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REPORT
119–141

COMPRESSED GAS CYLINDER SAFETY AND OVERSIGHT IMPROVEMENTS ACT OF 2025

JUNE 5, 2025.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. GRAVES, from the Committee on Transportation and Infrastructure, submitted the following

REPORT

[To accompany H.R. 1182]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 1182) to require the Secretary of Transportation to promulgate regulations relating to the approval of foreign manufacturers of cylinders, and for other purposes, having considered the same, reports favorably thereon without amendment and recommends that the bill do pass.

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PURPOSE OF LEGISLATION

The purpose of H.R. 1182 is to require the Secretary of Transportation to promulgate regulations relating to the approval of foreign manufacturers of compressed gas cylinders, and for other purposes.

BACKGROUND AND NEED FOR LEGISLATION

The United States Department of Transportation's (DOT's) Pipeline Safety and Hazardous Materials Administration (PHMSA), through authority delegated to it by the Secretary of Transportation, is the Federal entity responsible for regulating the intrastate, interstate, and foreign transportation of hazardous gasses, including those transported in compressed gas cylinders (49 U.S.C. § 5103(b)(1)). These cylinders are required to meet DOT specification or United Nations (UN) standard and shipped in accordance with the Hazardous Materials Regulations (HMR) prior to entering transportation.

In recent years, an influx of foreign manufactured compressed gas cylinders that may be used to transport hazardous gasses have been transported in commerce with risk of significant damage to property, physical injury, or death. Cylinders that meet Federal specifications or UN standards are marked to indicate their compliance. Some cylinders sold by major online retailers have not been manufactured to DOT specification or UN standard, lack certification markings and are not designed to contain and safely transport hazardous materials. While the initial shipment of empty cylinders is not within PHMSA's purview, once these cylinders are filled and transported to a United States Environmental Protection Agency-certified reclaimer, they are in violation of the HMR. Use of unauthorized cylinders that do not adhere to the regulations for the safe manufacture, use, and periodic requalification of cylinders can lead to the release of high pressure hazardous gases, posing serious health and safety risks. These risks include fires, explosions, inhalation injuries, and death to transportation workers, emergency responders, and the general public. On January 13, 2025, PHMSA issued a Safety Advisory Notice to warn and provide guidance to the public regarding the presence of non-DOT specification or UN-standard compressed gas cylinders and the means to identify such cylinders.

Unfortunately, certain foreign manufacturers of compressed gas cylinder facilities are inadequately inspected to ensure they meet or continue to meet DOT specifications or UN standards. PHMSA does not currently have the capability to regularly inspect overseas facilities due to the distance and costs of conducting such inspections.

The bill ensures that foreign manufacturers of compressed gas cylinders (FMOC) meet DOT specifications. It requires that initial PHMSA approvals be limited to one year for FMOCs to demonstrate consistent compliance and then allows for five-year approval intervals. The legislation strengthens PHMSA's ability to suspend or terminate an approval if an FMOC, or any entity controlling more than 10 percent of that FMOC, obstructs inspections or PHMSA finds the FMOC knowingly or deliberately misrepresented responses required by law, or fails to meet safety compliance conditions. The bill also requires that FMOC approvals be printed in the Federal Register for public comment and creates a reevaluation process based on evidence of non-compliance. Finally, the bill allows PHMSA to seek cost recovery for the travel and associated costs of inspecting overseas FMOCs.

HEARINGS

For the purposes of rule XIII, clause 3(c)(6)(A) of the 119th Congress, the following hearings were used to develop or consider H.R. 1182:

In the 119th Congress, no hearings were used to develop or consider H.R. 1182.

LEGISLATIVE HISTORY AND CONSIDERATION

H.R. 1182, the *Compressed Gas Cylinder Safety and Oversight Improvements Act of 2025* was introduced in the United States House of Representatives on February 11, 2025 by Mr. Balderson of Ohio, with Mr. Krishnamoorthi of Illinois and Mr. Taylor of Ohio as original cosponsors, and Mr. Nehls of Texas and Mr. Wied of Wisconsin as cosponsors, and referred to the Committee on Transportation and Infrastructure. Within the Committee on Transportation and Infrastructure, H.R. 1182 was referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials. The Subcommittee on Railroads, Pipelines, and Hazardous Materials was discharged from further consideration of H.R. 1182 on February 26, 2025.

The Committee on Transportation and Infrastructure considered H.R. 1182 on February 26, 2025, and ordered the measure to be reported to the House with a favorable recommendation, without amendment, by voice vote.

COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against.

No recorded votes were requested.

COMMITTEE OVERSIGHT FINDINGS AND RECOMMENDATIONS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

NEW BUDGET AUTHORITY AND TAX EXPENDITURES

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the *Congressional Budget Act of 1974* has been timely submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the

Congressional Budget Act of 1974, the Committee has received the enclosed cost estimate for H.R. 1182 from the Director of the Congressional Budget Office:

H.R. 1182, Compressed Gas Cylinder Safety and Oversight Improvements Act of 2025
As ordered reported by the House Committee on Transportation and Infrastructure on February 26, 2025

By Fiscal Year, Millions of Dollars	2025	2025-2030	2025-2035
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	2	not estimated

Increases *net direct spending* in any of the four consecutive 10-year periods beginning in 2036?	No	Statutory pay-as-you-go procedures apply?	No
		Mandate Effects	
Increases *on-budget deficits* in any of the four consecutive 10-year periods beginning in 2036?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No

* = between zero and $500,000.

H.R. 1182 would amend the process the Pipeline and Hazardous Materials Safety Administration (PHMSA) uses to approve foreign-manufactured cylinders used to transport certain hazardous materials. In particular, the bill would:

- Require PHMSA to approve foreign-manufactured cylinders every year, except under conditions specified in the bill (under current law, such approvals generally last for five years);
- Broaden the criteria under which PHMSA could deny or reevaluate applications from foreign manufacturers; and
- Increase the frequency of inspections at manufacturing facilities.

Using information from PHMSA, CBO expects that the agency would need two full-time equivalent employees to carry out the bill's requirements at an average annual cost of $200,000 per employee for pay and benefits. On that basis, CBO estimates that implementing H.R. 1182 would cost $2 million over the 2025–2030 period. Any related spending would be subject to the availability of appropriated funds.

The CBO staff contact for this estimate is Aaron Krupkin. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

PHILLIP L. SWAGEL,
Director, Congressional Budget Office.

PERFORMANCE GOALS AND OBJECTIVES

With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the performance goals and objectives of this legislation is to ensure foreign made gas cylinders meet PHSMA hazardous material safety requirements before entering commerce.

DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, the Committee finds that no provision of H.R. 1182 establishes or reauthorizes a program of the Federal Government known to be duplicative of another Federal program, a program that was included in any report from the Government Accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

In compliance with clause 9 of rule XXI of the Rules of the House of Representatives, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(e), 9(f), or 9(g) of the rule XXI.

FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the *Unfunded Mandates Reform Act* (Public Law 104–4).

PREEMPTION CLARIFICATION

Section 423 of the *Congressional Budget Act of 1974* requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee finds that H.R. 1182 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the *Federal Advisory Committee Act* were created by this legislation.

APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the *Congressional Accountability Act* (Public Law 104–1).

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Section 1. Short title

This section states that this Act may be cited as the "Compressed Gas Cylinder Safety and Improvements Act of 2025".

Section 2. Regulation of foreign manufacturers of cylinders used in transporting hazardous materials

This section defines key terms and directs the Secretary of Transportation to promulgate regulations to provide procedures for the approval of foreign manufactures of cylinders (FMOCs) for one-year for initial approvals and extending to five-years for FMOCs that can demonstrate consistent compliance. This section also establishes an approval reevaluation process based on evidence of

FMOC non-compliance. Further this section, requires a notice and comment period for newly issued approvals or reapprovals. Additionally, the section requires FMOCs to disclose whether they or any entity controlling more than 10 percent of the FMOC, has been subject to civil penalties, are subject to the Do Not Pay Initiative, are listed in the United States Department of Commerce's Military End User List, are identified under section 1237 of the *Strom Thurmond National Defense Authorization Act of 1999*, are subject to anti-dumping our countervailing duties as of the date of the application, or have been found guilty of a criminal penalty. The bill mandates that PHMSA maintain a website of approved FMOCs, and allows the Secretary to require annual inspections of FMOCs if the Secretary finds there is good cause. The bill also allows PHMSA to recover the costs associated with foreign conducting foreign inspections.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

As reported by the Committee, H.R. 1182 makes no changes in existing law.