/2015	Bill to “improve hazmat-by-rail safety by implementing a series of recommendations made by the National Transportation Safety Board (NTSB) following the 2012 train derailment in Paulsboro, NJ.

¹¹ U.S. Congress, H.R.2834 - To enact certain laws relating to the environment as title 55, United States Code, "Environment." <https://www.congress.gov/bill/114th-congress/house-bill/2834/text> (accessed June 29, 2015).

¹² U.S. Congress, S.1006 - Eliminating Dangerous Oil Cars and Ensuring Community Safety Act <https://www.congress.gov/bill/114th-congress/senate-bill/1462/text?q=%7B%22search%22%3A%5B%22%5C%22s1462%5C%22%22%5D%7D> (accessed June 29, 2015).

¹³ U.S. Congress, H.R.2379 - To prohibit the transportation of certain volatile crude oil by rail. <https://www.congress.gov/bill/114th-congress/house-bill/2379/text?q=%7B%22search%22%3A%5B%22%5C%22hr2379%5C%22%22%5D%7D> (accessed June 29, 2015).

¹⁴ U.S. Congress, S.1175 - Hazardous Materials Rail Transportation Safety Improvement Act of 2015, <https://www.congress.gov/bill/114th-congress/senate-bill/1175/text?q=%7B%22search%22%3A%5B%22%5C%22s1175%5C%22%22%5D%7D> (accessed June 29, 2015).

¹⁵ U.S. Congress, All Bill Information for S. 546 – RESPONSE Act of 2015, <https://www.congress.gov/bill/114th-congress/senate-bill/546/all-info#summary> (accessed June 29, 2015).

Number	Name	Sponsor	Date Introduced	Date Referred to Committee	Summary
S. 1041 H.R. 1930	End Polluter Welfare Act of 2015 ¹⁶	Sen. Bernard Sanders [I-VT]/ Rep. Keith Ellison [D-MN]	4/22/2015	S. 1041: 4/22/2015 HR 1930: 08/18/15	Amends a variety of environmental acts, including, the Oil Pollution Act to eliminate the limitation on liability for offshore facilities and pipeline operators for oil spills
S. 1006	Positive Train Control Safety Act ¹⁷	Sen. Dianne Feinstein [D-CA]	4/16/2015	4/16/2015	Bill to modify specific sections of Section 20157 (a) (1) of title 49, U.S. Code. Among the changes is incentivizing early adoption of positive train control.
H.R. 1804	Crude-By-Rail Safety Act ¹⁸	Rep. Jim McDermott [D-WA]	4/15/2015	4/16/2015	Bill to protect the public, communities across America, and the environment by increasing the safety of crude oil transportation by railroad, and for other purposes.
H.R. 1789	Tank Car Safety and Security Act of 2015 ¹⁹	Donald Payne [D-NJ]	4/14/2015	4/27/2015	Directs the Secretary of Transportation (DOT) to revise federal regulations regarding DOT-111 tank cars used to move flammable liquids. Directs the Administrator of the Transportation Security Administration to issue regulations to require that all rail safety coordinators ensure that no tank car containing crude oil is left unattended during any period that it is being transferred between railroad carriers or between a railroad carrier and a shipper. Directs the Secretary to submit to Congress a plan to phase out older-model DOT-111 tank cars that are not retrofitted to meet the new federal requirements.
H.R. 1679	Bakken Crude	Rep. John	3/26/2015	3/27/2015	This bill authorizes Bakken crude

¹⁶ U.S. Congress, S.1041 - End Polluter Welfare Act of 2015, <https://www.congress.gov/bill/114th-congress/senate-bill/1041?q=%7B%22search%22%3A%5B%22%5C%22s1041%5C%22%22%5D%7D> (accessed June 29, 2015).

¹⁷ U.S. Congress, S.1006 - A bill to incentivize early adoption of positive train control, and for other purposes <https://www.congress.gov/bill/114th-congress/senate-bill/1006?q=%7B%22search%22%3A%5B%22%5C%22s1006%5C%22%22%5D%7D> (accessed June 29, 2015).

¹⁸ U.S. Congress, H.R.1804 - Crude-By-Rail Safety Act, <https://www.congress.gov/bill/114th-congress/house-bill/1804?q=%7B%22search%22%3A%5B%22%5C%22hr1804%5C%22%22%5D%7D> (accessed June 29, 2015).

¹⁹ U.S. Congress, H.R.1789 - Tank Car Safety and Security Act of 2015, <https://www.congress.gov/bill/114th-congress/house-bill/1789?q=%7B%22search%22%3A%5B%22%5C%22hr1789%5C%22%22%5D%7D> (accessed June 29, 2015).

Number	Name	Sponsor	Date Introduced	Date Referred to Committee	Summary
S. 859	Stabilization Act of 2015 ²⁰ Crude-by-Rail Safety Act	Garamendi [D-CA] Sen. Maria Cantwell [D-WA]	3/25/2015	3/25/2015	oil to be transported by rail only if it has a Reid vapor pressure of not more than 9.5 pounds per square inch (the maximum volatility set by the New York Mercantile Exchange for crude oil futures contracts). Bill calls for enhanced breaking mechanisms, raising the standards for tank car safety, increasing crude-by-rail inspections, increasing penalties for non-compliance, considerable changes for all rail oil spill response plans, and further research on tank car design and oil-volatility levels. The bill also includes many changes to emergency response resource inventories and would mandate reporting on “close-call” incidents.
H.R. 1290	To provide for a study by the Transportation Research Board of the National Academies on the impact of diverting certain freight rail traffic to avoid urban areas, and for other purposes. ²¹	Rep. Keith Ellison [D-MN]	3/4/2015	3/5/2015	To provide for a study by the Transportation Research Board of the National Academies on the impact of diverting certain freight rail traffic to avoid urban areas, and for other purposes.

²⁰ U.S. Congress, H.R.1679 - Bakken Crude Stabilization Act of 2015, <https://www.congress.gov/bill/114th-congress/house-bill/1679?q=%7B%22search%22%3A%5B%22Bakken+Crude+Stabilization+Act+2015%22%5D%7D> (accessed June 29, 2015).

²¹ U.S. Congress, H.R.1290 - To provide for a study by the Transportation Research Board of the National Academies on the impact of diverting certain freight rail traffic to avoid urban areas, and for other purposes. <https://www.congress.gov/bill/114th-congress/house-bill/1290/titles?q=%7B%22search%22%3A%5B%22provide+for+study+the+Transportation+Research+Board+National+Academies+impact+diverting+certain+freight+rail+traffic+avoid+urban+areas%22%5D%7D> (accessed June 29, 2015).