

RESOLUTION 20-15

A RESOLUTION OF THE PORT OF CAMAS-WASHOUGAL BOARD OF COMMISSIONERS SUPPORTING RAIL SAFETY

WHEREAS, The Port of Camas-Washougal sees its role as promoting the public good; and

WHEREAS, An oil company plans to expand the rail capacity in the State of Washington to receive crude oil at four refineries and at newly proposed marine transfer stations at the Port of Vancouver and other locations, which will greatly increase the number of oil trains traveling through our community; and,

WHEREAS, These unit oil trains composed of 100 to 150 tankers filled with Bakken crude oil now travel through the Clark County Cities of Camas, Washougal and Vancouver on BNSF lines headed west and north; and,

WHEREAS, Due to the input shared by citizens, the demonstrated leadership of local, state and federal elected officials, and the diligent efforts of government officials, industry groups and the environmental community, the port sees the transportation of crude oil by rail moving toward improved handling of this commodity; and

WHEREAS, Washington state's U.S. senators Maria Cantwell and Patty Murray have proposed federal legislation known as the Crude-By-Rail Safety Act of 2015 that is consistent with the commitment to safety and expectations for the handling of crude oil, and addresses the safe movement of crude oil by rail in a timely fashion and at the appropriate level of government.

NOW, THEREFORE, BE IT RESOLVED by the Commission of the Port of Camas-Washougal that:

The Commission of the Port of Camas-Washougal supports the full mitigation of negative impacts to our safety, mobility, environment, and to other sectors of the our region's economy; and

The Commission of the Port of Camas-Washougal strongly urges the Washington Department of Transportation and the Freight Mobility Strategic Investment Board (FMSIB) to analyze and study the potential economic effect of this oil train traffic on the displacement of existing economic activity, the potential loss of access to rail transport by local and regional shippers, as well as by commuter services (Amtrack), and the economic damages to the public resulting from accidents on the rails; and

Because volatility is a factor in the safe movement of crude oil, the port supports a national standard for the maximum volatility of crude oil; and

Because rail car specifications are integral to the safe transport of cargo, the port supports a national standard for rail tank car performance, and the immediate phase-out of all cars not meeting the national standard; and

Because the safe movement of all commodities by rail depends on a well maintained rail system, the port supports a national standard related to the inspection of rail, rail ties, rail beds, rail cars, and rail operating systems, as well as mandatory reporting of

rail conditions; and

Because additional funding for training and equipment is vital to preparedness, the port supports expanding the existing oil spill response tax beyond waterborne vessels to include rail tank cars; and

Because effective emergency response plans depend on well-trained and well-equipped responders, the port supports equipping and training of local and regional responders, including mandatory drills with prescribed frequency; and

Because efficient spill response is dependent on the availability of emergency response resources, the port urges rail carriers to collaborate to develop inventories of emergency response resources; and



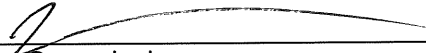
Because comprehensive emergency response plans are critical when addressing spilled commodities such as crude oil, the port supports requiring rail carriers to file plans that address worst-case scenarios with each state; and in addition, rail carriers should be required to submit a plan identifying the approximate number of trains, routes and volume of commodity through states; and

The port supports federal-level regulation related to the conveyance of crude oil, thereby helping to protect communities throughout the U.S. and ensuring our nation's ability to remain competitive in global markets through the movement of interstate commerce; and

The Port Commission further commits to working closely with the Cities of Camas and Washougal to secure funding from the FMSIB and other sources to relieve growing safety and mobility concerns from accelerating levels of train travel by means of grade separations and other available methods. The Port Commission supports actions taken by Camas, Washougal, Vancouver and other cities threatened by oil trains to restrict train movement until such time as a full fleet of U. S. DoT – certified tank cars are used and effective disaster response measures can be implemented throughout the entire Columbia Gorge, or Bakken crude oil is stabilized prior to shipment to render it as safe during transport as current oil train traffic; and

The Port of Camas-Washougal Commission requests that Governor Inslee carefully consider what improvements must be made and what requirements must be met to best ensure the safety of our citizens and environment, and to ensure the vitality of our economy and transportation system.

ADOPTED at the regular meeting of the Board of the Port Commissioners of the Port of Camas-Washougal on December 1, 2015.

PORT OF CAMAS-WASHOUGAL
By: 


Commissioners