Act (P.L. 114–94) established a schedule to phase-out certain rail tank cars used to transport class 3 flammable liquids. In September 2020, the Bureau of Transportation Statistics reported that 48 percent of all rail tank cars transporting class 3 flammable liquids in 2019 met the new safety requirements (DOT–117s), which is a 14 percent increase over 2018. In comparison, in 2015 when the FAST Act was enacted, DOT–117 rail tank cars made up just two percent of all tank cars transporting class 3 flammable liquids. The Committee continues to encourage the Department to work with industry to ensure continued progress on the tank car phaseout, and if possible, accelerate the phaseout timeline.

Inland ports of entry.—The Committee directs PHMSA to continue to work with local governments and their Mexico counterparts at international inland ports of entry with a high volume of hazardous materials crossing the border to reduce the risk associated with transporting and storing hazardous materials and to enhance the capacity of local officials in dealing with the threat of hazardous materials incidents.

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

	Oil spill liability trust fund	Pipeline safety fund	Liquefied natural gas siting account	Underground natural gas storage facility safety account	Total
Appropriation, fiscal year 2021	$23,000,000	$137,000,000	– – –	$8,000,000	$168,000,000
Budget request, fiscal year 2022	27,650,000	146,600,000	$400,000	8,000,000	182,650,000
Recommended in the bill	27,650,000	146,600,000	400,000	8,000,000	182,650,000
Bill compared with:					
Appropriation, fiscal year 2021	+4,650,000	+9,600,000	+400,000	– – –	+14,650,000
Budget request, fiscal year 2022	– – –	– – –	– – –	– – –	– – –

PHMSA oversees the safety, security, and environmental protection of approximately 2,800,000 miles of pipelines, 163 liquefied natural gas facilities, and 400 underground natural gas storage facilities through analysis of data, damage prevention, education and training, development and enforcement of regulations and policies, research and development, grants for safety programs, and emergency planning and response to accidents. The pipeline safety program is responsible for a national regulatory program to protect the public against the risks to life and property in the transportation of natural gas, petroleum, and other hazardous materials by pipeline and facilities that liquefy natural gas and store natural gas underground.

COMMITTEE RECOMMENDATION

The Committee recommendation provides $182,650,000 for the pipeline safety account to continue pipeline safety operations, research and development, and grants. Of the total funds provided, $27,650,000 is from the oil spill liability trust fund, $146,600,000 is from the pipeline safety fund, $400,000 is from the liquefied natural gas siting account within the pipeline safety fund, and

$8,000,000 is from the underground natural gas storage facility safety account within the pipeline safety fund. The following table provides funding levels for activities within this account.

	Request	Recommendation
Research and development	$15,000,000	$13,000,000
State pipeline safety grants	58,000,000	60,000,000
Underground natural gas storage facility safety grants	6,000,000	6,000,000
One-call state grants	1,058,000	1,058,000
State damage prevention grants	1,500,000	1,500,000

Research and development.—Between 2001 and 2020, PHMSA reported 12,507 pipeline incidents, which resulted in 283 deaths, 1,180 injuries, and $9,949,823,849 in reported damages. Over this 20-year time frame an average of 625 incidents occurred each year. Pipeline research and development plays a vital role in improving pipeline safety, reducing the environmental impacts of pipeline failures, and increasing the reliability of the nation's pipeline system through advancing new, near-term solutions. While the Committee supports PHMSA's pipeline research and development program and appreciates the increased level of detail provided by PHMSA on these activities in the fiscal year 2022 budget justification, the Committee remains concerned with the lack of clarity and transparency of PHMSA's research and development program and priorities. The Committee notes that the most recently available Pipeline Safety Research and Development Five-Year Program Plan is for fiscal years 2016 to 2020 and the most recent Pipeline Safety Research and Development Biennial Update Report is for fiscal years 2017 and 2018. Further, of the $42,000,000 provided for pipeline research and development in fiscal years 2019, 2020, and 2021, PHMSA had only awarded or committed about half—$23,110,016—to general research projects and the competitive academic agreement program as of May 31, 2021. The Committee reminds PHMSA of the requirement in the Consolidated Appropriations Act, 2021 (P.L. 116–260) to submit an updated research plan to the House and Senate Committees on Appropriations and directs PHMSA to brief the House and Senate Committees on Appropriations on this plan no later than 30 days after its completion. Further, until the Committee has greater transparency and understanding of PHMSA's research plan, objectives, and priorities, PHMSA shall only use the $13,000,000 in pipeline research and development provided in the Committee recommendation for projects which further the six programmatic elements in the Pipeline Safety Research and Development Five-Year Program Plan issued in October 2017, which includes threat prevention; leak detection; anomaly detection and characterization; anomaly remediation and repair; design, materials, and welding/joining; and LNG and underground natural gas storage. In addition, the Committee directs PHMSA to use the pipeline research and development unobligated balances from fiscal years 2019, 2020, and 2021 to advance these same six programmatic elements. The Committee notes that this direction does not preclude PHMSA from supporting university and small business research projects advancing these six programmatic elements through the competitive academic agreement program and the small business innovative research program.