

## S 485

A bill to exempt certain class A CDL drivers from the requirement to obtain a hazardous material endorsement while operating a service vehicle with a fuel tank containing 3,785 liters (1,000 gallons) or less of diesel fuel.

**Congress:** 113 (2013–2015, Ended)

**Chamber:** Senate

**Policy Area:** Transportation and Public Works

**Introduced:** Mar 7, 2013

**Current Status:** Read twice and referred to the Committee on Commerce, Science, and Transportation.

**Latest Action:** Read twice and referred to the Committee on Commerce, Science, and Transportation. (Mar 7, 2013)

**Official Text:** <https://www.congress.gov/bill/113th-congress/senate-bill/485>

### Sponsor

**Name:** Sen. Roberts, Pat [R-KS]

**Party:** Republican • **State:** KS • **Chamber:** Senate

### Cosponsors (4 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Heitkamp, Heidi [D-ND]	D · ND		Mar 7, 2013
Sen. Johanns, Mike [R-NE]	R · NE		Mar 7, 2013
Sen. Moran, Jerry [R-KS]	R · KS		Mar 7, 2013
Sen. Hoeven, John [R-ND]	R · ND		Mar 11, 2013

### Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Mar 7, 2013

### Subjects & Policy Tags

#### Policy Area:

Transportation and Public Works

### Related Bills

Bill	Relationship	Last Action
113 HR 1026	Identical bill	<b>Mar 8, 2013:</b> Referred to the Subcommittee on Highways and Transit.

### Summary (as of Mar 7, 2013)

Directs the Secretary of Transportation (DOT) to exempt from the requirement to obtain a hazardous material (hazmat) endorsement all class A commercial driver's license (CDL) holders who are custom harvesters, agricultural retailers, agricultural business employees, agricultural cooperative employees, or agricultural producers who operate a service vehicle with a fuel tank containing 3,785 liters (1,000) gallons or less of diesel fuel if the tank is clearly marked with a placard reading "Diesel Fuel."

## Actions Timeline

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- **Mar 7, 2013:** Introduced in Senate
- **Mar 7, 2013:** Read twice and referred to the Committee on Commerce, Science, and Transportation.