



(Original Signature of Member)

119TH CONGRESS  
1ST SESSION

**H. R.** \_\_\_\_\_

To require the Administrator of the Federal Railroad Administration to submit to Congress a report on the rate and causes of rail tank car pressure relief device failures, and for other purposes.

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IN THE HOUSE OF REPRESENTATIVES

Mr. DELUZIO introduced the following bill; which was referred to the Committee on \_\_\_\_\_

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**A BILL**

To require the Administrator of the Federal Railroad Administration to submit to Congress a report on the rate and causes of rail tank car pressure relief device failures, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Under Pressure Act  
5 of 2025”.

1   **SEC. 2. REPORT ON RAIL TANK CAR PRESSURE RELIEF DE-**  
2                                   **VICE FAILURES.**

3           (a) REPORT TO CONGRESS.—Not later than 18  
4 months after the date of enactment of this Act, the Ad-  
5 ministrator of the Federal Railroad Administration shall  
6 submit to Congress a report that includes—

7                   (1) the rate and causes of rail tank car pres-  
8 sure relief device failures in a derailment event in-  
9 cluding information and variables relating to each  
10 event, including—

11                           (A) the number of tank cars involved in  
12 such derailment;

13                           (B) whether or not the event included a  
14 fire;

15                           (C) in the case of a fire, the temperature  
16 and duration of the fire;

17                           (D) the length of the time before, and cir-  
18 cumstances of, the failure of a pressure relief  
19 device; and

20                           (E) with respect to each pressure relief de-  
21 vice that failed—

22                                   (i) an assessment of the compatibility  
23 of the device with each tank car commodity  
24 involved in such derailment;

1 (ii) an assessment of the survivability  
2 of, and thermal protection for high heat  
3 conditions used on, the device; and

4 (iii) identification of each orientation  
5 of the device, including whether the ori-  
6 entation is—

7 (I) above or below the vapor line;

8 or

9 (II) in the liquid space;

10 (2) recommendations to prevent rail tank car  
11 pressure relief device failures; and

12 (3) the status of any recommendations issued  
13 by the National Transportation Safety Board, in-  
14 cluding any recommendations issued during the pe-  
15 riod beginning on the date of enactment of this Act  
16 and ending on the date on which the Administrator  
17 initiates the report, on rail tank cars for which the  
18 respondent has not provided an acceptable response.

19 (b) CONSULTATION REQUIRED.—In developing the  
20 report under subsection (a), the Administrator shall con-  
21 sult with—

22 (1) the Administrator of the Pipeline and Haz-  
23 ardous Materials Safety Administration;

24 (2) rail employers;

- 1           (3) organizations representing rail employees;
- 2       and
- 3           (4) rail tank car builders, shippers, and owners.