

**DEPARTMENT OF
TRANSPORTATION**

**Research and Special Programs
Administration**

[Docket No. 82-4W; Notice 1]

**Transportation of Natural and Other
Gas by Pipeline; Petition for Waiver**

The Tennessee Gas Pipeline Company has petitioned the Materials Transportation Bureau (MTB) for a waiver from compliance with the requirements of 49 CFR 192.553(d) to permit the maximum allowable operating pressure (MAOP) of two transmission line segments shown on drawing TO-T10-300-1-57, to be increased to 1170 psig from the current 1088 psig. These line segments are located in Wayne County, Pennsylvania, between mainline valves 322 and 323 on the Company's 300-1 transmission line.

Line 300-1 was designed and constructed in 1955 in accordance with the "USAS B31.8 Standard Code for Pressure Piping, Gas Transmission and Distribution Piping System," a code of industry consensus standards for safe gas piping systems. Pipe in line 300-1 is 24 inches in diameter, with a 0.375 inch wall thickness. It was manufactured according to API Standard 5LX, grade X52 requirements. The design pressure of the line section between valves 322 and 323 is 1170 psig, based on a design factor of 0.72.

Although this line section was originally qualified to operate at 1170 psig by pressure testing after construction to 1300 psig, the highest actual operating pressure needed until now to serve customers has been 1088 psig.

When the Federal gas pipeline safety standards in 49 CFR Part 192 became effective in November 1970, this operating pressure of 1088 psig became the MAOP of the line section in accordance with §192.619(a)(3). Subsequently, population density increased along the two segments of line for which the waiver is sought, causing them to be reclassified under §192.5 from Class 1 to Class 2 locations. Thereafter, the entire line section was hydrostatically tested to at least 1470 psig for 8 hours, without leakage, a pressure level equivalent to 90.5 percent of the pipe's specified minimum yield strength (SMYS). This pressure test met the test requirements of 192.611(c), governing confirmation or

revision of MAOP when a pipeline's Class location has changed.

Under the provisions of §§192.553 and 192.555 governing permissible increases in a pipeline's MAOP (uprating), the 1470 psig pressure test and other steps performed by the Company requalified all but the two Class 2 segments of the line section for operation at an MAOP of 1170 psig. The two Class 2 segments are restricted from operation at the higher MAOP by §192.553(d), which provides in relevant part that "a new maximum allowable operating pressure established under this subpart may not exceed the maximum that would be allowed under this part for a new segment of pipeline constructed of the same materials in the same location." In accordance with §192.619(a), the maximum for a new pipeline in a Class 2 location constructed of pipe like that in line 300-1 would be 975 psig, or the design pressure for such a pipeline based on a 0.60 design factor. In contrast, this limitation did not affect the establishment of an 1170 psig MAOP for the remaining Class 1 portions of the line section, because a new pipeline of the same materials in the same Class 1 location would qualify for an 1170 MAOP under §192.619(a) based on a design factor of 0.72. After the 1470 psig pressure test was made, two additional segments of the line section have changed from Class 1 to Class 2 locations. However, under the provisions of §192.611(a), because they were previously tested to 90 percent of SMYS, these additional Class 2 segments may operate at their previously established MAOP of 1170 psig. The §192.553(d) limitation does not apply since these additional segments were uprated to 1170 psig before the change in Class location occurred.

In support of its waiver request, the Company states that the current 1088 operating pressure is no longer adequate to meet its delivery demands for the 300-1 line. An additional 15 mmcf of capacity are needed for the 1982-83 heating season. This capacity can most readily be provided by uprating the two Class 2 segments for which the waiver is sought to 1170 psig, or alternatively by replacing the two segments with new pipe at an estimated cost of \$319,000. The Company also points out that the line section involved has been coated and cathodically protected against corrosion since 1956, and electrical surveys and visual inspections have shown the section to be sound and in excellent condi-

tion.

MTB believes that a waiver of §192.553(d) to permit the proposed uprating should be granted because the two Class 2 segments for which the waiver is sought are not materially different with respect to design, construction, and leak and maintenance history from similar Class 2 segments in the same line section that now have an MAOP of 1170 psig. The distinguishing factor is merely the timing of the 1470 psig qualifying pressure test. Had it been performed before the two segments involved changed from Class 1 to Class 2, the segments could have been qualified for the higher 1170 MAOP without restriction by §192.553(d).

Interested persons are invited to comment on the proposed waiver by submitting in triplicate such data, views, or arguments as they may desire. Communications should identify the Docket and Notice numbers and be submitted to: Dockets Branch, Room 8426, Materials Transportation Bureau, Department of Transportation, Washington, D.C. 20590.

All comments received before July 26, 1982 will be considered before final action is taken. Late filed comments will be considered so far as practicable. All comments will be available for inspection at the Dockets Branch, Materials Transportation Bureau, between the hours of 8:30 a.m. to 5:00 p.m., before and after the closing date for comments. No public hearing is contemplated, but one may be held at a time and place set in a Notice in the **Federal Register** if requested by an interested person desiring to comment at a public hearing and raising a genuine issue.

(49 U.S.C. 1672; 49 CFR 1.53(a), Appendix A of Part 1 and Appendix A of Part 106)

Issued in Washington, D.C. on June 17, 1982.

Melvin A. Judah,
*Acting Associate Director for Pipeline Safety
Regulation, Materials Transportation Bureau.*

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**DEPARTMENT OF
TRANSPORTATION**

**Research and Special Programs
Administration**

[Docket No. 82-4W; Notice 2]

**Transportation of Natural and Other
Gas by Pipeline; Grant of Waiver**

The Tennessee Gas Pipeline Company petitioned the Materials Transportation Bureau (MTB) for a waiver from compliance with the requirements of 49 CFR 192.553(d), to permit the maximum allowable operating pressure (MAOP) of two transmission line segments shown on drawing TO-T10-300-1-57 to be increased to 1170 psig from the current 1088 psig. These line segments are located in Wayne County, Pennsylvania, between mainline valves 322 and 323 on the Company's 300-1 transmission line.

The two line segments were hydrostatically tested to at least 1470 psig for 8 hours, without leakage after population increases caused the segments to be reclassified from Class 1 to Class 2 locations. This pressure test qualified all but the two Class 2 segments for a higher MAOP of 1170 psig. The MAOP of the Class 2 segments was not increased, however, because of §192.553(d), which restricts a new MAOP to the level allowed "for a new * * * pipeline constructed of the same materials in the same location." Inasmuch as additional segments of the line have since been reclassified as Class 2, and §192.611(a) permits these to operate at 1170 psig because of their prior testing, the petitioner sought a waiver of §192.553(d) for the original two Class 2 segments so that the entire line could be operated at 1170 psig.

In response to this petition, MTB issued a notice of a petition for waiver inviting interested persons to comment (47 FR 27443, June 24, 1982). In this notice, MTB stated that it was considering granting the requested waiver because the two Class 2 segments are not materially different with respect to design, construction, and leak and maintenance history from similar Class 2 segments in the same line section that now have an MAOP of 1170 psig, the distinguishing factor merely being the timing of the 1470 psig qualifying pressure test. Had it been performed before the two segments involved changed from Class 1 to Class 2, the segments could have been

qualified for the higher 1170 MAOP without restriction by §192.553(d).

Two comments were received in response to the invitation to comment, and both supported the granting of the waiver. The commenters indicated that, under the conditions faced by the petitioner, there would not be any reduction in public safety and a waiver is the most logical course of action.

In consideration of the foregoing, MTB, by this order, finds that compliance with §192.553(d) is unnecessary for the reasons set forth in Notice 1, and that the requested waiver would not be inconsistent with pipeline safety. Accordingly, effective immediately, Tennessee Gas Pipeline Company is granted a waiver from compliance with §192.553(d) regarding the two Class 2 segments described above the purpose of upgrading to 1170 psig.

(49 U.S.C. 1672; 49 CFR 1.53(a), Appendix A of Part 1, and Appendix A of Part 106)

Issued in Washington, D.C. on August 16, 1982.

Richard L. Beam,

*Associate Director for Pipeline Safety
Regulation, Materials Transportation Bureau.*

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