

**Written Testimony for Safe Transportation of Crude Oil (and Other Energy Products) by Rail in PA Hearing of June 9, 2015.**

**Submitted by: Sierra Club of Chester County, PA**

**Contacts: Peggy Hartzell – Oil Trains Committee Chair**

**Jim Wylie – Conservation Chair, Southeastern PA Group, Sierra Club**

Testimony:

In regards to public safety and Bakken Crude-oil train traffic we are particularly concerned about the proximity of crude-oil train traffic to Limerick Nuclear Power plant northwest of Philadelphia and the Schuylkill River. We have concerns and unanswered questions about this particularly unique situation that could affect not only the population in the evacuation zone but the population in the greater Philadelphia region as well. The increased Crude-oil train traffic did not exist when Limerick was relicensed in 2013 and needs to be addressed.

We feel we have a particularly high risk here in southeastern PA with the nuclear power plant dependence on water from the Schuylkill River. A train accident could threaten the drinking water for thousands (millions?) of people as well as threaten the operation and integrity of the reactors and the ecosystems of the area. The tracks run between the river and the plant on a steep incline with no direct road access for emergency vehicles.

The following issues need to be addressed concerning rail safety and in the event of an accident the ability to respond to a potentially catastrophic situation.

Reactor and spent fuel storage safety:

- What kind of a blast can the reactors and/or spent fuel storage facilities withstand?!
- What happens if multiple cars of Crude -oil catch fire?
- How long can containment buildings withstand sustained high temperatures?
- What is the access to the tracks that run next to the cooling towers and the river in an emergency?
- What happens if there is an accident next to the pump houses? How are they protected?
- What happens if the reactor coolant water pump houses can no longer use the water from the river?
- How long can the plant operate without the water?
- Crude oils explosions and fires have lasted for days . Would Limerick workers be able to stay on the job being exposed to toxic smoke?

Train operation near the plant:

- What are the train speeds next to the plant?
- What effect do high summer temperatures have on the tracks? Amtrak slows to 40mph on hot tracks.
- What effect do high summer temperatures have on the oil in the tank cars?
- When the trains are sitting in the sun? Does gas venting increase?

Emergency Response:

- How can one plan for two possible disasters. Crude-oil fire explosion and compromised Nuclear Power plant?
- In the event of an accident near Limerick i.e. RT. 422 overpass how would it effect the Limerick Evacuation Routes?
- Who foots the bill? for either emergency response or for catastrophic property damage and /or loss of life? Is there adequate liability assignment by the rail and oil companies? The rail company responsible for Lac Megantic derailment declared bankruptcy.

Thank you for the committees' consideration of these concerns.

Peggy Hartzel - 1967 Fairview Rd, Nantmeal, PA 19343 - [Leaflight@earthlink.net](mailto:Leaflight@earthlink.net)

Jim Wylie – 208 N Benjamin Dr, West Chester, PA 19382 – [jim.wylie@verizon.net](mailto:jim.wylie@verizon.net)