which recognizes Agent Terry’s life and service and names in his honor a Border Patrol station in Bisbee, Arizona.

With that, I reserve the balance of my time.

Mr. DENHAM. Mr. Speaker, I yield 10 minutes to the gentleman from California (Mr. Issa).

Mr. Issa. The ranking member said a great deal of what I was going to say and he said it well. Brian Terry was, in fact, a special human being who dedicated his life to public service, first in the United States Marine Corps, then in local law enforcement, then at the Border Patrol. His only ambition was to be a Federal law enforcement servant.

He left behind a family asking a great many questions because just 10 days before Christmas a year ago, he was gunned down. In fact, we still don’t have all of the answers. The ranking member, Mr. Cummings, and I continue to look for those answers. We learned only last week that there is an indictment in connection with his killing. We look forward to the Terry family having full and complete resolution of all the details around his death.

But for all the ambiguity that often happens part of a battle that happens in law enforcement, there’s no question about who Brian Terry was, what a special human being he was and why for only the second time in Border Patrol history will a facility be named for one of their fallen heroes. It was decades after the last fallen heroes before a facility not even envisioned at the time was named for them.

In this case we believe this is appropriate to do now. This was some one who knew the risk, and he went willingly into the highest risk down on our border. Here in Congress we often have a lively debate about the border and border enforcement. Brian Terry didn’t debate border enforcement. He knew his job was to see that no one got past the border that wasn’t supposed to. Whether it was human traffickers, whether it was drug smugglers, whether they had high-powered rifles, or they were simply crossing the border illegally, he knew his job was to see that our borders were respected, and he did so out of a sense of duty and patriotism.

This act is hugely bipartisan at a time in which Congress is not so bipartisan. So often our Members, various officers throughout the Federal system, go out expecting to come home to their families and unfortunately do not come home. It is so very, very sad. We spent quite a bit of time, Mr. Issa and I, talking to the family and trying to console them. But I think the thing they want more than anything else right now is answers. I again join him in a bipartisan way with our entire committee to find those answers because I think it is so very, very important. As I’ve said many times, I shall not rest until we do find those answers.

With that, Mr. Speaker, I urge all of our Members to support this historic piece of legislation, and I yield back the balance of my time.

Mr. DENHAM. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. Denham) that the House suspend the rules and pass the bill, H.R. 2668.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. CUMMINGS. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

The point of no quorum is considered withdrawn.

### Pipeline, Safety, Regulatory Certainty, and Job Creation Act of 2011

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2845) to amend title 49, United States Code, to provide for enhanced safety and environmental protection in pipeline transportation, to provide for enhanced reliability in the transportation of the Nation’s energy products by pipeline, and for other purposes, as amended.

The Clerk read the title of the bill. The text of the bill is as follows: H.R. 2845

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; AMENDMENT OF TITLE 49, UNITED STATES CODE; DEFINITIONS; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011".

(b) AMENDMENT OF TITLE 49, UNITED STATES CODE.—Except as otherwise expressly provided, whenever in this Act an amendment or repeal is expressed in terms of an amendment to, or a repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of title 49, United States Code.

(c) DEFINITIONS.—Any term used in this Act that is defined in chapter 601 of title 49, United States Code, shall have the meaning given that term in that chapter.

(d) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

| Sec. 1 | Short title; amendment of title 49, United States Code; definitions; table of contents. |
| Sec. 2 | Civil penalties. |
| Sec. 3 | Pipeline damage prevention. |
| Sec. 4 | Automatic and remote-controlled shut-off valves. |
| Sec. 5 | Integrity management. |
| Sec. 6 | Public education and awareness. |
| Sec. 7 | Cast iron gas pipelines. |
| Sec. 8 | Leak Detection. |
| Sec. 9 | Accident and incident notification. |
| Sec. 10 | Transportation-related onshore facility response plans. |
| Sec. 11 | Transportation-related oil flow lines. |
| Sec. 12 | Cost recovery for design reviews. |
| Sec. 13 | Biofuel pipelines. |
| Sec. 14 | Carbon dioxide pipelines. |
| Sec. 15 | Study of transportation of diluted bitumen. |
| Sec. 16 | Study of non-petroleum hazardous liquid transported by pipeline. |
| Sec. 17 | Clarifications. |
| Sec. 18 | Maintenance of effort. |
| Sec. 19 | Administrative enforcement process. |
| Sec. 20 | Gas and hazardous liquid gathering lines. |
| Sec. 21 | Authorization of appropriations. |
| SEC. 2. CIVIL PENALTIES. |

(a) GENERAL PENALTIES; PENALTY CONSIDERATIONS.—Section 60122 is amended—

(1) in subsection (a)(1)—

(A) in the first sentence by striking "$100,000" and inserting "$1,000,000";

(B) in the last sentence by striking "$1,000,000" and inserting "$1,750,000"; and

(2) in subsection (b)(1) by striking "the ability to pay,".

(b) OPERATOR ASSISTANCE IN INVESTIGATIONS.—Section 60118(e) is amended to read as follows:

"(e) OPERATOR ASSISTANCE IN INVESTIGATIONS.—

(1) ASSISTANCE AND ACCESS.—If the Secretary of the National Transportation Safety Board investigates an accident involving a pipeline facility, the operator of the facility shall—"
“(A) make available to the Secretary or the Board all records and information that in any way pertain to the accident (including integrity management plans and test results); and

“(B) provide the assistance in the investigation of the accident.

“(2) OPERATOR ASSISTANCE IN INVESTIGATIONS.—

“(A) IN GENERAL.—The Secretary may impose a civil penalty under section 60122 on a person who obstructs or prevents the Secretary from carrying out inspections or investigations under this chapter.

“(B) DEFINITIONS.—In this paragraph, the following definitions apply:

“(i) OBSTRUCTS.—The term ‘obstructs’ includes, but is not limited to, any interference that should have been known, to prevent, hinder, or impede an investigation without good cause.

“(ii) GOOD CAUSE.—The term ‘good cause’ includes, at a minimum, restricting access to facilities that are not secure or safe for non-pipeline personnel or visitors.

“(c) ADMINISTRATIVE PENALTY CAPS INAPPLICABLE.—Section 60122(g)(1) is amended by adding at the end the following: ‘‘The maximum amount of civil penalties for administrative enforcement actions under section 60122 shall not apply to enforcement actions under this section.’’

“(d) JUDICIAL REVIEW OF ADMINISTRATIVE ENFORCEMENT ORDERS.—Section 60119(a) is amended—

“(1) in the subsection heading by striking ‘‘AND WAIVER ORDERS’’ and inserting ‘‘, ORDERS, AND OTHER FINAL AGENCY ACTIONS’’; and

“(2) by striking ‘‘about an application for a waiver under section 60118(c)’’ or (d) of this title’’ and inserting ‘‘under this chapter’’.

SEC. 3. PIPELINE DAMAGE PREVENTION.

(a) IN GENERAL.—The Department of Transportation regulations for the pipeline transportation of natural and liquefied natural gas under subchapter C of chapter 601 of title 49, United States Code, are amended to read as follows—

“(1) in paragraph (1) by striking ‘‘AND WAIVER ORDERS’’ and inserting ‘‘, ORDERS, AND OTHER FINAL AGENCY ACTIONS’’; and

“(2) in subparagraph (A) by striking ‘‘and’’ after ‘‘the Secretary, the use of automatic or remote-controlled shut-off systems, as determined appropriate in the interest of safety, where economically, technically, and operationally feasible’’.

“(2) EXEMPTIONS PROHIBITED.—In order to qualify for a grant under section 6016, a State one-call notification program must not exempt municipalities, State agencies, or their contractors from meeting any one-call notification system requirements.

“(A) State Damage Prevention Programs.—Section 60136 is amended by adding—

“(1) in paragraph (1) by striking ‘‘and’’ after the semicolon.

“(2) in paragraph (2)(B) by striking ‘‘and’’ and inserting ‘‘, or their contractors from their one-call notification system requirements.’’

“(B) State Damage Prevention Programs.—Section 60136(h) is amended—

“(1) in paragraph (1) by striking ‘‘and’’ after the semicolon.

“(2) in paragraph (2)(B) by striking ‘‘and’’ and inserting ‘‘, or their contractors from their one-call notification system requirements.’’

“(C) flexible and effective enforcement under State law with respect to participation in, and use of one-call systems.

“(2) EXEMPTIONS PROHIBITED.—In order to qualify for a grant under section 6016, a State one-call notification program must not exempt municipalities, State agencies, or their contractors from meeting any one-call notification system requirements.

“(B) update the map biennially.

“(c) REPORT.—The Secretary shall submit to the House of Representatives on Transportation and Infrastructure and the Senate Committee on Energy and Commerce and the Senate Committee on Commerce, Science, and Transportation a report containing the Secretary’s analysis and findings regarding—

“(1) expansion of integrity management requirements, or elements thereof, beyond high consequence areas.

“(2) with respect to gas transmission pipeline facilities, whether applying integrity management program requirements, or elements thereof, to additional areas would mitigate the need for class location requirements.

“(d) REPORT TO CONGRESS ON RISK-BASED PIPELINE REASSESSMENT INTERVALS.—Not later than 2 years after the date of enactment of this Act, the Secretary, the use of automatic or remote-controlled shut-off systems, as determined appropriate in the interest of safety, where economically, technically, and operationally feasible on transmission pipeline facilities constructed or entirely replaced after the date on which the Secretary finalizes the rule containing such requirement.

“(2) EXEMPTIONS.—In determining whether to proceed with a rulemaking under paragraph (1), the Secretary shall consider the factors specified in subsection (b)(2).”.

SEC. 4. AUTOMATIC AND REMOTE-CONTROLLED SHUT-OFF VALVES.

Section 60102 is amended—

“(1) IN GENERAL.—In order to qualify for a grant under section 6016, a State one-call notification program must not exempt municipalities, State agencies, or their contractors from meeting any one-call notification system requirements.

“(B) the date that is 1 year after the date of enactment of this Act and ending on the earlier of—

“(A) the date that is 1 year after the completion of the report under subsection (c); or

“(B) the date that is 1 year after the date of enactment of this Act.

“(c) EFFECTIVE DATE.—In order to prevent the occurrence of an imminent hazard when a pipeline is involved in a serious accident, the Secretary shall provide the State and local emergency responders and other interested parties with the information necessary to address the situation immediately.

“(1) REPORT TO CONGRESS ON RISK-BASED PIPELINE REASSESSMENT INTERVALS.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to the House of Representatives on Transportation and Infrastructure and the Senate Committee on Energy and Commerce, Science, and Transportation a report containing the Secretary’s analysis and findings regarding—

“(1) whether risk-based reassessment intervals are a more effective alternative for managing risks to pipelines in high-consequence areas once baseline assessments are complete when compared to a 7-year reassessment interval.

“(2) the number of anomalies found in baseline assessments and the number of anomalies found in reconditioning evaluations required under section 60109(c)(3)(B) of title 49, United States Code, as compared to the number of anomalies found in reconditioning evaluations required under section 60109(c)(3)(B) of title 49, United States Code.

“(3) the progress made in incorporating the recommendations in GAO Report 06–945 and the current relevance of recommendations not incorporated to date.

“(h) HIGH CONSEQUENCE AREA DEFINED.—In this section, the term ‘high consequence area’ means an area described in section 60109(a) of title 49, United States Code.

SEC. 6. PUBLIC EDUCATION AND AWARENESS.

(a) NATIONAL PIPELINE MAPPING SYSTEM.—

“(1) MAP OF HIGH CONSEQUENCE AREAS.—The Secretary of Transportation shall—

“(A) maintain, as part of the National Pipeline Mapping System, a map of all designated high consequence areas.

“(B) update the map biennially.

“(A) PROGRAM TO PROMOTE AWARENESS OF NATION-WIDE PIPELINE MAPPING SYSTEM.—Not later than 1 year after the date of enactment of this Act, the Secretary shall develop and implement a program promoting greater awareness of the capabilities of the National Pipeline Mapping System to State and local emergency responders and other interested parties. The program shall
include guidance on how to use the National Pipeline Mapping System to locate pipelines in communities and local jurisdictions.

(b) INFORMATION TO EMERGENCY RESPONSE AGENCIES.—

(1) GUIDANCE.—Not later than 18 months after the date of enactment of this Act, the Secretary shall issue guidance to owners and operators of pipeline facilities on the importance of providing system-specific information about their pipeline facilities to emergency response agencies of the communities and jurisdictions in which those facilities are located.

(2) CONSULTATION.—Before issuing guidance under paragraph (1), the Secretary shall consult with owners and operators of pipeline facilities to determine how to which the owners and operators are already providing system-specific information about their pipeline facilities to emergency response agencies.

SEC. 7. CASPIAN RISKS.

(a) FOLLOW-UP SURVEYS.—Section 6098(d) is amended by adding at the end the following:

"(4) Not later than December 31, 2012, and every year thereafter, the Secretary shall conduct a follow-up survey to measure the progress that owners and operators of pipeline facilities have made in implementing their plans for the safe management and replacement of cast iron gas pipelines.".

(b) STATUS REPORT.—Not later than December 31, 2013, the Secretary of Transportation shall transmit to the House of Representatives Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation a report that—

(1) identifies the total mileage of cast iron gas pipelines in the United States; and

(2) evaluates the progress that owners and operators are making in implementing their plans for the safe management and replacement of cast iron gas pipelines.

SEC. 8. LEAK DETECTION.

(a) LEAK DETECTION REPORT.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary of Transportation shall submit to the Senate Committee on Commerce, Science, and Transportation an initial report on an accident or incident.

(b) LEAK DETECTION REPORTS.—Not later than 18 months after the date of enactment of this Act, the Secretary of Transportation shall issue regulations under sections 191.5 and 190.5 of chapter 1 of part B of title 49, Code of Federal Regulations, to establish the specific time limits for telephonic or electronic notice of accidents and incidents involving pipeline facilities.

(c) LEAK DETECTION REPORTS.—Before issuing regulations under section 9 of this Act, the Secretary may, as appropriate, prescribe regulations to address the risk or hazard.

SEC. 9. ACCIDENT AND INCIDENT NOTIFICATION.

(a) REVISION OF REGULATIONS.—Not later than 18 months after the date of enactment of this Act, the Secretary of Transportation shall revise regulations issued under sections 191.5 and 190.5 of title 49, Code of Federal Regulations, to establish specific time limits for telephonic or electronic notice of accidents and incidents involving pipeline facilities.

(b) MINIMUM REQUIREMENTS.—In revising the regulations, the Secretary, at a minimum, shall—

(1) establish time limits for telephonic or electronic notification of an accident or incident to require such notification not less than 1 hour and not more than 2 hours after discovery of the accident or incident;

(2) review procedures for owners and operators of pipeline facilities and the National Response Center to provide thorough and coordinated notifications to U.S. Department of Homeland Security emergency response officials, including 911 emergency call centers, for the jurisdictions in which those pipeline facilities are located in the event of an accident or incident, and revise such procedures as appropriate; and

(3) require such owners and operators to review their initial telephonic or electronic notification policies and procedures with the National Response Center with an estimated amount of the product released, an estimated number of fatalities and injuries, if any, and any other information determined by the Secretary within 24 to 48 hours of the accident or incident, to the extent practicable.

(b) UPDATE OF REPORTS.—After receiving revisions described in paragraph (2)(A), the National Response Center shall update the initial report on an accident or incident instead of generating a new report.

SEC. 10. TRANSPORTATION-RELATED ONSHORE FACILITY SAFETY PLAN COMPLIANCE.

(a) IN GENERAL.—Subparagraphs (A) and (B) of section 1102(g)(2)(B) of the Federal Water Pollution Control Act (33 U.S.C. 1322(m)(2)) are each amended by striking "Administrator" or inserting "Administrator, the Secretary of Transportation," or "Secretary, the Secretary of Transportation," or "Secretary of Transportation.".

(b) CONFORMING AMENDMENT.—Section 311(b)(6)(A) of the Federal Water Pollution Control Act (33 U.S.C. 1321(b)(6)(A)) is amended by striking "operating" or "and inserting "operating, the Secretary of Transportation, or".

SEC. 11. TRANSPORTATION-RELATED OIL FLOW LINES.

Section 6020 is amended by this Act, is further amended by adding at the end the following:

"(1) DATA COLLECTION.—The Secretary may collect geographical or technical data on transportation-related oil flow lines, including unregulated transportation-related oil flow lines.

"(2) TRANSPORTATION-RELATED OIL FLOW LINE DEFINED.—In this subsection, the term "transportation-related oil flow line" means any transportation of transportation oil off the grounds of the well where it originated across areas not owned by the producer, regardless of the extent to which the oil has been processed.

"(3) LIMITATION.—Nothing in this subsection authorizes the Secretary to prescribe standards for the movement of oil through production, refining, or manufacturing facilities through transportation oil production flow lines located on the grounds of wells.".

SEC. 12. COST RECOVERY FOR DESIGN REVIEWS.

(a) IN GENERAL.—Section 6011(n) is amended to read as follows:

"(c) COST RECOVERY FOR DESIGN REVIEWS.—".

(b) CONFORMING AMENDMENT.—Section 6011(n) is amended by striking "and" after the semicolon.
SEC. 16. STUDY OF NON-PETROLEUM HAZARDOUS LIQUIDS TRANSPORTED BY PIPELINE.

The Secretary of Transportation may conduct an analysis of the transportation of non-petroleum hazardous liquids by pipeline for the purpose of identifying the extent to which pipeline facilities are currently being used to transport non-petroleum hazardous liquids, such as chlorine, from chemical production facilities across areas accessible to the public. The analysis shall complete a review of existing Federal and State regulations for gas and hazardous liquid and section 12 of the Pipeline Safety Improvement Act of 2002 (49 U.S.C. 60101 et seq.), and shall submit to the House of Representatives Committee on Transportation and Infrastructure and Committee on Energy and Commerce a report on the results of the review.

SEC. 17. CLARIFICATIONS.

(a) AMENDMENT OF PROCEDURES CLARIFICATION.—Section 60108(a)(1) is amended by striking “an intrastate” and inserting “a”.

(b) OPERATOR CLARIFICATION.—Section 60102(a)(2)(A) is amended by striking “owners and operators” and inserting “any or all of the operators”.

SEC. 18. MAINTENANCE OF EFFORT.

Section 60107(b) is amended by adding at the end the following:

“(3) ONGOING PIPELINE TRANSPORTATION RESEARCH AND DEVELOPMENT.—Section 12 of the Pipeline Safety Improvement Act of 2002 (49 U.S.C. 60101 et seq.) is amended—

(1) in subsection (a) by striking “2007 through 2015” and inserting “2012 through 2015”;

(2) in subsection (b) by striking “2007 through 2010” and inserting “2012 through 2015”;

(3) in subsection (c) by striking “2012 through 2015”;

(4) by inserting “to grant recipients and their contractors” after “this section”;

(5) by inserting “for any type of advocacy activity for or against a pipeline construction or expansion project,” after “for lobbying”; and

(6) by striking “2010” and inserting “2015”.

(f) DILUTED BITUMEN.—Section 60134 is amended by adding at the end the following:

“(7) from fees collected under section 60301, $1,500,000 of which $500,000 is for making grants.

“(8) for each of fiscal years 2012 through 2015, such amounts authorized to be appropriated by paragraphs (1) and (2) of this subsection shall be available for each of fiscal years 2012 through 2015, such funds shall remain available until expended.”.

(g) COMMUNITY PIPELINE SAFETY INFORMATION GRANTS.—Section 60130 is amended—

(1) in subsection (b) by striking “2012 through 2015” and inserting “2012 through 2015”;

(2) in subsection (c) by striking “2012 through 2015”;

(d) STATE DAMAGE PREVENTION PROGRAMS.—Section 60134 is amended by adding at the end the following:

“(f) COMMUNITY PIPELINE SAFETY INFORMATION GRANTS.—Section 60130 is amended—

(1) in subsection (b) by striking “2012 through 2015” and inserting “2012 through 2015”;

(2) in subsection (c) by striking “2012 through 2015”;

 секунду. 1. В целом, в рамках предоставления информации, Секретарь, в конечном итоге, может предоставить информацию, которая связана с обеспечением безопасности на трубопроводах."
The Chair recognizes the gentleman from Pennsylvania.

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and to include extraneous materials on H.R. 2845.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

Mr. SHUSTER. Mr. Speaker, I yield myself such time as I may consume.

This important legislation improves safety, enhances reliability, and provides the regulatory certainty necessary to create jobs.

I am very proud of the work that has gone into this bill, both across the aisle and between the committees. This legislation represents a bipartisan and bicameral agreement reached by the House and Senate Commerce, Science, and Transportation Committees. I am also proud this legislation is supported by both the pipeline industry and key safety advocates.

The United States has the largest network of energy pipelines in the world, and pipelines are the energy lifelines that power nearly all of our daily activities. The hallmark of America’s 2.5 million-mile pipeline network continues to be that it delivers extraordinary volumes of product reliably, safely, efficiently, and economically. Pipelines are the safest and the most cost-effective means to transport the natural gas and hazardous liquid products that fuel our economy. Since 1986, the volume of energy products transported through pipelines has increased by one-third, yet the number of reportable incidents has decreased by 28 percent. While the data show that Federal pipeline safety programs have been on the right track, recent pipeline incidents suggest there continues to be a need to act.

In this bill, when we call for substantial changes to the Federal pipeline safety program, we ask the administration to consider specific factors, take into account costs and benefits, and provide Congress with recommendations on how the programs should be changed. Congress then have an opportunity to act on those recommendations before key rulemakings are finalized. This approach preserves congressional authority and will keep regulators from overreaching.

Another issue I’ve highlighted on the floor in the past is damage prevention, which is the leading cause of pipeline incidents. Our legislation improves pipeline damage prevention and cracks down on third-party pipeline damage by eliminating unnecessary exemptions.

At this time I would also like to urge everybody to call before you dig and to dial 8–1–1, which is an extremely important part of this program in preventing third-party damage in this country.

In field hearings leading up to the drafting of this legislation, my colleagues from Pennsylvania, Jim Gerlach, suggested ways in which we could use State and local government personnel to supplement Federal pipeline safety inspectors. We have built on this idea. In this bill, we have included a provision that will allow PHMSA to provide training to State and local government personnel and to potentially establish regional training centers paid for by the pipeline industry at no cost to the Federal Government.

There is great interest in this unique and permissive approach in my home State of Pennsylvania, and I will closely be following the implementation of these provisions.

I was deeply disappointed that language I had included in our committee’s version of this legislation regarding pipeline permitting issues was not included in the final bill. We have big issues with the Army Corps of Engineers in Pennsylvania in the permitting of pipes. The Corps is encroaching on the Pennsylvania Department of Environmental Protection, and it has imposed unnecessary permitting timelines for projects with limited environmental impacts. My colleague from West Virginia, Mr. Rahall, has experienced similar issues in his home State, all related to the Marcellus shale gas. In the interest of compromise and of moving this legislation forward, I was willing to withdraw my language and settle on a study on this issue, but chose to monitor this issue closely in Pennsylvania and across the United States.

I am proud of this bill and of the hard work that Chairman Mica, Ranking Member RAHALL, Subcommittee Ranking Member BROWN, and the staff have put in on both sides of the aisle. I would especially like to point out Jim Tymon and Steve Martinko, who have logged countless hours in helping to move this bill forward. I also want to thank the Energy and Commerce Committee, Chairman Fred Upton and Ranking Member Waxman, and their staffs for their efforts.

Our legislation makes a strong program even stronger by keeping in place regulatory measures and by making adjustments to those that don’t. I would urge all of my colleagues to support this important legislation that increases safety and creates jobs. With that, I reserve the balance of my time.

Hon. JOHN L. MICA, Chairman, Committee on Transportation and Infrastructure, Washington, DC.

I recognize and appreciate your desire to bring this legislation before the House of Representatives in an expeditious manner, and accordingly, I will waive further consideration of this bill. I will, of course, being conditional on our mutual understanding that language negotiated with the Science, Space, and Technology Committee will be included in this or similar legislation considered on the House floor. However, agreeing to waive consideration of this bill should not be construed as waiving, reducing, or affecting the jurisdiction of the Committee on Science, Space, and Technology.

Additionally, the Committee on Science, Space, and Technology expressly reserves its authority to seek conferences on any provision within its jurisdiction during any House-Senate conference that may be convened on this, or any similar legislation. I ask for your commitment to support any request by the Committee for conferences on H.R. 2845 as well as any similar or related legislation.

I would also like to take this opportunity to thank you for the positive outcome of the negotiation between our Committees resulting in provisions that continue positive role for the National Institute of Standards and Technology in the area of pipeline transportation research and development.

I ask that a copy of this letter and your responses be included in the report on H.R. 2845.
Chairman, Committee on Science, Space, and Technology, Washington, DC.

Hon. RALPH M. HALL, Chairman, Committee on Energy and Commerce, Washington, DC.

Dear Mr. Chairman: Thank you for your letter regarding H.R. 2845, the “Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011.” The Committee on Transportation and Infrastructure recognizes the Committee on Science, Space, and Technology has a jurisdictional interest H.R. 2845, and I appreciate your effort to facilitate consideration of this bill.

I concur with you that forging action on this bill does not in any way prejudice the Committee on Science, Space, and Technology with respect to its jurisdictional prerogatives on this bill or similar legislation in the future, and I would support your effort to seek appointment of an appropriate number of representatives to any House-Senate conference involving this legislation.

I will include our letters H.R. 2845 in the Congressional Record during consideration of this bill. Again, I appreciate your cooperation regarding this legislation and I will look forward to working with the Committee on Science, Space, and Technology as the bill moves through the legislative process.

Sincerely,

John L. Mica,
Chairman.

Chairman, Committee on Energy and Commerce, Washington, DC.

Hon. JOHN L. MICA, Chairman.

House of Representatives.

DEAR CHAIRMAN MICA: Thank you for your letter regarding H.R. 2845, the North American-Made Energy Security Act. The Committee on Energy and Commerce recognizes that the Committee on Transportation and Infrastructure has primary jurisdiction over H.R. 1938, and I appreciate your effort to facilitate consideration of this bill.

I concur with you that foregoing action on H.R. 2845 does not prejudice the Committee on Transportation and Infrastructure with respect to its jurisdictional prerogatives on this bill or similar legislation in the future. I would support your effort to seek appointment of an appropriate number of representatives to any House-Senate conference involving this legislation.

I also concur with you that the Committee on Transportation and Infrastructure is the Committee of primary jurisdiction on legislation to reauthorize the federal pipeline safety programs and agree to not take action before September 20, 2011 at full committee on such legislation, allowing the Committee on Transportation and Infrastructure to take action on such legislation.

I appreciate your cooperation regarding this legislation and I will include our letters on H.R. 1938 in the Congressional Record during House floor consideration of the bill.

Sincerely,

John L. Mica,
Chairman.

Chairman, Committee on Transportation and Infrastructure, Washington, DC.

Hon. JOHN L. MICA, Chairman.

House of Representatives.

DEAR CHAIRMAN MICA: Thank you for your letter regarding H.R. 2845, the North American-Made Energy Security Act. The Committee on Transportation and Infrastructure recognizes that the Committee on Energy and Commerce has primary jurisdiction over H.R. 1938, and I appreciate your effort to facilitate consideration of this bill.

I concur with you that foregoing action on H.R. 2845 does not prejudice the Committee on Transportation and Infrastructure with respect to its jurisdictional prerogatives on this bill or similar legislation in the future. I would support your effort to seek appointment of an appropriate number of representatives to any House-Senate conference involving this legislation.

I also concur with you that the Committee on Transportation and Infrastructure is the Committee of primary jurisdiction on legislation to reauthorize the federal pipeline safety programs and agree to not take action before September 20, 2011 at full committee on such legislation, allowing the Committee on Transportation and Infrastructure to take action on such legislation.

I appreciate your cooperation regarding this legislation and I will include our letters on H.R. 1938 in the Congressional Record during House floor consideration of the bill.

Sincerely,

Fred Upton,
Chairman.

Mr. LARSEN of Washington. Mr. Speaker, I yield myself such time as I may consume.

I rise today in support of H.R. 2845, the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011. Pipelines have a critical place in our Nation’s infrastructure. The national pipeline network of over 2.5 million miles efficiently delivers gasoline, natural gas, oil, and other essential energy products across the country each day. Pipelines play a vital role in our daily lives. Cooking and cleaning, the daily commute, air travel, and the heating of homes and businesses are all made possible by the readily available fuels delivered through pipelines daily. However, because of the volatile nature of the products they deliver, incidents involving gas and hazardous liquid pipelines can and have had serious consequences.

On July 10, 1999, a pipeline explosion caused the release of about 237,000 gallons of gasoline into a creek that flowed through Whatcom Falls Park in Bellingham, Washington, in my district. The gasoline ignited and tragically took the lives of two 10-year-old boys and an 18-year-old young man. Eight additional inhalation injuries occurred in a single-family residence, and the city of Bellingham’s water treatment plant was severely damaged. The wildlife in Whatcom Creek was completely destroyed.

This tragedy inspired the 2002 Pipeline Safety Improvement Act. This act increased fines for negligent pipeline operators, improved pipeline testing timelines, provided protection for whistleblowers, and allowed for the State oversight of pipeline safety. In 2006, Congress reauthorized the 2002 law by passing the Pipeline Inspection, Fuels, and Transportation Act. These acts of Congress have made pipeline safety laws stronger, the construction of new pipelines better, and our existing infrastructure safer. While significant progress has been made in improving the safety of our Nation’s pipelines, we must remain vigilant.

In July 2010, a 30-inch pipeline owned by Enbridge Energy Partners ruptured and released 819,000 gallons of oil into the Kalamazoo River in Marshall, Michigan. The oil flowed into the Kalamazoo River, a tributary to Lake Michigan. Heavy rains caused the river to overtop existing dams and carried oil 30 miles downstream on the Kalamazoo River toward a sensitive site. Almost a year and a half later, Enbridge is still cleaning up this spill along the riverbanks.

Just a few months after the Enbridge spill, in September 2010, an intrastate gas transmission pipeline owned by Pacific Gas and Electric Company ruptured in a residential area in San Bruno, California. The released natural gas ignited, resulting in a fire that destroyed 36 homes and damaged 70 others. As tragically, eight people were killed, many were injured, and many more were evacuated.

The legislation that we are considering today addresses many concerns that were raised as a result of these and other incidents. For example, following the incident in Bellingham, Washington, National Transportation Safety Board investigators found, among other things, that Olympic Pipeline had no remote-operated shut-off valves on the line, which could have helped prevent the release of hundreds of thousands of gallons of gasoline. Following the Bellingham incident, the Department of Transportation ordered the pipeline company to install an automatic shutoff valve just downstream of the rupture location so that the volume of product released would be limited in the event of a future pipeline rupture in that area.

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H.R. 2845 addresses the issue of shut-off valves. It requires all gas and liquid pipeline operators to install automatic, remote-controlled shutoff valves on new and replaced pipelines.

The bill also doubles civil penalties for pipeline safety violations from
$100,000 to $200,000 per violation and from $1 million to $2 million for maximum penalties.

It requires the Secretary of the Department of Transportation to evaluate and then issue regulations to expand integrity management beyond high-consequence areas, to establish performance standards for leak detection systems and require hazardous liquid pipeline operators to install leak protection systems that meet such performance standards.

It requires pipeline operators, in response to San Bruno, to report to DOT anytime their facilities exceed maximum allowable operating pressure and to conduct tests to confirm the material strength of previously untested gas transmission pipelines in high-consequence areas. And finally, it increases the level of pipeline safety inspectors at DOT by 10 and increases the amount of technical assistance grants that are awarded to local communities from $1 million to $1.5 million annually.

H.R. 2845 is a step in the right direction when it comes to pipeline safety. This bill is supported by industry, and it is supported by pipeline safety and community groups like the Pipeline Safety Trust.

I want to thank the chairman and all the committee members for working on this legislation. I want to thank Carl Weimer, who is the executive director of the Pipeline Safety Trust in Bellingham, which formed after the 1999 pipeline explosion, as well for his continued commitment to these issues.

I strongly urge Members to support this bill, and I reserve the balance of my time.

Mr. SHUSTER. Mr. Speaker, I yield 3 minutes to gentleman from Michigan (Mr. UPTON), the distinguished chairman of the Energy and Commerce Committee.

Mr. UPTON. Mr. Speaker, I rise in support of the amendment to H.R. 2845, the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011.

Enacting pipeline safety this year has been a personal priority of mine and a top priority of the entire Energy and Commerce Committee on a very strong bipartisan basis. This legislation is the product of collaboration between our committee, Energy and Commerce members, the Committee on Transportation and Infrastructure, and the Senate Committee on Commerce; and it reflects consensus across party lines.

With it, we make great strides to ensure our Nation’s energy supplies are transported in as safe a manner as possible. Over the last couple of years, several major pipeline accidents have occurred across the country that revealed specific gaps in pipeline safety laws and regulations. It is our duty in Congress to look at these events and determine what we can do to better protect the public and the environment.

Among these accidents was a 20,000-barrel oil pipeline spill in a tributary of the Kalamazoo River, just outside of my district. The spill forced dozens of families out of their homes—in many cases, permanently—and caused extensive environmental damage to a waterway many residents enjoyed for fishing and canoeing.

Unfortunately, this is not the only major accident in recent memory. The September 2010 gas pipeline explosion in San Bruno, California, killed eight people and destroyed 37 homes. Another gas line explosion last year in Alabama killed five people as well. And this summer, an oil pipeline buried underneath the iconic Yellowstone River in Wyoming ruptured and sent over 1,000 barrels of crude oil downstream.

These incidents highlighted, certainly, shortcomings in our Nation’s pipeline safety laws, and today we are here to correct that.

The legislation before us today offers historic improvements to the manner in which the Federal Government regulates energy pipelines. It accomplishes this by strengthening standards in several areas, while maintaining the continued economical delivery of vital energy supplies. For these reasons, this bill enjoys the support of a broad array of stakeholders, from the Pipeline Safety Trust to the American Gas Association, the Interstate Natural Gas Association of America, the Gas Processors Association, and the Association of Oil Pipe Line Operators.

The bill is several months in the making and could not have been accomplished without the hard work and dedication of a bipartisan group of Members. This is a topic many of us take very seriously, as it affected us and our constituents on a personal level. And today we can say party affiliation and politics have taken a back seat to accomplishing the people’s work, and for that, I must offer my heartfelt thanks.

Congressional Record — House December 12, 2011

Mr. DINGELL, Mr. RUSH, Mr. RAHALL, Mr. DINGEL, Mr. RUSH, Mr. RAHALL, and Ms. BROWN, for their work on this legislation. I urge all Members to support this legislation.

Mr. LARSEN of Washington. I yield 3 minutes to the gentleman from California (Mr. WAXMAN).

Mr. WAXMAN. Mr. Speaker, during the last year and a half, a series of tragic failures have made it clear that we need stronger pipeline safety laws. Pipeline failures have occurred all across the country. From California and Montana to Michigan and Pennsylvania, we’ve seen natural gas pipeline explosions and ruptured oil pipelines spilling oil into rivers.

In July 2010, a crude oil pipeline ruptured near Marshall, Michigan. Over 800,000 gallons of oil spilled into the Talmadge Creek and then flowed into the Kalamazoo River. The river is still being cleaned up.

In September 2010, a natural gas pipeline ruptured and exploded in San Bruno, California. Eight people died; many more were injured. The gas-fed inferno spread from house to house, driven by the wind. Thirty-eight homes were destroyed and 70 more were damaged. The explosion left behind a suburb street with a charred and burnt-out vehicles. The vice chairman of the National Transportation Safety Board described it as “an amazing scene of destruction.”

This past summer, an ExxonMobil pipeline ruptured in Montana, spilling crude oil into the Yellowstone River.

Unfortunately, those are just a few of the major accidents we have seen during the past 18 months. This bill will help strengthen our pipeline safety laws in the aftermath of these tragedies.

In response to the Michigan spill, this bill requires pipeline operators to notify the safety agency of spills more quickly and establishes a process for leak detection standards to be issued for oil pipelines.

In response to the San Bruno tragedy, this bill requires key natural gas pipelines to have their maximum safe operating pressure confirmed through records or testing. It also instructs the safety agency to require the use of automatic or remote-controlled shutoff valves so that it doesn’t take an hour and a half to stop the flow of gas like it did in San Bruno.

I want to acknowledge the work of my colleagues from California, Representative JACKIE SPEIER, who fought for a strong response to San Bruno, and this bill has been made a better bill by her contributions.

In light of the Yellowstone River spill, the bill requires the agency to review its regulations governing the safety of pipelines buried under rivers to ensure they are adequate. The bill includes a number of additional improvements to strengthen our pipeline safety laws.

This is a good bipartisan bill that has the support of both industry and safety advocates. The Energy and Commerce Committee and the Transportation and Infrastructure Committee have worked hard to develop a combined bill that would have broad support.

I would like to thank Chairmen UPTON, MICA, and SHUSTER, as well as Mr. DINGELL, Mr. RUSH, Mr. RAHALL, and Ms. BROWN, for their work on this legislation. I encourage all of my colleagues to support this bipartisan legislation.

Mr. SHUSTER. Mr. Speaker, at this time I would like to just note in the legislation, section 6 of H.R. 2845 includes a requirement that the Secretary of Transportation provide a permit, within written request, a copy of a pipeline company’s response plan.

I think it’s important to note and point out to my colleagues that these
plans often contain security-sensitive information about pipelines operating characteristics. If this information fell into the wrong hands, it could be a real threat to public safety. In recognition of this threat, we’ve included a provision in the Committee’s bill to require that security-sensitive information be handled and transmitted in a manner that ensures that it is being implemented according to congressional intent.

I am pleased to support this legislation, and I urge all of my colleagues to join with me in voting for it.

Mr. MICA. Mr. Speaker, I rise in support of H.R. 2845. This is a bipartisan bill, somewhat a rarity, and the more welcome for that reason. It’s going to help instill public confidence in our Nation’s pipeline safety system by increasing safety standards without overly burdening some actions towards industry.

The legislation shows that bipartisanship is possible in this Congress, and I am grateful the bipartisan conduct the business of the American people if we will sit down and work together. First, I want to thank Chairman Upton and Ranking Member Waxman and my friend, Mr. Larsen of Washington, for their hard work. I also want to recognize and thank Jeff Burton and Garrett Gilding of the Committee staff for their hard work, as well as, Greg Sundstrom of my personal staff, who worked with great diligence and skill on this matter. Chairman Mica, Chairman Larsen, Ranking Member Rahall, and Mr. Rush also deserve recognition for their hard work as the two committees have worked harmoniously together to forge an agreement on the final product we have before us today.

The inclusive process used in this case is an excellent model of how Congress should move forward on a host of other issues, and I hope that the instructive character of it is accepted by my colleagues. Recent accidents in California pipeline safety, Montana, and my home State of Michigan each highlighted serious deficiencies in our pipeline safety laws. H.R. 2845 incorporates the lessons learned in these incidents and strengthens laws in the areas of concern.

Specifically, the bill expands the integrity management program to improve inspections while phasing out our class location requirements, thereby putting stronger safety standards in place while taking steps to remove redundant regulations.

The leak detection, automatic or remote-controlled shut-off valve, and maximum allowable operating pressure provisions are a step in the right direction and will do much to improve safety. Pipeline safety is not a partisan issue but, rather, is something that impacts all Americans. We have an obligation to protect the American people and the environment from harm while maintaining a system that transports our energy resources efficiently.

It is my hope that the Senate will take up this legislation promptly and that the Obama administration will implement it in a meaningful way. We will all be watching to make sure that this happens.

Together, we have come up with a sound piece of legislation which has the support of both industry and safety advocates, and I urge my colleagues to support this legislation.

I would also like to observe, when one of these things lets go, it’s quite an event. You will see something that looks a little bit like hell with the fire and flames and blast and dead people and scorched automobiles, homes and the environment. I am delighted to see that we are doing this because we are protecting us both from gas and oil spills, and the evil consequences of those events.

Mr. SHUSTER. I continue to reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield 3 minutes to the gentleman from Michigan (Mr. DINGELL), the dean of the House and chairman emeritus of the Energy and Commerce Committee.

Mr. DINGELL. I thank my good friend for yielding.

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So those are our four major pieces of legislation, and this represents, again, a concerted effort by a number of key players in dual committees and in both the House and the Senate.

What’s important about this legislation is it does make some changes, and you from Members who have had horrendous pipeline incidents in their communities and their States, people have lost their lives, there’s been extreme property damage, and we have also impacted in a negative fashion the environment.

And what we do here in this legislation are some simple things. First, we enhance the inspections. We set standards of better inspections for pipelines. We hold pipeline operators accountable, and that’s important. People must be responsible for their actions, and we double the fines if there is negligence. There will be a penalty to pay because the damage has been incurred. And, again, we have seen some of the bad results that we hope for good results from this, again, that we can keep energy flowing and provide it for consumers.

That’s good news for consumers, that’s good news for the industry at a time when we should be hiring and employing people in this important energy activity, and it’s good news for, again, safe transport and safe jobs in an important industry in our country.

So I’m pleased that we’ve come together, that we think, achieved a goal, and set an example for the Congress when Congress’s reputation is, oh, very low, and that’s giving us high marks. And when people express their disappointment in the inability of Congress to act, we are acting. Because this is being resolved without conflict and without, again, huge disruption in the congressional process, it probably won’t get much attention. But it is in fact, and it is indeed a very important step.

I’m grateful for all of those who have come together and worked and made this an example of how Congress can and should work for the benefit of the American people.

Mr. LARSEN of Washington. Mr. Speaker, I yield 3 minutes to the gentleman from California (Ms. SPEIER).

Ms. SPEIER. I thank the gentleman from Washington State for yielding me time.

Fifteen months ago, in my district, a gas pipeline exploded and killed eight of my constituents. Thirty-eight homes were destroyed, many more were severely damaged, and many were victims that sat in burn centers for months; and I visited them. It was a horrific scene. It destroyed that community in so many respects; and yet like a phoenix, it has risen above it. This bill is really very personal to me because I lived with those experiences with those constituents.

There are a couple of things that must be said today. The chairwoman of the NTSB, the National Transportation Safety Board, said in their final report: Our investigation revealed that for years, the operator exploited weaknesses in a lax system of oversight. We also identified regulators that placed a blind trust in the companies that they were charged with overseeing to the detriment of public safety.

As a result of their report, they made 30 safety recommendations, many of them identified as urgent, to address issues in recordkeeping, information sharing, and pipeline testing. The NTMB report highlighted the fact that the problem has been under-regulation, not over-regulation, of the pipeline industry. For too long the pipeline operators have essentially written the rules for their industry.

Well, this bill takes a very important step forward in improving pipeline safety regulation, and I endorse it; but there is more that must be done. And ironically, now in California, because of this horrific accident, the residents in California are safer, better safeguarded than any other State in this country because of actions taken by the State legislature and the California Public Utilities Commission that will require, moving forward, that automatic and remote shutoff valves be placed in high-consequence areas and in seismic areas, not just on new pipeline and not just on new pipeline that they find economically feasible to place these automatic and remote shutoff valves. This is a key component that was not included in the legislation.

And I must tell you, when you saw that ball of fire raging for 90 minutes, an hour and a half, before they were able to turn off the gas, that is something that has to be addressed on a national basis. It’s been addressed now in California; and I urge us, as we move forward to address it on a national level, as well.

The NTSB also recommended requiring all pipelines be configured to allow for inline inspection tools called “smart pigs.” I didn’t know what a smart pig was before this happened, but I do now. They are also recommending requiring that older pipeline, in particular, be subject to smart pigging. This is critical to make sure that they have not endured corrosion, that they have not been spiked and the like.

So moving forward I hope that we will take the steps necessary not just to legislate it but to have it signed into law but to make it clear that our work is still not done.

Mr. SHUSTER. I have no further speakers; so I will continue to reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, in closing, just let me say a few words.

First off, I want to be sure I thank Ms. Brown of Florida, the ranking member of the subcommittee, as well as Mr. Rahall, the chairman of the full Committee on Transportation and Infrastructure, as well as my colleagues on the majority side of the aisle on the committee, and, of course, on the Energy and Commerce Committee for the work that we all did to make this bill happen.

This is the third version of the pipeline safety bill that I personally have worked on going back to 2001. Each time Congress has reauthorized the pipeline safety bill, we have done so by learning lessons from the previous 4 years, incorporating those lessons into the legislation and taking forward steps to make the pipelines and the transportation of liquid fuel and gas safer.

The third thing I just want to point out is that each year—2002, 2006 and 2011—each year of the passage of the pipeline safety bill, the bills have been bipartisan and garnered much support both in the House and in the Senate. We are likely to see that in the House, and I certainly urge the Senate to take this bill up this week and pass it with bipartisan support.

Finally, let me just say to this body that I would urge this body to support this bill and to pass H.R. 2845. I want to thank Mr. SHUSTER for his cooperation in this effort as well.

With that, I yield back the balance of my time.

Mr. SHUSTER. Mr. Speaker, I want to associate myself with the words of the gentleman from Washington. He is really one of the experts in Congress when it comes to pipeline safety, and it has been my pleasure to work with him on this bill.

As I said earlier, I’m very, very proud of the work that’s gone into this bill on both sides of the aisle. This truly is a bipartisan agreement and a bicameral agreement, and I think we can all be proud of the product we’ve produced and look forward to it being passed into law, because pipelines are the safest way to move the gas and the hazardous products that this Nation needs to fuel the economy. And this important legislation does improve safety. It enhances the reliability and provides the regulatory certainty so that the owners and operators of pipelines will make the investments in their systems that will create jobs across America.

So I urge all my colleagues to support H.R. 2845; and with that, I yield back the balance of my time.

Mr. HALL. Mr. Speaker, I rise in support of H.R. 2845, the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011. This legislation enjoys broad bipartisan support in both Chambers of Congress, seeks to improve the safety of our nation’s pipeline infrastructure, an issue that is important to all Americans.

I want to call attention to the pipeline safety reauthorization and development portions of this bill—specifically a small but important interagency program that I worked on in my capacity as longstanding Member of and current Chairman of the House Science, Space, and Technology Committee.

Focused R&D aimed at accident prevention and protecting the integrity of our pipeline infrastructure is critical to ensuring that our nation’s energy supplies are transported safely.
As an original co-sponsor of the 2002 pipeline safety legislation, I led efforts to establish the existing R&D program. This program has been productive and efficient in carrying out pipeline safety R&D. In particular, the public-private partnership model that the Department of Transportation uses to administer the program has served to leverage both Federal agency and private sector resources and expertise.

I want to thank my colleagues for working with me on this legislation to make modest—but important—changes to the current program.

In particular, I want to thank Chairmen Mica and Shuster and Ranking Member Rahall for their bipartisan effort in bringing a good bill to the Floor today that will truly improve the safety of our nation’s pipeline systems and the communities they serve.

Bipartisan bills are not easy to come by these days in Washington, and I’m proud to express my strong support for H.R. 2845, the Pipeline Safety, Regulatory Certainty and Job Creation Act of 2011.

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The SPEAKER pro tempore. Pursuant to clause 2(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 5 o’clock and 49 minutes p.m.), the House stood in recess until approximately 6:30 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on questions previously postponed.

Votes will be taken in the following order: motion to suspend the rules and pass H.R. 2158; and approval of the journal.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

MASTER SERGEANT DANIEL L. FEDDER POST OFFICE

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 3220) to designate the facility of the United States Postal Service located at 170 Evergreen Square SW in Pine City, Minnesota, as the “Master Sergeant Daniel L. Fedder Post Office”.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. Issa) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 351, nays 0, not voting 82, as follows:

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Ms. ROS-LEHTINEN changed her vote from "nay" to "yea.

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for: Mrs. NAPOLITANO. Mr. Speaker, on Monday, December 12, 2011, I was absent during rollcall vote No. 913. Had I been present, I would have voted "yea" on agreeing to H.R. 3220—To designate the facility of the United States Postal Service located at 170 Evergreen Square SW in Pine City, Minnesota, as the "Master Sergeant Daniel L. Fedder Post Office."

WAYNE GRISHAM POST OFFICE

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 2158) to designate the facility of the United States Postal Service located at 14901 Adela Drive in La Mirada, California, as the "Wayne Grisham Post Office", on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. Issa) that the House suspend the rules and pass the bill, as amended.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 353, nays 1, not voting 79, as follows:

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<tr>
<th>Yeas</th>
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[Roll No. 914]