

1996 SESSION

ENROLLED

SENATE JOINT RESOLUTION NO. 34

Continuing the Joint Subcommittee Studying Measures to Reduce Emissions from Coal-Carrying Railroad Cars.

Agreed to by the Senate, February 13, 1996
Agreed to by the House of Delegates, February 29, 1996

WHEREAS, the General Assembly established the joint subcommittee in 1992 pursuant to Senate Joint Resolution No. 1 in response to complaints of blowing coal dust by residents and businesses in close proximity to certain rail lines in the Commonwealth; and

WHEREAS, the joint subcommittee determined that periodic problems arising from coal dust emissions do exist for some of the Commonwealth's citizens; and

WHEREAS, a consultant to a Virginia-based rail carrier conducted a study to examine issues presented by fugitive coal dust; and

WHEREAS, significant progress has been made in determining the amount of coal losses during transit and the key factors responsible for fugitive emissions; and

WHEREAS, the consultant's December 1993 report recommended that the most promising solutions to fugitive coal dust emissions from rail cars include critical slope management of load-top profiles and use of chemical binders; and

WHEREAS, the consultant further recommended a one-year test period during which dust-control products, load-top profiles and surface-binder applications could be evaluated; and

WHEREAS, in 1994, an agreement was reached between the rail carrier and a coal shipper to conduct a pilot project to change loaded-car profiles and apply surface treatments and bonding agents to loaded coal; and

WHEREAS, the joint subcommittee learned that the pilot project was effective in reducing coal dust emissions; and

WHEREAS, additional coal shippers agreed to work with the rail carrier to expand implementation of the project initiated in 1994; and

WHEREAS, in 1995, the joint subcommittee learned that implementation of the program continued, and that by the end of the first quarter of 1996, approximately 80 percent of the estimated 27 million tons of coal annually that have been found to be dusty would be subject to dust-control techniques; and

WHEREAS, the joint subcommittee also learned that the rail company and other coal producers had plans to extend the program to the remaining dusty coals during 1996; and

WHEREAS, the joint subcommittee believes that it is an appropriate entity to monitor the implementation and performance of the industry's program; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Joint Subcommittee Studying Measures to Reduce Emissions from Coal-Carrying Railroad Cars be continued to receive comments from affected parties, monitor and evaluate the industry's actions and make appropriate recommendations, if necessary. The membership of the joint subcommittee shall remain the same with any vacancy to be filled by the Senate Committee on Privileges and Elections and the Speaker of the House of Delegates, as appropriate.

The direct costs of this study shall not exceed \$4,050.

The joint subcommittee shall complete its work in time to submit its findings and recommendations to the Governor and the 1997 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

Implementation of this resolution is subject to subsequent approval and certification by the Joint Rules Committee. The Committee may withhold expenditures or delay the period for conducting the study.

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