



**Oil and Hazardous Material by Rail  
HB 2131, -5 Amendment**

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In June of 2016, a Union Pacific unit train derailed in Mosier, Oregon, spilling 47,000 gallons of Bakken crude into the wastewater treatment plant and soil along the banks of the Columbia River. The fire consuming derailed cars and nearby vegetation burned for 14 hours, closing traffic on I-84 and evacuating the nearby school, houses, and state parks.

The Mosier incident put the trainings and equipment secured from HB3225 to use, but it demonstrated Oregon's insufficient planning to fully protect Oregonians and our natural resources in the event of a worst case spill. Oil transport is not limited to the Columbia River Gorge: Trains carrying crude oil and other hazardous materials move throughout 15 Oregon counties and 35 House Districts.

While the Oregon State Fire Marshal (OSFM) is in charge of securing life and safety in the event of a release, DEQ is the lead agency for response to oil and hazardous material spills in Oregon based upon federal authority under the Northwest Area Contingency Plan. HB 3225 (2015) gave OSFM authority to develop and implement first responder fire and emergency response trainings and exercises for an oil or hazardous material release. HB 3225 did not address DEQ's role in oil spill prevention or cleanup and did not require railroads to submit environmental contingency plans for oil transport, similar to those required for pipelines, facilities, and vessels transporting oil in Oregon.

HB 2131 and the -5 amendment build upon 2015 legislation and lessons from Mosier to further prepare Oregon for an oil or hazardous material spill:

- Expands training and exercise authority given to OSFM in 2015
- Requires railroads to demonstrate their ability to cover the costs associated with a worst case spill
- Includes rail with other transporters of oil who submit environmental contingency plans to the Department of Environmental Quality
- Ensures that the rail oil spill contingency plans are added to and coordinate with the OSFM's compilation of local, state, and federal plans
- Expands DEQ's geographic response plan mapping to include sensitive areas along high hazard train routes
- Creates a dedicated High Hazard Train Route Oil Spill Prevention Fund for DEQ's work related to rail with contingency planning and geographic response planning