

Facts about oil trains in North America

There are facts about the increase of oil trains in North America that cannot be argued with. We are unprepared for oil industry's massive expansion of the amount of oil being shipped on trains in Canada and the US. What's more, in this day and age moving oil on trains isn't something we should be doing at all. Arm yourself with knowledge by reading the oil train facts below.

The number of oil trains is increasing at an alarming rate

- Over six years, the number of oil trains increased by 4,111% in the US (1)
- In Canada, the number of oil trains increased 28,000% from 2009-2013 (2)
- Oil production in North America has skyrocketed in the past five years (3)
- As oil companies race to get their oil refined and to market, they're trying to turn the Pacific Northwest (Oregon, Washington and British Columbia) into an off-ramp for oil exports, putting its famed coastlines and its communities at risk
- There are 11 oil train proposals on the table in Oregon and Washington State, four that are already built (4)
- If all 11 proposals are built, 962,700 barrels per day of oil would move through Washington and Oregon. Keystone XL, by comparison, would move 830,000 barrels per day if built (4)

The trains that move the oil are outdated and dangerous

- DOT-111 tanks cars should not be used to move flammable liquids like crude oil because their thin metal skin and protruding valves lead to punctures when they derail.
- As early as 1991, the National Transportation Safety Board said that the DOT-111 oil tank cars were unsafe to move Bakken oil in 1991 (5)
- Over 80% of crude oil moved around North America railways is moved in older DOT-111 car As early as 1991, the National Transportation Safety Board said that the DOT-111 oil tank cars were unsafe to move Bakken oil in 1991
- Over 80% of crude oil moved around North America railways is moved in older DOT-111 car (6)
- Canada has committed to phasing out DOT-111 cars in the next three years. The US is lagging in this important public safety step (7)

The oil itself is toxic and explosive

- Bakken oil is more explosive than most crude oil (8)
- Tar sands oil is toxic when refined and nearly impossible to clean up

spills in water
(10)

Moving more oil on trains puts our climate and our communities in danger

- Moving oil on trains is unacceptably dangerous. In July 2013 an oil train derailment in Lac Megantic, Quebec, killed 47 people and leveled its downtown. To view the official Railway Investigation Report by the Transportation Safety Board of Canada click here.
- In 2013 oil train derailments spilled more oil (1.15 million gallons or 4.35 million litres) than the previous four years combined (1975-2012) (10)
- Transporting more oil on trains means putting thousands of people across North America in harms way
- Digging up and refining oil spews greenhouse gases into our atmosphere, and acidifies our oceans
- Creating new ways of moving oil commits us to more dirty energy, when we must transition to a cleaner future

These facts show that moving oil on trains is **ALL risk and NO reward** for communities near the tracks.

Learn what we are doing to stop oil trains here:

<https://www.stand.earth/campaigns/oppose-pipelines>

Citations for the facts above:

1. <https://www.aar.org/keyissues/Documents/Background-Papers/Crude-oil-by-rail.pdf>
2. http://www.thestar.com/news/canada/2013/07/08/lac_megantic_oil_shipments_by_rail_have_increased_28000_per_cent_since_2009.html
3. <http://www.eia.gov/cfapps/ipdbproject/iedindex3.cfm?tid=5&pid=57&aid=1&cid=r1,&syid=2009&eyid=2013&unit=TBPD>
4. <http://www.sightline.org/download/2325/>
5. http://www.nts.gov/doclib/reclib/1991/R9112_13.pdf
6. <https://www.aar.org/safety/Documents/Railroad%20Tank%20Cars.pdf>
7. <http://abcnews.go.com/International/wireStory/canada-phase-rail-tank-cars-years-23440505>
8. http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1_2_14%20Rail_Safety_Alert.pdf
9. <http://www.ec.gc.ca/Publications/default.asp?lang=En&xml=D6AB8B67-73F5-48B6-B3D1-AAE1B06FF9A2>
10. <http://augustafreepress.com/senators-call-improved-rail-safety-communication-following-lynchburg-derailment/>

Join Standearth in telling U.S. safety officials and railroad execs:

No More Oil Train Secrets

The first step in making our schools safe from oil trains is to release critical documents that the rail companies are hiding from the public.

5.7 Million K-12 age children attend U.S. schools in the oil train blast zone--the area that must be evacuated in case of a derailment or fire from an oil train.

Massive growth of oil train traffic--over 5,000% since 2008 in the U.S.--means more derailments, oil spills into waterways, and massive explosions. 2015 alone has seen five explosive derailments in the U.S. and Canada. We now know that oil trains threaten 5,728,044 million children in 15,848 schools every day in the U.S. Our children deserve better.

But we don't even know the details on the dangers of these trains—and neither do our first responders or our elected leaders. We don't know because oil train companies like BNSF, Union Pacific, CSX, Norfolk Southern, Canadian Pacific and Canadian National are keeping four critical types of information hidden:

- The routing choices they make through cities, towns and sensitive areas; - The worst case scenario models they create for your town; - The insurance amount they have to cover themselves; and - Their emergency response plans when the unthinkable happens.

We are calling these documents The Oil Train Secrets. The Federal Railroad Administration, the agency in the U.S. that is responsible for making the companies release these documents, isn't doing its job--and neither is its boss, the U.S. Department of Transportation. But our future and our children are too important to let these critical documents stay secret.

Join StandEarth in telling U.S. transportation officials (and the Railroad Execs themselves): the next step in making our schools safe from oil trains is to release The Oil Train Secrets.

<https://www.stand.earth>