



# Pipeline Regulatory Issues

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# Changes to the GPS Section





# Staff Expansion

- Hiring 2 new Gas Pipeline Safety Inspectors.
- Intent is that we have about 2 people's worth of work devoted to the regulation of high stress gathering and production lines in the Utica and Marcellus shale gas fields.
- Our current auditing schedule will likely not change.



# Pipeline Safety Act of 2011

Became law 2/11/12



# Civil Penalties

- Defines a “Major Consequence Violation” as a violation contributing to an incident resulting in:
  - One or more deaths;
  - One or more injuries requiring in-patient hospitalization;
  - “Environmental harm exceeding \$250,000 in estimated damage to the environment including property loss other than the value of natural gas... lost, or damage to the pipeline or equipment”.
- Increases maximum penalties to \$200,000 per day per violation up to a maximum of \$2,000,000 for major consequence violations.



# State Damage Prevention Program

- Some minor changes to applications for Federal grants
- Removes exemptions for municipalities, State agencies or their contractors from State notification programs.
- Requires the Secretary to conduct a study on the impact of excavation damage on pipeline safety, to include an analysis of the frequency and severity of different types of damage.



# Shut-off Valves

- No later than 2 years from the date of enactment, PHMSA shall require the use of automatic or remote-control shut-off valves “where economically, technically, and operationally feasible” on transmission lines constructed or replaced after the date on which PHMSA issues a final rule.



# Integrity Management Program

- US DOT has to evaluate whether Transmission IM Program requirements should be expanded beyond High Consequence Areas.
- Also must evaluate whether applying IM program requirements to additional areas would “mitigate the need for class location requirements”.
- Evaluate “whether risk-based reassessment intervals are a more effective alternative for managing risks to pipelines in high consequence areas once baseline assessments are complete”.



# Public Education & Awareness

- High Consequence Areas have to be shown on the National Pipeline Mapping System.
- Emergency Response Plans have to be submitted to PHMSA for review. Redacted plans to be made available to the public.

## Cast Iron Piping

- PHMSA must identify total cast iron pipeline mileage and “evaluate the progress.... made in implementing plans for the safe management and replacement of cast iron gas pipelines”



# Incident Notification

No later than 18 months after enactment, PHMSA must:

- Prescribe regulations that establishes time limits for incident telephonic notices to State and local government officials. Not later than 1 hour (!) following the time of confirmed discovery.
- Require an estimate of the amount of product released and an estimate of total fatalities and injuries within 48 hours of the incident.



# MAOP

- Within 6 months, operators must verify MAOP records for transmission lines in Class 3&4 areas and Class 1&2 HCA's.
- Within 18 months, operators must identify pipeline segments where you do not have adequate MAOP documentation and report that to PHMSA.
- PHMSA to develop rules for conducting tests to confirm MAOP on transmission lines in HCA's and operating at  $> 30\%$  SMYS. These tests will be pressure testing or some alternative method including in-line inspection.
- Operators must report MAOP excursions on transmission lines.



# Gathering Lines

- No later than 2 years after enactment, PHMSA must complete a review of all exemptions for Gathering lines and issue recommendations for modification or revocation of existing exemptions.



# Distribution Integrity Management

Lessons learned to date



# 192.1007(a) System Knowledge

- Need a baseline assessment of unknown data and an identification of missing information.
- Need written procedures for identifying and updating unknown system information during normal activities conducted on the pipeline.



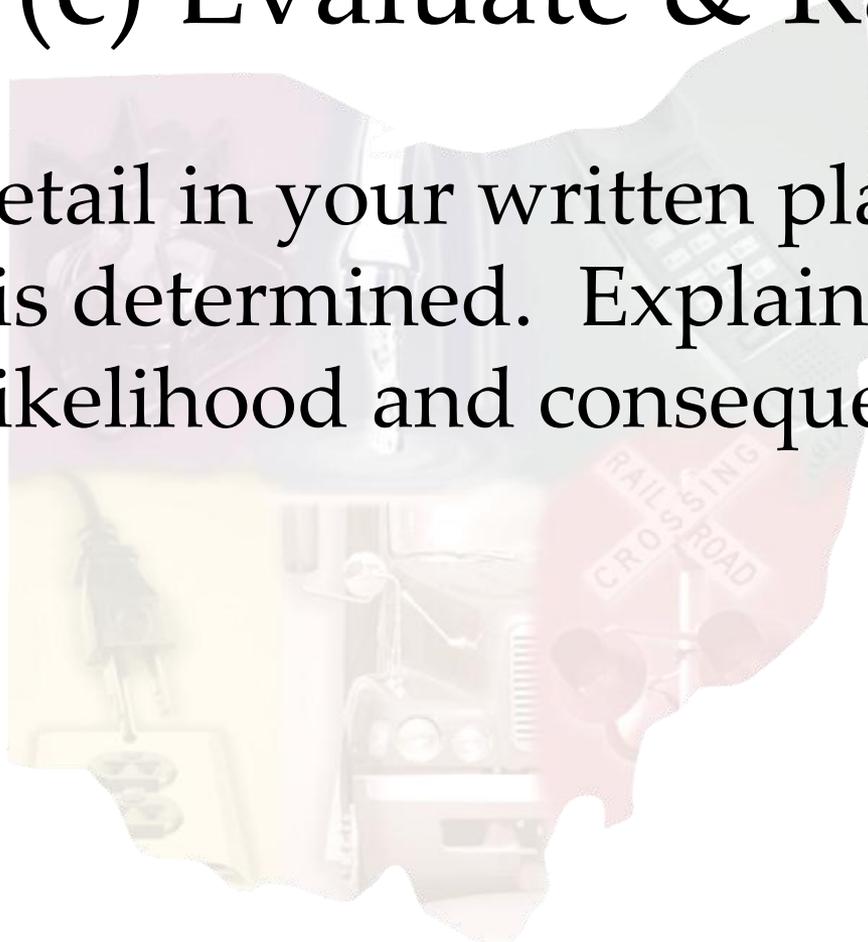
# 192.1007(b) Identify Threats

- Identify your subject matter experts and list their qualifications in the plan.
- Show you have reviewed reasonably available information such as number and cause of hazardous and non-hazardous leaks, excavation damage, excavation call tickets, maintenance history, etc.
- Consider local conditions such as business districts, etc.



# 192.1007(c) Evaluate & Rank Risk

- Include detail in your written plan about how risk is determined. Explain the values given to likelihood and consequence.





## 192.1007(d) Identify / implement measures to address risks.

- The plan should give some sense of a baseline, i.e. a current risk that will be targeted and reduced over time.
- Measures should not just be a listing of current programs designed to comply with the Pipeline Safety Regulations.



## 192.1007(e) Measure performance

- Too early to see how this is working.
- Be prepared to compare future results to some baseline.

## 192.1007(f) Periodic evaluation

- Have a defined schedule for re-evaluation.



# 192.1009 Compression Couplings

- Must submit a report to PHMSA for all compression coupling failures resulting in hazardous leaks, including from third party dig-ins, etc.
- You also have to submit this information to Ohio PUC. We are not picky about the format.



# 192.1011 Records

- Operators must maintain records demonstrating compliance with the DIMP requirements for 10 years.
- DIMP plans should be “stand-alone” documents unless you are also keeping other referenced documents for 10 years.



# Other topics





# Compliance topics

- 192.725 – can't use pre-tested piping to replace service lines (only mains)
- 192.467 - Electrical isolation of casings.
- 192.1003 – Do farm taps off a Transmission line have to have a DIMP plan?

A large, semi-transparent graphic of the state of Ohio is centered on the page. Inside the outline of the state, there is a collage of various utility-related images. These include a gas stove burner, a hand holding a power cord, a close-up of a power outlet, a car's front end, and a railroad crossing sign that reads "RAILROAD CROSSING" and "CROSSING ROAD".

Other questions?