

Joint Transportation Committee

Oil by Rail Safety

June 2, 2015

Douglas, WY

Prepared by the
Powder River Basin Resource Council

In **2015**, there have already been
FIVE oil by rail accidents...



Derailment in Heimdal, North Dakota.
Curt Berson, courtesy of The Associated Press.

Derailment in Galena, Illinois.
Mike Burley, Telegraph Herald



Derailment in Mount Carbon, West Virginia.
Tom Hindman/The Daily Mail via Associated Press.



- February 14 – Gogama, ON, Canada
- February 16 – Mount Carbon, WV
- March 5 – Galena, IL
- March 7 – Gogama, ON, Canada
- May 6 – Heimdal, ND

DOT analysis predicts that trains hauling crude oil or ethanol will derail an average of 10 times a year over the next two decades...

- Causing more than \$4 billion in damage and possibly killing hundreds of people if an accident happens in a densely populated part of the U.S.
 - Approximately 15 derailments in 2015, declining to about five a year by 2034
- The volume of flammable liquids transported by rail has risen dramatically over the last decade. This year, rails are expected to move nearly 900,000 car loads of oil and ethanol in tankers.
 - In Wyoming, oil shipments increased by 61% from 2012 to 2013
- Since 2006, the U.S. and Canada have seen at least 21 oil-train accidents and 33 ethanol train accidents involving a fire, derailment or significant amount of fuel spilled



- Cheyenne
- Casper
- Laramie
- Gillette
- Rock Springs

Minnesota's New Rail Safety Regulations

Prevention Plans

Requires railroad companies to submit disaster prevention plans to the state of Minnesota. This new law will require companies transporting hazardous materials to develop safety measures that help keep Minnesotans and the environment safe.

Safety Inspections

Increases the number of railway inspectors at the Minnesota Department of Transportation, paid for with an annual assessment on railroad companies.

Emergency Response Training

Requires railroads to provide emergency response training every three years to every fire department located along oil train routes. This training will help ensure Minnesota firefighters are prepared to respond to a disaster. This law also requires the Department of Public Safety to continue to provide training and response preparedness to emergency responders. This is paid for through an assessment on railroads and pipelines.

Planning Emergency Responses

Requires railroads to file emergency response plans with the Minnesota Pollution Control Agency and to update these plans.

Improving Response Capacity

Requires railroads to deploy enough equipment to clean up within a specified time period any spills or leaks that may occur. This means that those who cause accidents or disasters will be held responsible for cleaning them up.