



U.S. Department
of Transportation

Research and
Special Programs
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

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OCT 9 1987

Dean M. Hasseman, Esq.
General Counsel
Williams Pipeline Company
One Williams Center
Tulsa, Oklahoma 74172

CPF No. 3548-H

Dear Mr. Hasseman:

Enclosed is the Consent Order regarding the above-numbered case which was issued by the Director, Office of Pipeline Safety. Your receipt of the enclosed document constitutes services of that document under 49 CFR § 190.5.

Sincerely,

Gwendolyn M. Hill

Gwendolyn M. Hill
Pipeline Compliance Registry
Office of Pipeline Safety

Enclosure

cc: Jason Huso

DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION
WASHINGTON, D.C.

In the Matter of)
Williams Pipe Line Company,)
Respondent)

CPF No. 3548-H

CONSENT ORDER

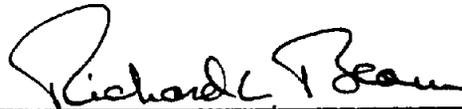
On June 12, 1987, a seam failure occurred on Respondent's #1-6" Alexandria-Grand Forks line in North Dakota. Upon investigation, the Central Region, Office of Pipeline Safety, discovered that the line failed in the seam of electric resistance welded (ERW) pipe manufactured using a low frequency welding process. Since this seam failure resembled those which had occurred on Respondent's #1-8" Newport Villas-Bateman and #2-8" Minneapolis-Duluth/Superior lines on May 19, 1986 and July 8, 1986, respectively, the Central Region initiated an investigation to determine whether action was needed to protect the public. That investigation resulted in the issuance, pursuant to Section 209(b) of the Hazardous Liquid Pipeline Safety Act of 1979, 49 App. U.S.C. § 2008(b), of a notice of hazardous facility in this case.

The notice proposed a pressure reduction on all lines with ERW pipe manufactured using a low frequency welding process which have not been previously hydrostatically tested.

Respondent objected to what would amount to a system-wide pressure reduction as unnecessary to assure the safety of the system. At the hearing, Respondent presented convincing evidence that pressure reduction for all lines constructed of low frequency ERW pipe and not previously hydrostatically tested is not necessary. Instead, Williams defined those of its lines, not all of which are constructed of low frequency ERW pipe, which are most at risk for seam failures. Furthermore, Respondent presented its program for hydrostatically testing all lines not hydrostatically tested since 1982, which includes hydrostatic testing of the pre-1963 ERW lines not previously tested on a priority basis.

Respondent has entered into the attached agreement which provides for a pressure reduction on certain of Respondent's lines. The lines have been chosen as those having higher probability of seam failure prior to completion of the hydrostatic testing program. The reduced operating pressures are generally 20% of the highest operating pressures. RSPA believes that the agreed to reduction in pressure on these defined lines in combination with the agreed to hydrostatic testing program provides us with confidence in the safety of pre-1963 ERW lines on the Williams system. Accordingly, I incorporate herein the attached agreement and issue this consent order.

Failure to comply with the terms of this order may result in the assessment of civil penalties of up to \$1,000 per day or in referral of the matter to the Attorney General for appropriate action in the United States District Court. The terms and conditions of this order are effective upon receipt.



Richard L. Beam, Director
Office of Pipeline Safety

DATE ISSUED: OCT 9 1987

AGREEMENT

CPF No. 3548-H

WHEREAS, pursuant to section 209(b) of the Hazardous Liquid Pipeline Safety Act of 1979 (HLPISA) (49 App. U.S.C. § 2008(b)), the Office of Pipeline Safety (OPS), Research and Special Programs Administration (RSPA), has issued a Notice of Proposed Hazardous Facility Order (Notice) in this case; and

WHEREAS, the Notice proposed immediate pressure reduction on certain lines operated by Williams Pipe Line Company (Williams) which are constructed of low frequency ERW pipe; and

WHEREAS, Williams has represented that it will voluntarily hydrostatically test by 1994 on a priority basis all of its lines, which have not been hydrostatically tested since 1982; and

WHEREAS, Williams has presented evidence indicating that an immediate pressure reduction is not necessary for safety solely because a line is constructed of low frequency ERW pipe; and

WHEREAS, pursuant to the HLPISA and the regulations in 49 C.F.R., Part 190, Williams and the RSPA have agreed to settle this matter according to the terms hereof,

Williams and the RSPA agree as follows:

1. Williams, as owner and operator of the hazardous liquid pipeline facilities to which the Notice applies, is subject to the jurisdiction of the HLPESA and administrative orders issued pursuant thereto.
2. Williams consents to the issuance of a consent order incorporating the terms of this Agreement and waives any further procedural requirements, other than notice itself, with respect to its issuance and all rights to seek judicial review or otherwise contest its validity.
3. The RSPA agrees not to enter a hazardous facility order against Williams based on the Notice in this case. However, nothing in this agreement bars the RSPA from taking action based upon new evidence to address a hazardous situation which may arise with respect to the lines identified in the Notice.
4. Any actions required by the terms of this Agreement shall be in addition to duties imposed by the HLPESA, and the regulations promulgated thereunder and compliance with the terms of this Agreement shall not excuse any failure to comply with the HLPESA and the regulations promulgated thereunder.
5. The terms of this Agreement may be construed by reference to the Notice.
6. Williams has reduced the maximum operating pressure of certain pipelines constructed of ERW or flash welded pipe to the levels described in the following chart:

Reduced Maximum
Operating
Pressure at
Origin Pump
Station (psi) *

Already Hydrostatically
Tested Lines

Barnsdall - Des Moines #7-16"	1150
El Dorado - Kansas City #6-10"	1100
Albert Lea - Mankato #3-6"	1100
Des Moines - Mason City #7-12"	1200

To be Hydrostatically Tested
Low Frequency Welded ERW Lines

Alexandria - Grand Forks #1-6"	725
Barnsdall - Kansas City #4-12"	1150
Marshall - Watertown #2-6"	900
Ponca City - Barnsdall #5-12"	1000
Sioux Falls - Alexandria #1-8"	900
Iowa City - Chicago #6-12"	900
Grinnell - Waterloo #1-8"	1000
Tulsa - Barnsdall #1-12"	900
Alexandria - Fargo #2-8"	1150

To be Hydrostatically Tested
Other Lines

Columbia - Palmyra #1-6"	1250
Olathe - Columbia #7-8"	1150

* The pressures at intermediate stations must be adjusted accordingly from the prior operating pressures.

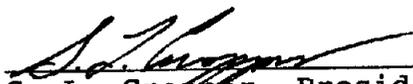
7. Williams agrees to maintain the maximum operating pressure at the reduced levels for these lines until such time as the line has been hydrostatically tested in accordance with the provisions of 49 C.F.R. Part 195 for a new pipeline, and the results of such tests has been accepted by the Chief, Central Region, Office of Pipeline Safety.

8. The Chief, Central Region, shall accept the results if satisfied (1) that the hydrostatic testing is conducted in accordance with good industry practice for testing new lines in accordance with 49 C.F.R. Part 195, (2) that any testing required by paragraph 10 of this agreement has been done, and (3) based on the results from the testing required in paragraph 10 of this agreement, corrective measures, if required, have been made. In case of nonacceptance by the Chief, Williams may appeal to the Director, Office of Pipeline Safety.
9. Williams voluntarily agrees to hydrostatically test by December 31, 1990, those lines identified as category A or B on Attachment A, which is attached to and incorporated into this agreement, and to hydrostatically test by December 31, 1994, those low frequency welded ERW pipelines, all of which are denoted with an asterisk, identified as category C. Upon written request from Williams stating good cause, this date may be extended or the prioritization of the lines in category A or B may be revised by the Chief, Central Region. The hydrostatic testing shall be conducted in accordance with good industry practice and the requirements of 49 C.F.R. Part 195 for new pipelines. Williams also agrees that, pending completion of the hydrostatic testing, it will not increase the maximum actual operating pressures on these lines in category A or B, or the low frequency welded ERW lines in category C, above the highest maximum

actual operating pressures established at the time of the surge pressure reduction program initiated in 1984.

10. Williams shall examine metallurgically all seam failures that occur during hydrostatic testing of the lines subject to this agreement in a manner which will identify cause and contributing factors.
11. Williams will use its best efforts to hydrostatically test by December 31, 1994, all of the lines which are not made of low-frequency welded ERW pipe identified in category C.

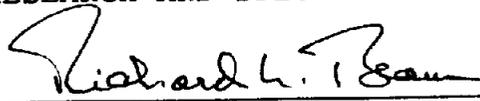
WILLIAMS PIPE LINE COMPANY


S. L. Cropper, President

SMHA

October 5, 1987

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION


Director, Office of Pipeline Safety ⁶⁶

October 9, 1987

HYDROSTATIC TEST SCHEDULE
Attachment "A"

(1988-Mid 1991)

(Mid 1991-1994)

Alexandria - Grand Forks #1-6"	A	
Barnsdall - Des Moines #7-16"	A	
Barnsdall - Kansas City #4-12"	A	
Columbia - Palmyra #1-6"	A	
Marshall - Watertown #2-6"	A	
Olathe - Columbia #7-8"	A	
Ponca City - Barnsdall #5-12"	A	
Sioux Falls - Alexandria #1-8"	A	
Tulsa - Barnsdall #1-12"	A	
Albert Lea - Mankato #3-6"	B	
Alexandria - Fargo #2-8"	B	
Argentine - Kansas City #1-8"	B	← #4-8" Argentine - KC
Columbia - St. Charles #2-8"	B	
Des Moines - Chicago #6-12"	B	
Des Moines - Iowa City #5-8"	B	
Des Moines - Mason City #7-12"	B	
Des Moines - Minneapolis #1-6"	B	
El Dorado - Kansas City #6-10"	B	
Grinnell - Waterloo #1-8"	B	
Kansas City - Irvington #5-12"	B	
Rosemount - Alexandria #6-12"	B	
Tulsa - Barnsdall #4-12"	B	
Wathena Jct - St. Joseph #7-10"	B	
Arkansas City - Ponca City #1-8"		C
*Barnsdall - Kansas City #5-12"		C
*Bettendorf - Bettendorf Jct #1-8"		C
*Coffeyville - Independence #1-8"		C
Cushing - Tulsa #2-8"		C
*Drumright - Tulsa #1-8"		C
*Enid - Oklahoma City #1-6"		C
Enid - Ponca City #1-6"		C
Fairfax - KCI Airport #7-6"		C

	<u>(1988-Mid 1991)</u>	<u>(Mid 1991-1994)</u>
*Iowa City - Chicago #5-8"		C
Iowa City - Dubuque #1-6"		C
Irvington - Omaha #1-8"		C
*Irvington - Sioux Falls #5-12"		C
*Kansas City - Des Moines #6-12"		C
Kansas City - Mobil #7-6"		C
*Kansas City - Nebraska City #3-8"		C
Lincoln - Burlington North #1-6"		C
*Nebraska City - Doniphan #1-8"		C
Newport - St. Paul Park #2-10"		C
Omaha - Eppley Field #2-6"		C
Pine Bend - Rosemount #1-10"		C
Pine Bend - Rosemount #2-12"		C
Plattsburg - Des Moines #4-12"		C
*Ponca City - Barnsdall #1-8"		C
Roland - Fort Dodge #8-6"		C
Rosemount - Rochester #5-8"		C
Rosemount - Wrid Chambrln #3-8"	← #7-8" ?	C
Sioux City - Milford #1-6"		C
St. Paul Park - Newport #1-8"	Rosemount - Minn / St. Paul Airport	C