

Following the February 16 train derailment in Mount Carbon, West Virginia, Senator Manchin has worked tirelessly on ways to improve the safety of transporting Bakken crude oil and other energy products along U.S. railroads.

- In March, Senator Manchin joined a group of Senators in sending a [letter](#) to the Senate Appropriations Committee supporting robust funding for the Safe Transportation of Energy Products Program to improve coordination and investment across the various U.S. Department of Transportation agencies that oversee these activities.
- In March, Senator Manchin introduced the [Track, Railroad, and Infrastructure Network \(TRAIN\) Act](#) to reform the environmental permitting process for rail projects in order to facilitate a more efficient way to approve rail infrastructure. The bipartisan legislation would promote additional investment in rail systems without compromising environmental quality.
- In May, Senator Manchin sent a [letter](#) to Secretary of Transportation Anthony Foxx and Secretary of Energy Ernest Moniz applauding the new regulations unveiled that enhance the safety of crude oil transported by rail, but also urged administration officials to expedite a comprehensive study on oil volatility by rail transportation.
- In July, Senator Manchin's staff hosted Sarah Feinberg, Acting Administrator of the Federal Railroad Administration, for a tour of the Center for National Response (CNR) in Gallagher, West Virginia and a roundtable discussion on rail safety. They focused on the site's emergency response efforts following the Mount Carbon train derailment as well as CNR's training and testing capabilities.
- In July, Senator Manchin secured several provisions to the Senate's long-term transportation bill that address crude-by-rail safety. The provisions include:
 - **Volatility report:** Department of Energy (DOE) and Department of Transportation (DOT) are currently working on a study of crude oil volatility. This language would require those agencies, upon completion of their study, to submit a report to Congress on the findings of that study and require the agencies to include recommendations for either regulatory or congressional action based on the study results.
 - **Electronically Controlled Pneumatic (ECP) Brakes:** This provision revises the ECP standard, which requires trains carrying crude oil and ethanol be equipped by 2021 or 2023 with ECP brakes that can prevent the "pile-up" effect during a derailment, to language for GAO to study ECP brakes and for National Cooperative Rail Research Program to conduct field testing to determine the justifiability of ECP brakes.
 - **Track, Railroad, and Infrastructure Network (TRAIN) Act:** This language reforms the environmental permitting process for rail projects in order to facilitate a more efficient way to approve rail infrastructure.
 - **State Emergency Response Commission (SERC) language:** This amendment ensures that railroads provide a SERC for each State in which it operates trains transporting 1,000,000 gallons or more of Bakken crude oil with notification regarding the expected movement of such trains through the counties in the State.
 - **Increased High-Hazard Flammable Trains reporting requirements:** This language directs DOT to implement a reporting requirement to monitor industry-wide progress toward modifying tank cars used in high-hazard flammable train service by the applicable deadlines or authorization end dates set in regulation.
 - **Positive Train Control (PTC) language:** This provision requires Each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation to develop and submit a plan to DOT by December 31, 2015, for completing component installation and spectrum acquisition by December 31, 2018, and activate its Positive Train Control (PTC) system without undue delay.