PHMSA FOCUS

Pipeline and Hazardous Materials Safety Administration

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Remembering Bellingham: Pipeline Accident Plays Huge Role in Restructuring DOT's Pipeline Safety Program

Ten years ago Bellingham, Wash., experienced one of the worst pipeline accidents in the history of pipeline safety. On June 10, 1999, 250,000 gallons of gasoline from a ruptured, large transmission pipeline spilled into a nearby creek, accidentally ignited, and led to the deaths of three young individuals, eight injuries, and over $45 million in property damages.

In June 2009, the citizens of this community commemorated the tenth anniversary of this tragic accident, the lives of the three victims Wade King, Stephen Tsiorvias, and Liam Wood, and the recuperation of their community. Although the citizens remain keenly aware of the accident and its effects on their lives, the community shows visual signs of recovery, including restorations of Whatcom Creek and surrounding areas.

Jeff Wiese, PHMSA's Associate Administrator for Pipeline Safety joined the community during their remembrance to pay respects to the residents and to help honor the memory of the three young men whose lives were lost. Mr. Wiese thanked the community for their leadership in making positive improvements nationwide for pipeline safety.

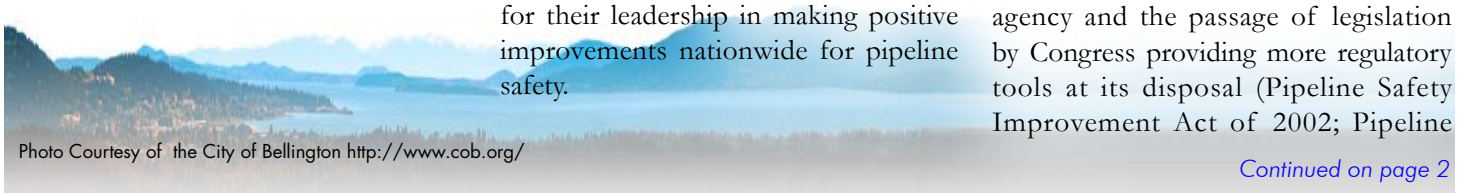

Photo Courtesy of the City of Bellington http://www.cob.org/

Since the tragedy in Bellingham, the Department of Transportation has seen significant growth in both the level of interest and the size and scope of its pipeline safety program.

Through the Norman Y. Mineta Research and Special Programs Improvement Act of 2004, the Department reorganized the Pipeline and Hazardous Materials Safety Administration, into an agency with the mission to further the highest degree of safety in pipeline and hazardous materials transportation.

With a newly named pipeline safety agency and the passage of legislation by Congress providing more regulatory tools at its disposal (Pipeline Safety Improvement Act of 2002; Pipeline

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House Subcommittee Holds Hazmat Reauthorization Hearing

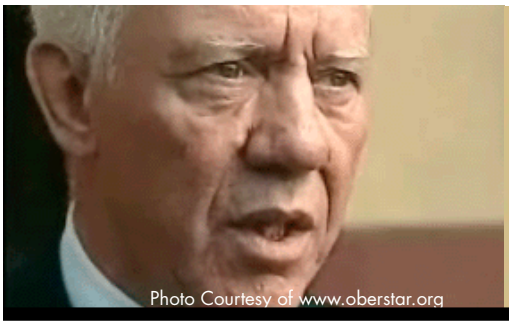

Photo Courtesy of www.oberstar.org

Photo Courtesy of www.house.gov

Chairman James Oberstar and Congresswoman Corrine Brown

The spotlight was on PHMSA as it, the National Transportation Safety Board (NTSB) and several hazardous materials stakeholder organization provided testimony before the U.S. House of Representatives Subcommittee on Railroad, Pipeline and Hazardous Materials on May 14, 2009. The purpose of the hearing called by Subcommittee Chairwoman Corrine Brown, D-Fla., was to review implementation of the SAFETEA-LU (P.L. 109-59) amendments and to prepare for reauthorization of the hazardous materials program that expired on September 30, 2008.

PHMSA Acting Deputy Administrator Cindy Douglass shared the first panel with NTSB Chairwoman Deborah Hersman and led off with an overview of PHMSA's recent accomplishments, current priorities and initiatives, and vision for the future of the hazardous materials transportation safety program.

In keeping with PHMSA's risk-based approach to enhancing hazardous materials transportation safety, the agency has identified a number of high-risk materials and operations and is developing strategies to address those risks. In order of priority, these risks include:

- Fires onboard commercial aircraft;
- Releases of materials that are poisonous by inhalation, such as chlorine and anhydrous ammonia from rail tank cars and tank trucks;
- Rollovers of tank trucks carrying flammable liquids such as gasoline;
- Bulk loading and unloading operations; and
- Undeclared shipments of hazardous materials.

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Bellingham

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Inspection, Protection, Enforcement and Safety Act of 2006), the Department has been able to raise the rigor of its regulatory standards for pipelines, improve the quality of oversight and enforcement, and invest more heavily in pipeline technology improvements.

Through PHMSA, the Department's pipeline inspection and enforcement capabilities have been expanded and improved. Building a far more robust and transparent safety enforcement program, PHMSA doubled the number of pipeline inspectors and accident investigators and increased its proposed civil penalty amounts by eight times its 2002 figures.

The agency is also aggressively advancing safety technologies, providing more resources for research and development projects that seek solutions to the most common causes of pipeline failures.

New integrity management regulations have been responsible for tens of thousands of repairs along miles and miles of pipelines where accidents could result in tragic consequence. These regulations require companies to review safety processes, develop procedures to assure the safe operation of these processes, and conduct continual review and monitoring of their pipeline infrastructure. The agency is confident that this approach promotes continuous safety improvement throughout the industry and leads to better performance.

In addition to these improvements, PHMSA introduced a variety of damage prevention programs, including helping to establish "8-1-1," the three-digit "Call Before You Dig" number allowing anyone in the country the ability to help eliminate third party damages to pipelines - - the type of damage eventually determined to be the cause of the pipeline accident in Bellingham.

Over the past 20 years, these efforts have resulted in an average reduction in serious pipeline accidents of 10 percent every three years - - accidents resulting in severe impacts to people, such as death and injuries.

Even with these figures PHMSA knows its job in enhancing pipeline transportation safety is not done.

U.S. Transportation Secretary LaHood Signs Cooperative Agreement with the Chinese on the Safe Transport of Dangerous Goods

Transportation Secretary Ray LaHood (right) signs the cooperative agreement on the safe transport of dangerous goods with the Chinese Minister of Transport Li Shenglin (left) as PHMSA Acting Deputy Administrator Cindy Douglass (standing 4th from right) looks on.

U.S. Secretary of Transportation Ray LaHood joined China's Minister of Transport Li Shenglin March 30 in the historic signing at DOT headquarters of an agreement to cooperate on the safe transportation of hazardous materials.

Signing the agreement, Transportation Secretary LaHood noted that both nations' industries – including manufacturing, agriculture, and medical research – need regular access to certain types of dangerous materials to conduct business.

"Chinese businesses ship billions of dollars worth of trade goods around the world each year, including to the United States," said Secretary LaHood. "We are eager to work together to make sure these items are transported safely. And I look forward to participating in this important mission."

Following a joint Transportation Forum held in Beijing last December to address transportation issues including safety, the agreement was shaped to help ensure the safe transport of materials across all modes of transpor-

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In Remembrance:

PHMSA is deeply saddened by the loss of a dedicated and esteemed colleague. On Saturday, July 25, 2009, Frank Henderson, a seven year veteran of PHMSA's Southwest Region Pipeline Safety Office, passed away. PHMSA sends its heartfelt condolences to Frank's family and friends during this time of grief and we appreciate his daily commitment and dedication to ensuring the safe, reliable, and environmentally sound operation of the Nation's pipeline transportation system. Thank you Frank–In honor of Frank's memory, the family has requested donations to be sent to the First Baptist Church Building Fund, 819 Martin Luther King, Jr. Boulevard, Texas City, Texas, 77590.

Reauthorization

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Opening questions from the House Subcommittee came from Chairman James Oberstar, D-Minn., who asked about the accomplishments of the Federal agencies in addressing the risks of lithium batteries in air transportation.

"The FAA and PHMSA have come to an agreement on a notice of proposed rulemaking related to lithium batteries, to include the marking of lithium batteries as hazmat," said PHMSA Acting Deputy Administrator Douglass.

NTSB Chairwoman Hersman joined in by saying, "many of the issues that the Safety Board identified are addressed in the agreement with respect to labeling, marking and appropriate packaging."

Other organizations giving testimony included the International Brotherhood of Teamsters, the International Association of Fire Fighters, the Institute of Makers of Explosives, the International Association of Fire Chiefs, the American Trucking Association and the Air Line Pilots Association.

For access to the full Web cast of the House Subcommittee on Railroads, Pipelines and Hazardous Materials proceedings, go to: http://transportation.house.gov/subcommittees/railroads_pipelines.aspx. For a copy of PHMSA's written testimony, go to: http://www.phmsa.dot.gov/media/testimony.

On September 10th, as part of ongoing Congressional hearings on reauthorization of the Department of Transporation's Hazardous Materials Safety Program, U.S. Transportation Deputy Secretary John Porcari will testify before the House Transportation and Infrastructure Committee on the agency's hazardous material, data collection and analysis, special permits and approvals, enforcement, and coordination with other modal administrations.

PHMSA Preparing to Issue New DIMP Rule

In 2000 and 2003, the Pipeline and Hazardous Materials Safety Administration (PHMSA) issued new regulatory requirements targeting hazardous liquid and natural gas transmission pipelines in High Consequence Areas (HCAs).

These new regulations accelerated the integrity assessment of pipelines in HCAs, reduced incident rates and increased public assurance in pipeline safety.

However, nearly 75 percent of all significant incidents in the nation's energy pipeline network occur in the distribution system and are largely due to their proximity to people. Therefore, significantly reducing all pipeline incidents, deaths, and injuries requires that distribution systems be addressed.

This fact, together with a recommendation from the Department of Transportation's Inspector General and Congressional action via the Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006, drove the development of a Distribution Integrity Management Program (DIMP) requirement for natural gas systems.

On June 25, 2008, PHMSA issued a Notice for Proposed Rulemaking for DIMP, which could require operators of gas distribution pipelines to develop and implement integrity management programs to manage and reduce risks in association with gas distribution pipeline systems.

The rule, if finalizied, would apply to a large number of operators of local gas distribution companies, utilities and master meter and liquefied petroleum gas (LPG) systems. PHMSA expects 1,291 local gas distribution utilities and 8,000 master meter and LPG systems could be subject to the rule. Operators would be required to develop and implement an integrity management program, mitigate risks, report on performance measures in their annual reports, keep prescribed records, and evaluate the program effectiveness.

PHMSA is presently working with State regulators who would have primary responsibility to: inspect operator compliance with the DIMP regulation; develop inspection forms and guidance; develop and provide inspector training; and provide any clarification on requirements through answers to frequently asked questions.

PHMSA is also working with Standards-Developing Organizations and partnering on research with gas distribution pipeline operators to create and strengthen industry best practices and standards and to develop innovative, cost effective technologies to address the challenges of DIMP implementation and oversight.

More information on DIMP is available at http://primis.phmsa.dot.gov/dimp/ and will be updated as the rulemaking progresses.

Proposed DIMP Key Provisions

1. Require operator implementation of DIMP elements
   - Assemble knowledge of gas distribution system utilizing data.
   - Identify threats including corrosion, material/weld failure, excavation damage and other as appropriate.
   - Evaluate and prioritize risk.
   - Identify and implement measures to address risks.
   - Measure performance, monitor results, and evaluate effectiveness.
   - Periodically evaluate and improve effectiveness of program.
   - Report results.
2. Provide circumstances when excess flow valves are required for new or replaced service lines.
3. Allow gas distribution operators to submit requests for extending the frequency of inspections and tests based upon engineering analysis and DIMP risk assessments.
4. Allow operators of master meter or LPG systems to implement simplified DIMP based upon the simplicity of these types of systems.

Cooperative Agreement

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tation–from seaports and aviation to rail and highway.

The U.S.–China Cooperative Project Arrangement on the Safe Transport of Dangerous Goods enables the countries to:

- Develop and strengthen avenues of communication concerning the safe transport of dangerous goods;
- Exchange and cooperate in the development of technical information to support regulatory development;
- Improve harmonization and increase safety by implementing international regulations developed by international forums;
- Cooperate on enforcement and investigative actions to improve dangerous goods transport safety, to include exchange of incident and violation data; and
- Organize training activities to strengthen the capabilities of managerial and technical personnel.

As both nations invest billions of dollars in transportation infrastructure, Secretary LaHood noted that the Dangerous Goods agreement is a step forward on improving transportation's role in fostering a healthy climate for commerce and economic growth, while creating good jobs for both U.S. and Chinese citizens.

DID YOU KNOW?

National Center for Manufacturing Sciences (NCMS) Grant—Congress has directed that NCMS be awarded a $1.8M research grant to identify, develop and demonstrate key manufacturing methods and processes that will enable commercial rate production of vehicle-scale and bulk transport-scale composite high-pressure hydrogen storage cylinders. The Statement of Work has been completed and the announcement was made in Grants.gov on June 11, 2009. PHMSA awarded the grant on August 20th.

Lithium Batteries Incidents: Enterprise Lithium Battery Action Plan Addresses Safety—*Low Probability, High Consequence*

The ever increasing use of more powerful lithium batteries in portable electronics and industrial applications raises the risks and challenges in the transportation arena. To address this issue PHMSA and several hazardous materials transportation stakeholders have come together to formulate an Enterprise Lithium Battery Action Plan.

PHMSA, along with the Federal Aviation Administration, members of the battery manufacturers industry and other hazardous materials stakeholders are diligently working a plan to reduce the risks arising from the different categories of battery transportation incidents. The plan is multi-faceted and includes eight major action areas:

- Develop safer batteries and devices
- Increase public outreach
- Improve compliance with regulatory requirements
- Amend regulations
- Fire extinguishing method and capability on board passenger aircraft
- Fire detection and suppression capability on cargo-only aircraft
- Develop better fire resistant containers
- Continue open dialogue with industry.

Lithium batteries are safe when properly packaged and handled. While the U.S. Department of Transportation (DOT) understands the safety record associated with the transportation of lithium batteries is very good, the result of a lithium battery incident on an aircraft could have catastrophic consequences. Hence, there is a low probability for a battery related air transportation incident, yet a high consequence should it lead to a fire.

From 1991 through 2008 there were some 98 identified transportation related incidents and numerous additional non-transport incidents involving batteries and battery-powered devices. It is the general opinion among lithium battery manufacturers that the root cause of most lithium battery incidents is short circuiting. A battery short circuit can result in thermal runaway and possible fire. It is estimated that there were 3.3 billion lithium cells and batteries transported worldwide in 2008. This represents an 83 percent battery increase since 2005.

The most graphic example of a suspected battery fire gone wrong was the February 7, 2006, incident at the Philadelphia International Airport. United Parcel Service flight #1307 landed at the airport after registering a cargo smoke indication in the cockpit. The crew evacuated safely after landing but the airplane and most of the cargo was destroyed by fire. The National Transportation Safety Board (NTSB) suspects that lithium batteries were the cause of the fire and issued 15 safety recommendations. The Enterprise Lithium Battery Action Plan has aligned its efforts to address those NTSB recommendations.

Recent PHMSA Battery Activities

PHMSA represented the U.S. at the International Civil Aviation Organization (ICAO) Dangerous Goods Panel Working Group of the Whole meeting held May 4-8

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Federal, State, Local Agencies Conduct MASFO Operation Jaxbox

Sixteen different Federal, state and local agencies, Congressional staff, and key department officials participated April 15-16 in a Multi-Agency Strike Force Operation (MASFO) entitled "Operation Jaxbox 2009" to ensure public safety and security at two terminals of the Port of Jacksonville. Together, all of these agencies inspected containers, portable tanks, truck chassis, hazardous materials and driver documentation/credentials.

Operation Jaxbox focused on risked-based inspections of containerized and portable tank cargoes, and risks posed by trucks, trailers, and chassis that were not in compliance with highway safety standards. Through inter-agency cooperation and the use of risk-based approaches, these vehicle and container inspections enabled enforcement officials to interdict contraband and various materials that may pose a safety and security threat to the United States and searches for undocumented aliens attempting to enter the country.

"Through leveraging of multiple resources and authorities including assessing risks and utilizing enhanced layered defenses and tools, MASFO's like these maximize the overall objectives and outcomes of ensuring the safety and security at the nation's seaports," said PHMSA Acting Deputy Administrator Cindy Douglass after monitoring the operation first hand.

The U.S. Department of Transportation's PHMSA; U.S. Coast Guard; U.S. Customs and Border Protection Officers and Air and Marine Operations; Florida Departments of Transportation, Law Enforcement, Agriculture and Highway Patrol; Jacksonville Sheriff's Office; Jacksonville Port Authority Police and the Transportation Security Administration were among the Federal, state and local agencies involved in the

operation.

During the operation some 1,300 trucks and containers were inspected and thousands of dollars in fines were issued for safety violations. PHMSA noted more

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Batteries Incidents

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in Auckland, New Zealand. The group is comprised of experts on the safe transportation of hazardous materials by aircraft and will prepare draft amendments to the next edition of the ICAO Technical Instructions due out January 1, 2011.

From April 21-22, PHMSA Engineer Dr. Charles Ke participated in the United Nations Intercessional Working Group Meeting on Lithium Batteries in Paris, France, and discussed issues to revise the current lithium battery test requirements. PHMSA led the U.S. delegation in presenting several proposals related to the testing of large format lithium batteries which are used in electrical vehicles and other energy storage applications.

PHMSA made available in April 2009 a useful hazardous materials information booklet entitled Shipping Batteries Safely by Air; What You Need to Know. This guide describes the U.S. DOT regulations for the classification criteria, packaging requirements, and hazard communication required for the transportation of batteries shipped by aircraft. The booklet is available free through online request at: https://hazmatonline.phmsa.dot.gov/services/Pub_Free.aspx.

On January 14, 2009, PHMSA published final rules HM-215J and HM-224D entitled Hazardous Materials: Revision to Requirements for the Transportation of Batteries and Battery Powered Devices; and Harmonization With the United Nations Recommendations, International Maritime Dangerous Goods Code, and International Civil Aviation Organization's Technical Instructions. These new rules require reporting of all serious incidents involving batteries and amends the Hazardous Materials Regulations to require an air carrier, in the event of a serious incident, to immediately make available to an authorized official of a Federal, state, or local government agency the shipping papers and to notify the pilot-in-command of the information contained in these documents. These revisions represent a proactive approach to incident reporting and information dissemination. PHMSA continues to collaborate with the Federal Aviation Administration on various research projects pertaining to lithium battery safety.

Operation Jaxbox

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than 20 originating shipper sources for hazardous materials enforcement follow-up from the MASFO activities. Upon completion of this year's MASFO, the discrepancy and hold data was reviewed and compared with data from previous MASFOs. The following trends are noteworthy:

- Total "hold rates" continue to decrease dramatically at Jacksonville Terminals. For non-hazmat containers, 2005 MASFO data reflected "hold rates" of 47 percent. By the same standard, these rates were down to 8 percent in MASFO 2008 and down to less than 1 percent in MASFO 2009. For hazmat containers, 3 percent of those inspected in MASFO 2009 were placed on hold.
- Discrepancies associated with placards remained stable at 4 percent (2008 and 2009 data) .

"Operation Jaxbox provides all of the participating agencies the opportunity to work closely together and combine our authorities to ensure the safety and security of the Port of Jacksonville. Our combined law enforcement efforts and partnership with the community are Jacksonville's best defense against those who pose a safety or security risk to the city and the country," said Customs and Border Protection Supervisor Jennifer Bradshaw.

With no prompting or rehearsal, 130 players smoothly got a complex job done right.

From July 21-23, PHMSA particiapted in two additional MASFOs in the Ports of Los Angeles and Long Beach, Calif., and the Port of Charleston, S.C.

Alaska Senate Resources Committee Holds Pipeline Oversight Hearing

On March 25, the Alaska Senate Resources Committee held a hearing with PHMSA and other Federal and state agencies that have oversight responsibilities for the pipeline systems within Alaska. The hearing sought update information and input to support Senate Joint Resolution 16 – Offshore Oil & Gas Revenue, which seeks the responsible development of the oil and gas resources in Federal waters offshore of Alaska's coast.

Representing PHMSA was the Office of Pipeline Safety Western Region Deputy Director and Alaska Coordinator Dennis Hinnah. Leading a small staff of four full-time engineer/inspectors and an administrative assistant, PHMSA's Anchorage office regulates over 40 hazardous liquid and gas pipelines and liquefied natural gas facilities in Alaska.

"Like you, we understand the importance of our mission relative to the safety of our citizens and to both the energy security and continued economic growth of our great nation," said Hinnah.

Hinnah opened his testimony by saying that PHMSA takes pipeline safety in Alaska very seriously. The agency uses a risk-based approach to determine which pipelines to inspect each year. He told the Committee that some pipelines such as the Trans-Alaska Pipeline System (TAPS) are inspected annually, and all pipelines are inspected at least every three years. PHMSA also investigates accidents and safety issues.

Hinnah highlighted recent advances in Integrity Management (IM) regulations that now require operators to assess the risks their pipelines pose to High Consequence Areas and to develop programs to mitigate those risks. Pipelines such as TAPS, Alpine and Endicott have already completed this process, and PHMSA periodically reviews the continual updates they are required to make to their IM programs. Under PHMSA's 2008 Low Stress rule additional pipeline operators must develop IM programs.

The Trans Alaska Pipeline

Given the impact of the 2006 BP Exploration (Alaska), Inc. spills from two North Slope oil transit lines, PHMSA was concerned about other immediate risks that could lead to a shutdown of the other feeder lines to TAPS. Acting upon this concern, the agency amended its Pipeline Safety Regulations to bring previously unregulated hazardous liquid gathering, and low stress pipelines in rural areas, into its regulatory oversight program.

Hinnah assured the members of the Committee that Transportation Secretary LaHood and the dedicated men and women of PHMSA shared their strong commitment to improving safety, reliability and public confidence in our nation's pipeline infrastructure.

PHMSA is Joint Winner of 2009 IRMCO Award

Accepting congratulations from U.S. DOT Assistant Secretary for Administration Linda Washington, (center) for winning the IRMCO Award is the U.S. DOT HIP Team (left to right) PHMSA CIO Jack Albright, FRA Hazmat Safety Bill Schoonover, PHMSA IT Mark Kyriss, FMCSA Hazmat Safety James Simmons, FAA Hazmat Safety Bill Wilkening, PHMSA IT Adrian Carter, and PHMSA Director of Enforcement Ryan Posten.

The U.S. DOT Multimodal Hazardous Materials Intelligence Portal (HIP) Team walked away as this year's 2009 Interagency Resources Management Conference (IRMCO) Award winners for "Outstanding Inter-Organizational Performance and Achievement."

Besides PHMSA, the HIP Team includes representatives from the Federal Motor Carrier Safety Administration, the Federal Railroad Administration and the Federal Aviation Administration.

"For the DOT HIP Team to be the recipient of the GSA IRMCO award is truly an honor. The HIP team is the model of how teamwork, excellent communication, leadership, and passion for serving the American people translates into success, transparency, value and results. I am so proud of the team and of what they have accomplished," said Jack Albright, PHMSA Director of Information Resources Management and Chief Information Officer.

Sponsored by the General Services Administration the IRMCO Award is a prestigious award presented each year to a single individual and team who have demonstrated exceptional ability to operate across organizational boundaries to improve the Government's services to its citizens. This year's awards were presented at the 48th IRMCO held April 20, in Cambridge, Md. The top five nominations included the U.S. Air Force; U.S. Department of Homeland Security; General Services Administration; Internal Revenue Service; and the U.S. DOT HIP Team

The IRMCO creates an environment where executives and managers interact to address the important business and information technology topics and issues facing these communities and the government today.

VOHMA Sponsors Port and Ship Tour

Maher Terminals, Elizabeth, N.J., intermodal transportation port and vessel tour group includes PHMSA Acting Deputy Administrator Cindy Douglass (center) and PHMSA Assistant Director of International Standards Ryan Paquet (4th fm left), along with representatives from the Chinese Delegation; VOHMA; Maher Terminals; OOCL (USA), Inc.; Hanjin Shipping, Inc.; and COSCO Container Lines Americas, Inc.

Maher Terminals, Elizabeth, N.J.

On March 27, PHMSA Acting Deputy Administrator Cindy Douglass and PHMSA Assistant Director of International Standards Ryan Paquet participated in an ocean-going vessel and port tour of the Maher Terminals in Elizabeth, N.J. The tours were hosted by the International Vessel Operators Hazardous Materials Association, Inc. (VOHMA), intermodal carrier Hapag Lloyd, and the China Ocean Shipping Company (the national flag carrier of the People's Republic of China). Other participants included representatives of the Chinese Ministry of Transport and the Port of Shanghai, COSCO Container Lines Americas, Inc., Hanjin Shipping, Inc., OOCL (USA), Inc., and China Shipping (North America) Agency Co., Inc.

Agency Transparency Expands With FOIA Effort

In the span of four months, PHMSA closed out a total of 228 Freedom of Information Act (FOIA) requests from a backlog of 241, some dating back to 1995.

In October 2008, Marilyn Burke in the Hazardous Materials Safety Office was selected as PHMSA's first FOIA Program Manager, centralizing the program function throughout the entire agency. Prior to October, PHMSA's FOIA Program was de-centralized among each of its program offices.

"Centralization of tracking, workload monitoring and standards should improve quality, consistency and timeliness in FOIA processing and reporting," said Marilyn Burke.

Prior to this centralization effort, it was taking approximately 8-12 months to open and close out FOIA cases. PHMSA is now closing cases within 30 days.

In 2007, PHMSA secured use of the Federal Highway Administration's electronic tracking system, which is designed to streamline request handling, monitoring, and reporting. More recently, PHMSA enhanced and certified its FOIA Reading Room, providing direct on-line access to enforcement records, interpretations, and other frequently-requested agency records.

Establishing the new position of the FOIA Program Manager was one of several actions PHMSA took to improve its FOIA performance in response to recent legislation, a new Executive Order, and related DOT recommendations.

On January 21, in one of his first official acts, U.S. President Barack Obama issued a memorandum for the heads of the executive departments and agencies which read, "All agencies should adopt a presumption in favor of disclosure, in order to renew their commitment to the principles embodied in FOIA, and to usher in a new era of open Government." The memorandum went on to say that in our democracy, the Freedom of Information Act, which encourages accountability through transparency, is the most prominent expression of a profound national commitment to ensuring an open Government.

PHMSA's agency effort of information transparency aligns with the new Obama Administration's commitment to create an unprecedented level of openness in government.

For answers to questions about the FOIA request process, Marilyn Burke can be contacted via email at Marilyn.Burke@dot.gov.

Things all a "Twitter" at PHMSA

The buzz around PHMSA became a "twitter" as the Hazardous Materials Safety Assistance Team (HMSAT) initiated a public and stakeholder effort aligned with President Obama and Transportation Secretary LaHood's directive to make government operations more transparent. On February 25, a *Twitter* Internet web account was established for the PHMSA Hazardous Materials Safety Office under the username HMSAT.

The current plan is to *Twitter* updates reflecting daily outreach operations of the HMSAT, as well as any other public information relevant to hazardous materials safety.

"It gives stakeholders the opportunity to tell us what they like and don't like," said PHMSA Director of Hazardous Materials Initiatives and Training Dave Sargent. "The more people we get [to our *Twitter* site] the more knowledgeable our audience and greater the chance to actually improve hazmat safety."

The new wave of social media Internet outlets like *Twitter, Facebook, YouTube, LinkedIn* and *MySpace* are proving themselves not only as a popular cyber chat room for friends, but as a useful information tool for business and government. Don't be the last one to catch the wave.

Those wishing to keep up with the latest in PHMSA hazmat activities can sign up at www.twitter.com. Once there, you will need to create a user account and then search for HMSAT and sign yourself up for the periodic "tweets."

Example of a recent "tweet":

HMSAT -- PHMSA will particiapte as a member on the Project Technical Panel for Hydrogen Fire Service Roadmap Project in Denver, CO. [posted July 13, 2009]

Mechanical Damage to Pipelines: Educating and Enabling the Pipeline Safety Community

In April, as part of National Safe Digging Month, PHMSA released its report on Mechanical Damage to Pipelines reminding pipeline owners, and others who work in the underground, of the need to take more aggressive approaches to reduce mechanical and other types of damages to pipes as a result of excavation activities.

While mechanical damage, the localized damage to a pipeline resulting from contact with an object, can occur during the process of pipe manufacturing or transport, its most common cause of damage has been excavation – during pipeline construction, operation, maintenance or third-party activity in the vicinity of a pipeline.

One-fifth of all significant pipeline incidents on hazardous liquid and natural gas transmission pipelines over the past 20 years have resulted from excavation damage. Because of this fact, the report reviews the effectiveness of preventative measures, such as the one-call system, public awareness campaigns, and widely applied measures to enforce safe excavation practices.

In addition to damage prevention, *Mechanical Damage to Pipelines* covers detection methods and characterization of the phenomenon from primarily an onshore, transmission pipeline perspective. The report's findings highlight the need to improve regulatory clarity on the context of pipeline mechanical damage. Likewise, service providers who are contracted by the industry to survey pipelines for damage can use the report to develop more targeted technologies.

Several organizations and pipeline operators participated in the development and review of *Mechanical Damage to Pipelines*. This type of partnering between pipeline safety regulators and pipeline operators is paramount for crafting an effective strategy in policy, research and outreach and represents another example of what is possible through government and industry collaboration.

The report is publicly available from the PHMSA website home page http://www.phmsa.dot.gov in the "Latest News" section.

Pipeline Safety Research Program Perspective on Technology Development

Technology development through research is a critical factor in expanding most if not all economic sectors of the United States and the world. From new technologies public utilities have become more efficient and reliable, new medicines and medical equipment have increased cure rates and life expectancy, and automobiles are designed for greater safety. Many of these statements can be made for the oil and gas industry and pipelines as well.

The PHMSA Pipeline Safety R&D Program is fostering development of new technologies so that pipeline operators can improve safety performance and more effectively address regulatory requirements. Technology development can be expensive, slow, and riddled with setbacks. Research programs must divert significant resources in time, process development and implementation with end users to get it right.

PHMSA's R&D program has done well since its inception in 2002. The program has assisted in the creation and commercialization of 10 technology projects with a dozen more probable projects well on their way. Many of the 55 total projects are still active where only completed project impacts are measured. High interest in the program and project leadership is just one of the important measures taken to create innovation and transfer it to the market.

Technology Impact Metric	Count	Meter
Technology Projects	55	
Technology Demonstrations	26	
U.S. Patent Applications	13	
Commercialized Technologies[A]	10	

Figure 1: Program Status of Technology Projects

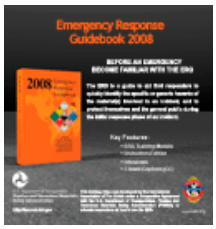
Category	Technology Projects	Technology Demonstrations	U.S. Patent Applications	Commercialized Technologies[A]	PHMSA ($M)	Industry ($M)	Total ($M)
Damage Prevention	5	3	3	1	$ 1.76M	$ 1.08M	$ 2.84M
Pipeline Assessment and Leak Detection	41	21	10	8	$20.93M	$24.20M	$45.14M
Defect Characterization and Mitigation	2	1		1	$ 0.48M	$ 0.52M	$ 1.00M
Improved Design, Construction and Materials	7	1			$ 3.05M	$ 3.56M	$ 6.61M
Grand Totals:	55	26	13	10	$26.23M	$29.37M	$55.60M

Footnotes:
A. Note: The measurement of "Commercialized Technologies" only occurs on non-active or completed projects.

Figure 2: Program Categories Affected by Technology Projects and Impact

PHMSA remains committed to program transparency and continually posts information on its website (Figure 1 and 2) about each technology project, including relevant demonstrations, commercial partners, and the net benefit(s) of all innovations. For more information, please visit http://primis.phmsa.dot.gov/rd/performance_technology.htm.

PHMSA Partners With IAFC to Produce ERG2008 and Ethanol Training Videos



Free *Emergency Response Guidebook 2008* (ERG2008) and ethanol fire response training videos were recently made available via online downloads. The ERG2008 DVD is also available through direct mailing by request at PHMSA's hazardous materials training website.

The International Association of Fire Chiefs (IAFC), under a cooperative agreement with PHMSA, helped develop and produce two companion training videos, one to enhance the use of the ERG2008 and one to fight ethanol fires. The purpose of the training ERG2008 video is to explain the contents of the guidebook and how to use it as a resource in the event of a hazardous materials transportation incident.

IAFC's National Programs Department conducted focus groups to validate the video's value and obtain feedback from the end users of the ERG2008 – first responders, public works, industry, etc. Approximately 200 people reviewed and commented on the draft ERG2008 video and offered their feedback to improve the final product. Technical support was provided by the Ethanol Emergency Response Coalition.

With the increased production and use of ethanol as a renewable fuel, emergency responders need to understand the chemical characteristics of this flammable liquid and how best to fight any possible fire that results from a hazmat transportation accident or incident. It is estimated that by 2015 there will be some 15 billion gallons of ethanol produced and transported in the United States.

The ERG2008 and ethanol response fire training videos are available for direct viewing from PHMSA's website at http://phmsa.dot.gov/hazmat/library/erg or downloadable from IAFC's website at www.iafctv.org. Free DVDs are available by ordering online at PHMSA's website https://hazmatonline.phmsa.dot.gov/services and navigating the links for "Training Materials and Publications," then "Free Publications."

Hazmat Titles Now Available

Digipack 7.1

PHMSA's Office of Hazardous Materials Initiatives and Training made the new Digipack 7.1 available April 15th through the agency's online free publications web link: https://hazmatonline.phmsa.dot.gov/services/Pub_Free.aspx.

New publications found in the Digipack 7.1 include:

An International Strategic Plan —This booklet outlines PHMSA's Office of International Standards' strategic plan to establish and maintain a global transportation regulatory system that will promote the safe, secure, and efficient movement of hazardous materials.

Hazardous Materials-Automated Cargo Communications for Efficient and Safe Shipments (HM-ACCESS) —This booklet evaluates the feasibility and potential benefits and challenges allowing the use of electronic shipping papers in lieu of paper documents.

Enabling New Technologies —This guidance document addresses how to apply current hazardous material regulations to new products/articles, and if existing provisions are not applicable, the document defines the Special Permit or Approval process.

U.S. DOT Hazardous Materials Emergency Preparedness Grants Program —This is an annual report to Congress for grants awarded in Fiscal Year 2005 and used in Fiscal Year 2006.

Shipping Batteries Safely By Air; What You Need to Know —This guide describes the U.S. DOT regulations for the classification criteria, packaging requirements, and hazard communication for the transportation of batteries shipped by aircraft under 49 CFR, Parts 100-185.

General Awarness

The *Hazmat General Awareness/Familiarization Training CD* —

This CD is designed to familiarize you with the requirements of the Hazardous Materials Regulations and enable you to recognize and identify hazardous materials. It contains six modules with training in: the Hazardous Materials Table; Hazard Classes; Packaging; Marking, Labeling, and Placarding; Shipping Papers; and Incident Reporting. This self-paced interactive tutorial presentation requires an IBM-PC with a CD-ROM drive for individual instruction. This CD can be used to help satisfy the general awareness/familiarization training requirement. It does not include testing, only knowledge checks. Supplemental training/testing must be developed and implemented by your employer.

Available now on PHMSA's online free publications website: https://hazmatonline.phmsa.dot.gov/services/Pub_Free.aspx

Do You Know How to Travel Safe With Hazardous Materials?

The smell of a backyard bar-b-que and the sights and sounds of fireworks are all part of the annual summer experience. And many people will be traveling to visit family and friends across the country this time of year…, some even packing fireworks in their airline carried or checked baggage. In an instant, a fun holiday can turn tragic.

Many travelers do not realize the danger of improperly transporting fireworks, matches and batteries onboard aircraft or other modes of transportation. An unintentional ignition or short circuit can quickly start a fire and present a life threatening situation. PHMSA's Hazardous Materials Regulations specifically address the safety requirements in transporting these and many other hazardous materials.

For the everyday traveler, a wealth of safe travel best practices and recommendations are posted on PHMSA's website, http://safetravel.dot.gov Working with a broad coalition of other stakeholders, PHMSA has developed a variety of educational SafeTravel materials. Printed guides explain safe travel with batteries.

PHMSA is joined in the SafeTravel campaign by the Federal Aviation Administration, the Transportation Security Administration of the Department of Homeland Security, the National Transportation Safety Board, the Portable Rechargeable Battery Association, the National Electronics Manufacturers Association, Underwriters Laboratories, Air Transport Association, Air Line Pilots Association, U.S. Postal Service, and the National Association of State Fire Marshals. Manufacturers of battery-powered devices are also partnering with PHMSA in the effort, including Panasonic, IBM, Hewlett Packard, and Black and Decker.

It is safe to travel with certain types of hazardous materials as long as you meet DOT regulatory requirements and take recommended common sense precautions.

Fireworks of all kinds are not acceptable for transport on commercial aircraft.

For more information, visit the SafeTravel website at http://safetravel.dot.gov or call PHMSA's Hazardous Materials Info-Line at 1-800-467-4922. Find the 2009 Consumer Fireworks Advisory at: http://www.phmsa.gov/hazmat/regs/safety-notice .

DID YOU KNOW?

2009 Hazardous Materials Enforcement Conference—PHMSA conducted its annual hazardous materials enforcement conference the week of May 17, at Solomons, Md., focusing on national enforcement programs and providing an opportunity for regional investigators to evaluate and develop national plans for the coming year. Joining PHMSA were the hazardous materials program managers for Federal Railroad Administration, Federal Motor Carrier Safety Administration, Federal Aviation Administration and the U.S. Coast Guard.

Federal Toastmasters International

PHMSA's Paul Shelton (third from right) and Gary McGinnis (extreme right) join Federal Toastmasters colleagues during a congratulartory visit from U.S. DOT Asst. Secretary for Administration Linda Washington (second from left)

Assistant Secretary of Transportation for Administration Linda Washington visited the Federal Toastmasters Club in March to congratulate several DOT employees who were recognized for their accomplishments in improving public speaking and leadership skills. Paul Shelton of PHMSA's Office of Hazardous Materials Special Permits and Approvals won the Federal Toastmasters International Speakers contest and went on to participate in the Division C contest. Also present was current U.S. DOT Federal Toastmasters club president, and PHMSA Transportation Specialist Gary McGinnis. McGinnis began duties as Toastmasters Area Governor July 1 leading five area clubs. National Highway Traffic Safety Administration's Ali Motamedamin displays his Competent Communicator Award (center).

Toastmasters International is a world leader in helping people become more competent and comfortable in front of an audience as well as leadership skills in time and people management. The nonprofit organization now has nearly 235,000 members in 12,036 clubs in 106 countries, offering a proven–and enjoyable–way to practice and hone communication and leadership skills.

The Federal Toastmasters Club is one of the many government sponsored clubs in the Washington, DC area and has been in existence since 1953. Federal Toastmasters which has been recognized for its success meets Wednesdays on in the DOT Conference Center.

Anyone interested in improving their public speaking and leadership skills by joining Toastmasters may contact Gary McGinnis at (202) 366-5553.

New Lithium-Ion Battery Technology Demonstrated at DOT

One possible future for automobile transportation was on display for federal workers at U.S. DOT headquarters February 4, as BMW of North America promoted its latest electric technology prototype – the 100 percent lithium-ion battery-powered car, the MINI E. The MINI E is a conversion of the popular BMW MINI Cooper gasoline-powered sedan and was in town for the annual Washington Auto Show.

"I was impressed with the relative power and quiet drive of the all-electric car," said PHMSA Acting Deputy Administrator Cindy Douglass. "It is important that PHMSA continue to keep public safety paramount as the automotive and battery industries advance this new technology."

Lithium-ion batteries offer enhanced performance features over the nickel-metal hydride battery technology used in most hybrid vehicles currently on the road. Various auto manufacturers are considering lithium battery technology to increase cycle life, charge longevity and discharge rates, and safety.

"We still have some challenges to meet in reducing the size of the lithium-ion battery pack, increasing the power capacity, and reducing the cost of the car to the public," said Vice President for Engineering of BMW of North America Thomas Baloga. "We hope to have the MINI E available to the public within the next 5-6 years and at a price within reach of most Americans."

PHMSA has been working for some time with the auto manufacturers, battery designers and suppliers to address the safe transport of these batteries and has issued approvals to allow prototype batteries to be shipped for testing. Also, the agency has been working with the vehicle and lithium battery manufacturing industries to address the safe transportation of large format lithium batteries that will be used to power electric and hybrid vehicles.

Mini E Cooper on display at DOT HQ.

Former Transportation Deputy Secretary Thomas Barrett and PHMSA Acting Deputy Administrator Cindy Douglass get a close look at the electric drive motor.

The range for the MINI E is about 150 miles per charge. For charging purposes, the vehicle can be plugged into any standard household outlet. It is estimated that the vehicle can be fully charged in roughly 2.5 hours with installation of the high-amperage wall box included with every MINI E. A limited run of 500 MINI Es will hit the road in the hands of private and corporate customers in the pilot project taking place now in urban centers of New York, New Jersey, and California.

PHMSA is working with industry partners and other regulators worldwide to address the key safety challenges of preventing overcharging, overheating, and damage in an accident. The agency has hosted several battery safety and technical forums and recently hosted an international group of battery experts to address the test requirements for the large format batteries used in vehicles. As a result of PHMSA's efforts, the United Nations Committee of Experts on the Transport of Dangerous Goods adopted amendments to their test requirements published in the UN Manual of Tests and Criteria in December 2008.

The success of this new battery technology is directly aligned with the Obama Administration's objectives of combating global warming, promoting alternative energy sources, reduced reliance of foreign oil and job creation.

DID YOU KNOW

New Hazmat Training Publication

A new publication "What You Should Know: A Guide to Developing a Hazardous Materials Training Program" is now available for download from the PHMSA webpage: http://www.phmsa.dot.gov/hazmat. This guide explains the training requirements in the Hazardous Materials Regulations, identifies those employees who must be trained, and provides a tool to help hazmat employers determine what type of training and training environment may be best for their employees. The guide was developed under a partnership agreement between the Dangerous Goods Advisory Council and PHMSA.

PHMSA Associate Administrator Honors Veterans

The Missing Man and the Moving Wall-- By Ted Willke

Pull the prop through on the old warbird.

"Brakes," "throttle," "contact."

One flip and we are on our way.

After a check of lists, oil pressure, and radio, we move out into line. Don LaVoie takes the lead in his dark olive green L-3 Aeronca and its World War II colors. I pull into the number 2 formation flying spot in my Korean War vintage silver Aeronca L-16A. Bob Mapel, our chief instructor, rides in back. Charlie Potts pulls his 1942 L-2 Taylorcraft into third position, distinctive with its large Army Air Corps star on its dark green side. The number 4 aircraft is Roger Mapel in his brown and white Citabria taildragger. A quick "thumbs up" and we pull into formation on the Zelienople, Pa., airport runway 35. We begin the takeoff roll at four second intervals.

Ted Willke stands next to this Korean War vintage silver Aeronca L-16 prior to participation in a flying salute to Vietnam War veterans.

It is late afternoon on July 5. We are participating in a Fourth of July celebration in a fly-by of Ellwood City, Pa., 30 miles north of Pittsburgh. This historic old mill town is honoring its war dead. The Moving Wall of the Vietnam Memorial is visiting the high school stadium. And if we time our fly-by just right, our flight of four warbirds will execute a "missing man formation" right over the Moving Wall just as taps is being played.

We are a motley crew sharing in our love of flying and vintage warbirds. Don LaVoie has retired twice, the first time from the U.S. Air Force after 20 years flying fighters and service in Vietnam. Both he and Bob Mapel retired as captains at US Airways flying Boeing 737s, 727s, 757s, and 747s. Don is tough with flight safety and formation discipline is his mantra. He briefs every flight and gives us hell if we do not execute. Bob Mapel, our chief instructor and my GIB (guy in back) is also our chief humorist. He checks us all out and will not release us until we are thoroughly trained. He owns several airplanes and is building two more. Charlie Potts is a Federal Aviation Administration inspector certifying US Airways aircraft systems. Chuck, a man of few words, is our chief mechanic and Aeronca expert. He knows more about these old airplanes than anyone other than Experimental Aircraft Association Hall of Famer Bill Pancake. Roger Mapel, youngest member of this team, and Bob's son, is our pinch hitter. He is currently a pilot with US Airways.

As the newest member of this flight exhibition team, I am in distinguished company. With 350 hard won flight hours spread over long dry spells since a student at the U.S. Air Force Academy, I am the least experienced. Not a bad pilot, mind you, I am working up the learning curve in the art of military formation flying.

Lined up ready to go, preflighted, gased, and all systems "go," we line up ready to take the runway. Don demands attention, time check 5:50 p.m., "safety and formation discipline". "Watch for hand signals." Thumbs up, ready to roll. Four second internals, stay alert. Leaving the ground at 65 mph, climbing to 500 feet, gentle climbing turn to the left, time to join the formation. A gentle turn to the West and we head for the "initial point" outside Elwood City. Here we go. Gentle, slow descent to 500 feet, lead airplane lining up on the stadium. In close, I can see the intense concentration on lead's face. Then a quick "get ready" over the radio, a pump of the thumb distinctly upward, a quick call of "3 pull up," and up goes Chuck away from the formation. The formation of three airplanes with number 3 gone is the classic missing man formation. A slow turn to the right and head for the barn.

Down on the ground, we line up on the grass, grin ear to ear, and Don starts his debrief. "That was sloppy."

Outstanding Agency Support to the National Guard and Reserve Military

PHMSA Acting Deputy Administrator Cindy Douglass (center) accepts the ESGR Above And Beyond Award from Lt. Col. Butch Hensel, Maryland ESGR Executive Director (left) while PHMSA supervisors and employees (left to right) Tonya Schreiber, Ted Willke, Patricia Klinger, Dave Sargent, Joe Delcambre and Vincent Mercadante look on.

A representative of the Employer Support of the Guard and Reserve (ESGR), an agency of the U.S. Department of Defense, was present at DOT headquarters July 12 to participate in PHMSA's Hazardous Materials All Hands Meeting and recognize the exceptional support given by several supervisors to their military Guard and Reserve employees.

"I am sure that I speak for everyone in the agency when I say that we are 100 percent behind the mission of our Guardsmen and Reservists. Their continued sacrifices and service in uniform are greatly appreciated," said PHMSA Acting Deputy Administrator Cindy Douglass.

U.S. Air Force Lt. Col. Butch Hensel, Maryland ESGR Executive Director was on hand to present the ESGR Above and Beyond Award to Cindy Douglass in appreciation for PHMSA's outstanding support to its citizen soldiers, sailors, Marines, airmen and coast guardsmen. This award is given in limited numbers by state and territory ESGR committees. It recognizes employers at the state and local level who have gone above and beyond the legal requirements for granting leave and providing support for military duty by their employees.

ESGR Patriot Awards were also presented to Patricia Klinger, Dave Sargent, Ted Willke and Bob Richard for their supervisory support to Guard and Reservists Capt. Joe Delcambre, U.S. Navy; Col. Vincent Mercadante, U.S. Army; Chief Master Sgt. Tonya Schreiber, U.S. Air Force; and Chief Warrant Officer Mark Razney, U.S. Coast Guard, respectively.

The vision of the ESGR is to develop and promote a culture in which all American employers support and value the military service of their employees.

DID YOU KNOW?

...and "Thank You."

PHMSA Helps Make Sustenance Available

The goal of Department's "Feds Feed Families, Warm Up to Give" Food Drive is to provide 30,000 pounds of non-perishable food items, hygiene products, and school supplies by summer's end to needy households. Through PHMSA's "Hunger is a Hazard" campaign, the Department has received overwhelming support from agency staff, providing generous contributions to overall collection efforts and helping DOT rank second place in the first weigh-in of the government-wide National Capital Area goal of collecting at least one million pounds by the end of the summer.

On July 22, PHMSA Acting Deputy Administrator Cindy Douglass (center) hosted the agency's signing of a renewed partnership agreement with the American Chemistry Council (ACC) – Chemical Transportation Emergency Center (CHEMTREC) President and CEO Cal Dooley (left) and PHMSA Associate Administrator for Hazardous Materials Ted Willke (right) at PHMSA headquarters in Washington, DC.

Summer Interns Make a Contribution

You know it is summer when the local pools open, family vacations are in full swing and the summer interns flow into the office. Continuing the annual 10-week program that brings in energetic temporary help, PHMSA has accepted the services of eight summer interns–five assigned to the Office of Chief Counsel, one in the Office of Pipeline Safety, one to the Office of the Chief Financial Officer, and one in the office of the Deputy Administrator. The first intern arrived May 18th and all should finish their assignments by the end of August.

The new team of interns includes Christopher Hall and Joel Davidson, a third year and second year law student, respectively, from the College of William and Mary; Stephanie Berger, a second year law student from New York University; Aaron Olszewski, a second year law student from American University; Mary Lee, a third year law student from Catholic University; Hakeem Mumtaz, a second year sport medicine student at Morgan State University; Shiji Thomas, a second year accounting and economics major from Rutgers University; and Rebecca Lenn, a 3rd year Masters in Policy and Ethics from Yale University.

Two of the interns are funded under the Federal Highway Administration's Summer Transportation Internship Program for Diverse Groups (STIPDG) and are compensated with a stipend of $4,000 for undergraduate students and $5,000 for graduate and law students. The objective of the STIPDG is to provide college/university students with hands-on experience and on-the-job training while working on current transportation-related topics and issues. The other interns fill unpaid positions.

PHMSA Attorney Laura Barhydt helped to organize the legal intern program and commented on the work assignments. "The law students bring energy and enthusiasm to the office as they work with all of the attorneys in the Office of Chief Counsel on a wide variety of assignments and legal issues," said Barhydt. She noted that the law students bring with them the ability and skills to perform much needed legal research, which the attorneys can use to move complex enforcement cases to final closure.

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New PHMSA Team Members Nov 2008- July 2009

Office of the Administrator

M. Cynthia Douglass	Acting Deputy Administrator/Asst. Administrator/CSO

Office of Budget and Program Performance

Fazal Mirza	Procurement Tech.
Maria Munoz	Student Trainee (Contracts)

Office of Administration

Kofi Fox	Office Automation Clerk
Kiana Campbell	HR Spec.

Office of Governmental, International & Public Affairs

Damon Hill	Public Affairs Spec.

Office of Hazardous Materials Safety

Norman Winningham	Transp. Spec (Safety Asst)
Michael Roberts	Transp. Spec. (Safety Asst)
Steven Andrews Jr.	Transp. Spec. (Regs)
Matthew Nickels	Transp. Spec. (Regs)
Renee Coleman	Admin. Supp. Asst.
Jean Diaz	Training & Information Spec.

Office of Pipeline Safety

Stephen Gliebe	Supvy Gen. Engineer
Brian Pierzina	Sr. Gen. Engineer (Insp.)
Richard Lopez	Gen. Engineer (Accident Inv.)
Michael Schwarzkopf	Gen. Engineer (CATS Mgr.)

Office of Pipeline Safety (Continued)

Clifford Zimmerman	Gen. Engineer (Comp.)
James Bunn	Gen. Engineer (Insp.)
Vasilios Tzamos	Gen. Engineer (Insp.)
Kim-Anh Nguyen	Gen. Engineer (Insp.)
Molly Atkins	Gen. Engineer (Insp.)
Donald Murphy	Gen. Engineer (Insp.)
Michael Petronis	Gen. Engineer (Insp.)
Bryan Louque	Gen. Engineer (Insp.)
Donald Johnson	Gen. Engineer (Insp.)
Thomas Burdeaux, Jr.	Pipeline Safety Spec.
Anthony Breen	Program Analyst
Dana Fritsche-Register	Transp. Spec. (Regs.)
Kay McIver	Transp. Spec. (Regs.)
Susan Anderson	Program Analyst
Alyson Cole	Mgmt/Prog. Analyst
Ann Marie Robertson	Transp. Spec.
Jamerson Pender	Program Analyst
Thomas Bravo	IT Spec.
Carla Sheppard	Customer Service Training and Information Specialist

Summer Interns

Rebecca Lenn	Office of the Administrator
Hakeem Mumtaz	Office of Pipeline Safety
Christopher Hall	Office of Chief Counsel
Joel Davidson	Office of Chief Counsel
Stephanie Berger	Office of Chief Counsel
Aaron Olszewski	Office of Chief Counsel
Mary Lee	Office of Chief Counsel
Shiji Thomas	Office of Chief Financial Officer