

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.

House JOINT RESOLUTION NO. 45INTRODUCED BY House Senate President, Speaker, Sheldan, Ch

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

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

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

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

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

22 competing and similar raw materials; and
23 WHEREAS, these artificially high rail freight rates
24 especially discriminate against large rural states like
25 Montana where large distances must be covered to ship
recycled materials to urban centers for market; and
26 WHEREAS, the Interstate Commerce Commission has failed
27 to respond to pleas to reform the rail freight rate
28 structure and has failed to justify these discriminatory
29 rates.

30
31 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE
32 OF REPRESENTATIVES OF THE STATE OF MONTANA:

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

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

-End-

House JOINT RESOLUTION NO. 45

JOINT RESOLUTION NO. 72

2 INTRODUCED BY House of Representatives, October, 18

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.

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 \$15 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
7 to respond to pleas to reform the rail freight rate
8 structure and has failed to justify these discriminatory
9 rates.

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11 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE
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13 That the United States Interstate Commerce Commission
14 is urged to revise its rail freight rates to end
15 discrimination against the transportation by rail of
16 recycled materials.

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18 be sent to the Interstate Commerce Commission with a reply
19 requested and to the Montana Congressional Delegation.

-End-

HJR 45

THIRD READING

1 HOUSE JOINT RESOLUTION NO. 45
2 INTRODUCED BY HOUSE NATURAL RESOURCES, SHELDEN, CHAIRMAN
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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.

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 may averages \$25 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
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