

HOUSE JOINT RESOLUTION NO. 45

INTRODUCED BY HOUSE NATURAL RESOURCES, SHELDEN, CHAIRMAN

IN THE HOUSE

February 16, 1979	Introduced and referred to Committee on Natural Resources.
February 20, 1979	Committee recommend bill do pass. Report adopted.
February 22, 1979	Second reading, do pass.
February 23, 1979	Considered correctly engrossed. Third reading, passed. Transmitted to second house.

IN THE SENATE

February 23, 1979	Introduced and referred to Committee on Highways and Transportation.
March 19, 1979	Committee recommend bill be concurred in. Report adopted.
March 21, 1979	Second reading, concurred in.
March 24, 1979	Third reading, concurred in.

IN THE HOUSE

March 26, 1979	Returned from second house. Concurred in. Sent to enrolling. Reported correctly enrolled.
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House JOINT RESOLUTION NO. *45*

INTRODUCED BY *House Natural Resources, Sheldon, Ch*

A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA URGING THE UNITED STATES INTERSTATE COMMERCE COMMISSION TO REVISE RAIL FREIGHT RATES SO AS NOT TO DISCRIMINATE AGAINST RECYCLED MATERIALS.

WHEREAS, the recycling of solid waste materials, including glass, metal cans, paper, and other reusable products, is an essential part of any resource and energy conservation policy; and

WHEREAS, recycling has many potential benefits to the state of Montana, including the providing of a high-quality source of domestic materials for local and national industry, the stimulation of new employment opportunities, and the reduction of the cost of solid waste management that now averages \$35 a ton for disposal of waste materials; and

WHEREAS, Montana's recycling industry is unable to develop to its fullest potential because the United States Interstate Commerce Commission has set artificially high barriers in the form of rail freight rates for recycled materials; and

WHEREAS, these rail freight rates for recycled materials are three to five times greater than rates for

competing and similar raw materials; and

WHEREAS, these artificially high rail freight rates especially discriminate against large rural states like Montana where large distances must be covered to ship recycled materials to urban centers for market; and

WHEREAS, the Interstate Commerce Commission has failed to respond to pleas to reform the rail freight rate structure and has failed to justify these discriminatory rates.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA:

That the United States Interstate Commerce Commission is urged to revise its rail freight rates to end discrimination against the transportation by rail of recycled materials.

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the Interstate Commerce Commission with a reply requested and to the Montana Congressional Delegation.

-End-

1 House JOINT RESOLUTION NO. 45
 2 INTRODUCED BY House Int'l Business, Sheldon, Cd

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 4 A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF
 5 REPRESENTATIVES OF THE STATE OF MONTANA URGING THE UNITED
 6 STATES INTERSTATE COMMERCE COMMISSION TO REVISE RAIL FREIGHT
 7 RATES SO AS NOT TO DISCRIMINATE AGAINST RECYCLED MATERIALS.

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 9 WHEREAS, the recycling of solid waste materials,
 10 including glass, metal cans, paper, and other reusable
 11 products, is an essential part of any resource and energy
 12 conservation policy; and

13 WHEREAS, recycling has many potential benefits to the
 14 state of Montana, including the providing of a high-quality
 15 source of domestic materials for local and national
 16 industry, the stimulation of new employment opportunities,
 17 and the reduction of the cost of solid waste management that
 18 now averages \$35 a ton for disposal of waste materials; and

19 WHEREAS, Montana's recycling industry is unable to
 20 develop to its fullest potential because the United States
 21 Interstate Commerce Commission has set artificially high
 22 barriers in the form of rail freight rates for recycled
 23 materials; and

24 WHEREAS, these rail freight rates for recycled
 25 materials are three to five times greater than rates for

1 competing and similar raw materials; and

2 WHEREAS, these artificially high rail freight rates
 3 especially discriminate against large rural states like
 4 Montana where large distances must be covered to ship
 5 recycled materials to urban centers for market; and

6 WHEREAS, the Interstate Commerce Commission has failed
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