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U.S. Department
of Transportation

1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

**Pipeline and Hazardous
Materials Safety Administration**

3/31/2016

FOIA Control No: 2016-0084

Transmitted via Electronic Mail

This letter acknowledges receipt of and responds to your Freedom of Information Act (FOIA) request sent on 3/27/2016 and received in the Pipeline and Hazardous Materials Safety Administration's (PHMSA's) FOIA Office on 3/28/2016. You sought "an electric/digital copy of each PHMSA FOCUS Newsletter."

In response to your request, please find attached 196 pages we are releasing to you in full. Because the fee for processing your request falls below the minimum amount the Department of Transportation charges for processing FOIA requests, we processed your request at no charge to you. *See* Department of Transportation FOIA Regulations, 49 C.F.R. § 7.43(a)(1).

This concludes our response to your request. If you have any questions regarding your request, please feel free to contact me at PHMSA.FOIA@dot.gov.

Sincerely,

Madeline Van Nostrand

FOIA Officer

Pipeline and Hazardous Materials Safety Administration (PHMSA)

Digitally signed by Madeline Van Nostrand
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Date: 2016.03.31 17:00:23 -0400

Attachment: 2016-0084 Response Package 2016.03.31.pdf



U.S. Senate Confirms Quarterman as Third PHMSA Administrator



PHMSA Administrator Cynthia Quarterman receives her presidential appointment certificate from Transportation Secretary Ray LaHood (right) and Deputy Transportation Secretary John Porcari (center), as her husband, Pantelis Michalopoulos (left), and daughter, Charis, look on.

Cynthia L. Quarterman was sworn in Nov. 16, 2009, by Transportation Secretary Ray LaHood as the third Administrator of the Pipeline and Hazardous Materials

Safety Administration (PHMSA). Nominated by President Barack H. Obama on Sept. 15, 2009, Quarterman was confirmed by the United States Senate on Nov. 5.

PHMSA Third Annual Award Ceremony Held

"As your new Administrator, I am looking forward to working with our strong team of dedicated career employees who expertly fulfill PHMSA's mission to protect people and the environment from the risks inherent in hazardous materials and pipeline transportation."

Cynthia Quarterman
PHMSA Administrator



PHMSA Executive Assistant Maria Howard (2nd from left) receives her Peer Award and is congratulated (left to right) by Deputy Transportation Secretary John Porcari, Transportation Secretary Ray LaHood, PHMSA Administrator Cynthia Quarterman and PHMSA Assistant Director, International Standards Ryan Paquet.

Quarterman was most recently a partner in the Washington, DC, office of Steptoe & Johnson LLP, where she was a member of their Regulatory & Industry Affairs Department. Quarterman's practice was focused on litigation and administrative law associated with pipeline safety, royalty valuation, federal land minerals management, pipeline acquisitions, Outer Continental Shelf (OCS) oil, gas, and liquefied natural gas facilities, the jurisdictional status of pipeline assets, as well as surface transportation, and alternative energy. She also was involved in challenges to the royalty valuation of Alaska North Slope oil, cases at the Federal Energy Regulatory Commission and the Surface Transportation Board, and multiparty hazardous waste clean-up litigation.

Quarterman was a member of the Obama Administration Transition Team at the U.S. Department of Energy. Earlier in her career, she was a former director of the Minerals Management Service in the U.S. Department of the Interior March 1995–August 1999. In that capacity, she administered the programs to manage the mineral resources located on the nation's OCS, including leasing, exploration, development, and production of oil, natural gas, sulfur, and other minerals, and to collect and distribute revenues for oil, gas, coal, geothermal, and mineral development on federal and Indian lands.

Quarterman serves as the agency's chief executive officer and advises the Secretary of Transportation on all matters falling within PHMSA's jurisdiction. She directs the agency's national program for protecting people and the environment from the risks inherent in hazardous materials and pipeline transportation.

From the Desk of the Administrator



Cynthia L. Quarterman presided over the Third Annual PHMSA Awards.

Change is good as long as it has purpose. As an operating administration of DOT, PHMSA has seen its fair share of change in 2009. Not the least of which

has been my recent appointment as the new PHMSA administrator.

A major effort during my tenure will be to ensure that any changes to, and within, PHMSA's two program offices are focused to improve upon the Department's overall public transportation safety mission. Together, as civil servants, we at PHMSA hold the public trust to protect human life and the environment from accidents and incidents that may occur during the commercial transport of energy and hazardous materials across this great nation. The loss of even one life due to laxness or inattention on our part as regulators and enforcers of the established hazardous materials and pipeline regulations will have been one life too many.

As our economy continues to pull out of the global recession, the demand for

hazardous materials and energy in manufacturing, agriculture and other endeavors will see an upswing. To sustain that growth and maintain our quality of life, the PHMSA team will not lose sight of our jobs to ensure the safe, secure, reliable and efficient transportation of over 3,000 regulated hazardous materials.

Yet, we do not operate in a vacuum. The regulated community cannot achieve full safety compliance without the buy-in and leadership of the hazmat and pipeline stakeholders both in this country and overseas working together on common goals. Strong partnerships will be maintained and others opened with Federal, state and local agencies, industry and first responder communities. I look forward to being a conduit of information, grants and ideas for those willing to contribute to our safety mission.

PHMSA Hazmat Leadership Change

Deputy Transportation Secretary John Porcari announced Oct. 1 that Dr. Magdy El-Sibaie as the Acting Associate Administrator for Hazardous Materials Safety



Dr. Magdy El-Sibaie

in the Pipeline and Hazardous Materials Safety Administration (PHMSA). The 120-day temporary posting expired on January 28, 2010. Dr. El-Sibaie came to PHMSA from

his prior position as Director of the Office of Research and Development at the Federal Railroad Administration and returned to that agency at the end of his detail. No selection has been made to permanently fill the Associate Administrator for Hazardous Materials Safety position.



Ryan Posten (left) participates in hazmat field enforcement effort at Baltimore Harbor.

Dr. El-Sibaie's exceptional leadership will be missed at PHMSA.

Also in October, Ryan Posten moved from his position as Director of the Office of Hazardous Materials Enforcement to be the Assistant Associate Administra-

tor for Hazardous Materials Safety.

Transportation Secretary Ray LaHood regards transportation safety as the Department's primary mission, and these personnel moves make sure that PHMSA regards safety as its primary mission.

2009 DOT Secretary Awards - PHMSA Awardees

"I wish to extend my deepest gratitude and congratulations to everyone at the U.S. Department of Transportation for making 2009 a banner year for the Department. Never before have we accomplished so much for the American People in so short a time. I am reminded every day that none of our success would be possible without your talent, hard work, and dedication. I am indeed fortunate to lead the U.S. Department of Transportation during this very exciting time in our history. And I am grateful to have all of you working alongside me."

Ray LaHood
U.S. Secretary of Transportation



James Curry--Award for Meritorious Achievement Silver Medal



Jack Albright--Partnership for Excellence Award HIP Team



Kay McIver-Volunteer Award



Robert Clatterback-Award for Excellence

Secretary's Award for Meritorious Achievement (Silver Medal)

James Curry

Secretary's Award for Excellence

Marilyn Burke
Robert Clatterback
Christopher Michalski

Secretary's Award for Partnering for Excellence

Hazardous Materials Intelligence Portal Team

Jack Albright
Steve Grewal
Mark Kyriss
Roger Little
Ryan Posten
Adrian Carter

Felicia Boyd
John Heneghan
David Lehman
Sherri Pappas
Glen Vierk

2009 DOT Presidential Transition Team

Deborah Hinz
Patricia Klinger
Linda Rhoads
Theodore Willke

Secretary's Team Award

The US/China Cooperative Project Arrangement Team

Peter Block
Deborah Hinz
Ryan Paquet
Nicole Porter

Phyllis Davis
Zahid Khawaja
Duane Pfund
Robert Richard

Secretary's Transportation Safety Award

Enabling New Safety Solutions Team

Ruben Ingram
Thomas Kiddy
Duane Pfund
Eileen Wentland

Shane Kelley
Ryan Paquet

Public Safety Workshop Team

Joshua Johnson
Max Kieba
Elizabeth Komiskey

Secretary's Volunteer Award

PHMSA Mentoring Team

Leonard Majors
Kay McIver
Sherrie Nelson
Ryan Paquet
Diane Jones

PHMSA 3rd Annual Awards Ceremony

Peer Awards

Melanie Barber
Maria Howard
Shane Kelley
Kay McIver
Steve Nanney
Jamerson Pender
Arthur Pollack

Peer of the Year

Melanie Barber

Federal Career Service

25-Year Career Service Award
Terri Binns
Billy Hines, Jr.
John Gale
James Merritt
Ruby Thompson
Jeffrey Wiese

30-Year Career Service Award

Eileen Edmonson
Frazer Hilder
Elizabeth Pridgen
Candace Simon

35-Year Career Service Award

Jesse Dobbs

40-Year Career Service Award

Gail Mayhew
Sherrie Nelson

Superior Achievement Bronze Award – Team

Cargo Tank Incident Analysis
Steven Andrews
Kurt Eichenlaub
Leonard Majors
Brian Moore
Matt Nickels
Kin Wong

Lithium Battery Rulemaking

Charles Betts
Ronald DiGregorio
Frazer Hilder
Steve Hwang
Kevin Leary

Superior Achievement Bronze Award – Team (cont)

Inspection Integration
Alan Beshore
Gerald Davis
Karen Gentile
Robert Lee
Chris McLaren
Dallas Rea
Rod Seeley

Pipeline Engineering Team

Max Kieba
Steve Nanney

Control Room Management

Tewabe Asebe
Karen Butler
Byron Coy
Benjamin Fred

Distribution Integrity Management Program

Laura Barhydt
Michael Israni

PHP Investment Steering Committee

Jack Albright
Zach Barrett
Linda Daugherty
Steve Fischer
Joy Kadnar
Blaine Keener
Roger Little

Internal Investigation Process Improvement Team

Jack Albright
Karen Butler
Sara DePaula
Joy Kadnar
Peter Katchmar
Blaine Keener
Mark Kyriss
Mike Yazemboski

Superior Achievement Bronze Award – Team (cont)

Training and Qualifications Technical Staff
Thomas Burdeaux, Jr.
Wallace McGaughey
Lane Miller
Wayne St. Germain
John West

Timekeeping Support

Catrice Prailow
Ruby Thompson

Superior Achievement Bronze Award – Individual

Jack Albright
Nancy Chai
Samuel Hall
Shane Kelley
Jon Manning
Karina Munoz
Steve Nanney
Amy Nelson
Ryan Paquet

Eagle Award - Team

Hazardous Materials Emergency
Preparedness Grant Program
Improvement Process Team

Felicia Boyd
Patricia Burke
Guadalupe Castellanos
Jackie Cho
Dirk DerKinderen
Windy Hamilton
Frazer Hilder
Ruben Ingram
Karina Munoz
Suzette Paes
Sherri Pappas
Charlie Rogoff
Tonya Schreiber
Candace Simon
Kyra Stewart
T'Mia Vines
Iman Watson
Nancy White

Eagle Award – Individual

Clyde Myers
Tonya Schreiber



December 8, 2009

DOT Grants \$4M to Boost Hazmat Safety Instructor and Employee Training

U.S. Transportation Secretary Ray LaHood on Oct. 22 announced a total of \$4 million in Hazardous Materials Instructor Training (HMIT) grants to the International Brotherhood of Teamsters, the National Labor College, the International Association of Machinists and the International Chemical Workers to provide hazardous materials training for safety instructors and employees who handle these materials in transportation.

“Ensuring those who provide hazmat training have the best training possible for themselves is critical to improving safety,” said Transportation Secretary LaHood. “These training grants will help protect employees that work in transporting hazardous materials and the communities they travel through.”

Instructors trained under the HMIT grants program are in turn able to offer training to a larger number of hazardous materials employees.

The HMIT grants from the U.S. Department of Transportation’s Pipeline and Hazardous Materials Safety Administration are funded by user fees paid by shippers and carriers of certain hazardous materials.

More information on the grants program can be found at the following location:

<http://hazmat.dot.gov/training/state/hmep/hmep.htm>.

ORGANIZATIONS	GRANT
International Brotherhood of Teamsters	\$1,343,303.00
National Labor College	\$1,376,753.00
International Association of Machinists	\$991,599.00
International Chemical Workers	\$288,345.00
=====	
TOTAL GRANTS	\$4,000,000.00

Nurse Tank Inspection Teams Works to Ensure Safety

By Terry Pollard, PHMSA Hazardous Materials Investigation



Anhydrous ammonia nurse tank.

In recent years PHMSA, in partnership with the Federal Motor Carrier Safety Administration (FMCSA), revealed various safety incidents involving anhydrous ammonia nurse tanks that exposed agricultural workers to serious risks. Together, PHMSA and FMCSA organized and executed a comprehensive nurse tank enforcement and education effort to bring nurse tank owners into compliance with the 49 Code of Federal Regulations - Hazardous Materials Regulations (HMR) or special permit DOT SP-13554 that allows the continued use of these tanks.

Nurse tanks are non DOT-specification cargo tanks that transport the compressed gas anhydrous ammonia, which is commonly used as a nitrogen

fertilizer in agriculture. Failure to escape an inadvertent leak of anhydrous ammonia could likely result in lung damage or death.

Under HMR §173.315(m) nurse tanks that transport anhydrous ammonia and operated by a private carrier exclusively for agricultural purposes are exempted from the specification requirements of HMR part 178 if the tanks meet certain requirements. When transported in bulk quantities, anhydrous ammonia must be marked as an “Inhalation Hazard.”

Special permit DOT SP-13554 authorizes the continued transportation in commerce of nurse tanks which have lost the required American Society of Mechanical Engineers (ASME)

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HMSAT Promoting Hazmat Transportation Safety Nationwide

By Candace Simon, Hazardous Materials Senior Training Officer

Bad economic times have hit everyone hard, including hazardous materials shippers and carriers, and state and local governments. But that has not stopped the Hazardous Materials Safety Assistance Team, better known as HMSAT, from doing their job – reaching out to provide FREE hazardous materials training to those in need.

In 2009, the HMSAT held three two-day multimodal training seminars and 12 one-day workshops, and brought

additional training to state and local governments and emergency responders upon request. They reached over 14,600 individuals in the past year. The training provided by the HMSAT covers basic requirements of the 49 CFR, Hazardous Materials Regulations (HMR), such as how to use the HMR, package selection, marking, labeling, shipping papers, placarding, security requirements and the Emergency Response Guidebook. The

Continued on page 6

Nurse Tanks Inspections

Continued from page 5

code identification plates. Many nurse tank owners have not taken advantage of this special permit. In order to operate under the special permit, a tank must undergo an inspection to ensure the tank's integrity. PHMSA estimates that approximately 30-40 percent of the nearly 200,000 nurse tanks in the U.S. do not meet the exemption allowed under the HMR because of missing or illegible identification plates.

Since Oct. 2008, PHMSA partnered with FMCSA to improve federal oversight and conducted numerous investigations of nurse tanks owners in Nebraska, Iowa, Kansas, Missouri, Michigan, Illinois, Indiana, Minnesota and Oregon. In collaboration with the state police in each jurisdiction, joint investigations identified many tanks with missing or illegible plates, missing placards and markings, faulty valves, severe corrosion, fill density violations, improper farm wagon mounting, and nurse tanks improperly used for non-agricultural purposes. These findings led to PHMSA issuing a Nurse Tank Safety Advisory in Dec. 2008.

Beginning Jan. 2009, PHMSA and FMCSA have conducted hazardous

materials outreach programs with agricultural industry stakeholders, and to local and state enforcement agencies, to highlight the federal compliance requirements for nurse tanks. Training was provided where warranted.

An August 2009 nurse tank strike force conducted in Missouri, Kansas and Nebraska found serious compliance issues on 73 percent of the tanks inspected. Enforcement cases were initiated against the companies with probable violations. Although agricultural industry awareness of the HMR requirements and special permit allowances has increased, more work is necessary.

Future nurse tank activities include a PHMSA discussion on nurse tank safety at the Illinois Fertilizer and Chemical Association Winter Convention and Trade Show held Jan. 19-21, 2010, at the Peoria Civic Center in Peoria, Ill. PHMSA and FMCSA continue to work on a national training course for nurse tank inspectors and the agriculture industry with expected completion sometime in early 2010.

Secretary LaHood Announces \$20.9M for First Responders to Improve Hazmat Planning and Training

The U.S. DOT announced Oct. 19 that it awarded \$20.9 million to states, territories and Native American tribes to improve the nation's response to transportation incidents involving hazardous materials. The grants help train first responders to react to incidents involving hazardous materials and to meet the safety challenges posed by new chemicals and alternative energy products such as ethanol.

"This program strengthens local emergency response capabilities and serves a vital role in a comprehensive hazmat safety program," said Transportation Secretary LaHood. "Although prevention is our first priority, preparing communities to respond effectively to incidents that do occur is essential to protecting the safety of all Americans."

The grants from the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) are funded by user fees paid by shippers and carriers of certain hazardous materials.

Since 1993, over 2.4 million emergency responders and others have received training assistance nationwide using Hazardous Materials Emergency Preparedness (HMEP) grants. Assistance was also given to approximately 1,700 local emergency planning committees each year in preparing and exercising hazardous materials emergency response plans, and in conducting commodity flow studies that identify transportation hazards. Effective in 2008, transportation legislation more than doubled the funding of the HMEP grants program. All 50 states, one territory, and seven North American tribes received HMEP grant funding this year.

More information on the HMEP grants program can be found at: <http://hazmat.dot.gov/training/state/hmep/hmep.htm>.

HMSAT Nationwide

Continued from page 5

information provided is essential for anyone who offers or transports hazardous materials in commerce or for those who may be affected by the hazardous materials during transport, such as emergency first responders. It also includes packaging manufacturers and others in the hazardous materials industry.

When the HMSAT reaches out to state and local governments they do so under a program called Hazardous Materials Transportation – State and Local Education (HMT-SALE). HMT-SALE pro-

vides a mechanism to share information on hazardous materials transportation safety and security issues, to identify training needs, and to capitalize PHMSA resources to meet state and local government education needs.

PHMSA Issues Long Awaited Rules to Enhance Pipeline Safety

In December, the Federal Register published two long awaited PHMSA final rules providing new requirements for operators of natural gas and hazardous liquid pipelines.

The two rules directly respond to years of interest from Congress, the National Transportation Safety Board (NTSB), and the Department's own Inspector General in the need for integrity management programs for natural gas distribution pipelines and strengthened management and oversight of control room operations for all types of PHMSA regulated pipelines.

"These rules will improve public safety by requiring integrity management programs and installation of excess flow valves for the first time for natural gas distribution pipelines, in addition to improving the operations of the nation's pipeline system control rooms," said PHMSA Administrator Cynthia L. Quarterman.

An operator's integrity management program combines periodic inspection and testing of a pipeline's condition with continuous management processes to collect, integrate, analyze, and apply information about possible threats.

The new integrity management rule for natural gas distribution pipelines incorporates the same basic principles as requirements for transmission pipelines, but accommodates the significant differences between the two pipeline types. Unlike requirements for transmission pipelines which are limited to "high-consequence areas," the new distribution integrity management rules will be applied to an operator's entire system. In addition, the rule requires distribution operators to install excess flow valves

in new and replaced services for single-family residences where conditions are suitable for their use.

The new control room management rule requires pipeline operators to establish human factors management plans and to account for NTSB recommendations on supervisory control and data acquisition (SCADA) system displays, alarm systems and controller training. In addition, operators must establish maximum hours-of-service limits and integrate these procedures into existing operation and maintenance, operator qualifications and emergency processes.

Hazardous liquid and gas pipelines are often monitored in a control room through computer-based equipment, such as a SCADA system, that records and displays operational information about the pipeline system, such as pressures, flow rates, and valve positions. These monitoring and control actions are a principal means of managing pipeline operations. The new control room management requirements improve opportunities to reduce risk through providing more effective control of pipelines.

The Department has been involved in years of dialogue with Congress, the NTSB, and industry on ways to make pipeline systems safer without negative impacts to their reliability and efficiency.

"The public deserves and expects a national pipeline transportation system that meets the highest safety standards," added Quarterman.

The control room management rule was published in the Dec. 3 edition of the Federal Register, and the distribution integrity management rule published on Dec. 4.

Record Fine Levied Against El Paso Corp and CO Interstate Gas Company

On Dec. 1, PHMSA announced it is requiring the El Paso Corporation and its subsidiary, Colorado Interstate Gas Company to pay \$2.3 million in civil penalties for violations of federal pipeline safety regulations.

The fine takes the record in becoming the largest amount PHMSA has assessed against a pipeline company under its own administrative authority and shows the agency is taking full advantage of the enhanced enforcement authority it received in the Pipeline Inspection, Protection, Enforcement and Safety Act of 2006. Other larger civil penalty cases for violations of pipeline safety regulations were completed with the coordination of other federal agencies such as the Department of Justice.

The large fine and accompanying final order is a result of a Nov. 11, 2006 natural gas pipeline accident in Laramie County, Wyoming. The pipeline involved was owned by another El Paso subsidiary Wyoming Interstate Company, Ltd.

At the time of the accident, a bulldozer operator was attempting to grade nearby land to build a right of way for the Rockies Express Pipeline. Accidental contact with the high pressure line resulted in the release of natural gas, a subsequent explosion and fire, and the bulldozer operator's death.

During its investigation, PHMSA inspectors discovered the companies did not comply with federal regulations covering the locating and marking of buried pipeline facilities. Federal regulations require pipeline operators to establish and follow procedures for properly locating and marking their underground systems before excavation work is commenced to prevent accidental contact and safety risks.

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Baltimore MASFO Enforces Hazmat Regulations at Nation's Seaport



DOT and U.S. Coast Guard inspectors validate a hazmat shipment for correct placarding and labels.



PHMSA Acting Associate Administrator for Hazardous Materials Safety Dr. Magdy El-Sibaie (rt) looks on as a freight container is opened for inspection.



Baltimore MASFO joint agency inspectors ensure Federal regulations are applied appropriately in the overseas shipment of an automobile.

A cold and rainy overcast set the scene at the Seagrit and Dundak intermodal container terminals in the Port of Baltimore, Maryland, Oct. 27-28 as a Multi-Agency Strike Force Operation (MASFO) comprised of PHMSA and 10 other participating agencies worked to screen 296 incoming and outgoing cargo containers for law enforcement and regulatory infractions. Of the 296 containers inspected seven were placed on hold for various deficiencies of the U.S. Hazardous Materials Regulations and the International Maritime Dangerous Goods Code.

MASFOs bring together a mix of law enforcement and regulatory agencies to

leverage resources in the detection and deterrence of illegal, undeclared or improper shipments of hazardous materials flowing through the nation's seaports. Areas of joint inspection focus on traffic/vehicle safety, drug interdiction and exams for weapons of mass destruction. During the Baltimore MASFO 24 citations and 26 warnings were issued, along with one driver arrest for a Baltimore City warrant, and one driver criminal citation. No drugs or weapons of mass destruction were found.

The two-day operation was led by the U.S. Coast Guard Sector Baltimore and included inspector participation from the U.S. Department of Transportation's

PHMSA, Federal Railroad Administration, Federal Motor Carrier Safety Administration, and Federal Aviation Administration, the U.S. Department of Homeland Security's Customs and Border Protection, Immigration and Customs Enforcement, and Transportation Security Administration, and Maryland's Transportation Authority Police and State Comptrollers Office.

With the ever-growing global economy, the U.S. is experiencing an increase in maritime container traffic primarily entering and exiting through its sea ports. Several million hazardous materials freight containers travel annually through U.S. sea ports.

DOT Issues Additional Lithium Battery Proposed Rulemaking

In its continuing effort to promote the safe transportation of lithium batteries and cells, the Department of Transportation (DOT) on Jan. 8, 2010, published a proposal to strengthen the Hazardous Materials Regulations. The new rule would put more effective safeguards in place for the transport of lithium cells and batteries, including when they are packed with or contained in equipment. The proposed changes will ensure that lithium batteries are designed to withstand normal transportation conditions

and that they are packaged to reduce the possibility of damage that could lead to an unsafe incident.

"We take aviation safety very seriously. We have to make sure lithium batteries or any other materials taken on planes are done so in the safest way possible," said Transportation Secretary Ray LaHood.

"Under existing regulations, a flight crew may not be made aware of a pallet containing thousands of lithium batteries on board the aircraft, yet a five-pound package of flammable paint or dry ice

would be subject to the full scope of the regulations. That makes little sense," said House Transportation and Infrastructure Chairman Jim Oberstar (D-MN). "This rulemaking protects the safety of the traveling public and flight crews on board passenger and cargo aircraft and in ground operations. It ensures that all lithium batteries will be regulated and addresses the National Transportation Safety Board's recommendations issued more than a decade ago. I congratulate

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El Paso Corp Fine

Continued from page 7

The final order issued by PHMSA also includes a compliance order requiring the companies to take certain actions to ensure compliance with federal pipeline safety regulations. Among other things, the compliance order requires the companies to:

- revise corporate procedures for making construction records, maps, and operating history available to appropriate operating personnel;
- develop and implement written procedures to require appropriate managers or supervisors to conduct unannounced reviews of work performed by El Paso line locators to ensure applicable procedures are understood, being followed, and effective, paying special attention to the accuracy, visibility, and durability of the marking and line locating work; and
- develop and implement training for all managers and supervisors to enhance their understanding of El Paso's surveillance

procedures and improve their ability to understand and intervene in unsafe or hazardous situations for people and property.

The final order in this case explaining PHMSA's findings of violation, assessing the \$2.3 million civil penalty, and ordering the compliance actions can be viewed on the web at <http://primis.phmsa.dot.gov/comm/reports/enforce/Enforcement.html>.

Lithium Battery Rulemaking

Continued from page 8

the department for this important step forward."

"As our Committee has documented, there is more than enough evidence showing the need to enhance safety standards when shipping lithium batteries," House Aviation Subcommittee Chairman Jerry Costello (D-IL) said. "The frequency of incidents combined with the difficulty in extinguishing lithium battery fires warrants taking strong action. Our legislation, along with the new regulations proposed by the Department of Transportation, will enhance safety for passengers, pilots, crews and our entire transportation system."

Since 1991, more than 40 air transport-related incidents involving lithium batteries and devices powered by lithium batteries have been identified.

The Department's Pipeline and Hazardous Materials Safety Administration developed this Notice of Proposed Rulemaking, in coordination with the Federal Aviation Administration (FAA), to comprehensively address the safe transportation of lithium cells and batteries by aircraft.

In part, DOT proposes to:

- eliminate regulatory exceptions for small-size lithium cells and batteries when transported aboard aircraft and require their transportation as Class 9 materials;
- subject packages of small-size lithium batteries to well-recognized hazardous materials marking and labeling requirements;
- require transport documentation to accompany a shipment of small lithium batteries, including notifying the pilot in command of the presence and location of lithium batteries aboard the aircraft;
- require manufacturers to retain results of satisfactory completion of United Nations design type tests for each lithium cell and battery type;
- unless transported in a container approved by the FAA Administrator, when transported aboard aircraft, limit stowage of lithium cells and batteries to crew accessible cargo locations or locations equipped with an FAA approved fire suppression system; and
- apply appropriate safety measures for the transport of lithium cells or batteries identified as being defective for safety reasons, or those that have been damaged or are otherwise being returned to the manufacturer, and limit the trans-

portation of defective or damaged cells or batteries to highway and rail.

For more detailed information on battery shipment requirements in the Hazardous Materials Regulations go to: <http://www.phmsa.dot.gov/hazmat/regs/rulemaking/final>.

DID YOU KNOW?

The PHMSA Office of Civil Rights is pleased to announce the appointment of Shauna Lee Lange as PHMSA's new Federal Women's Program Manager/Special Emphasis Program Manager. Lange is drawing upon her combined experiences, talents and skills to address employment issues and concerns related to equal opportunity and career progression for women and other minorities. The PHMSA Federal Women's Program Manager/Special Emphasis Program Manager position is a collateral duty and will allow Lange to continue to perform her regular job duties while taking on additional equal opportunity related duties under the authority of Executive Order 11478. Please give Lange your support as she executes her new areas of responsibility.



KERN RIVER INSPECTION

PHMSA Western Region Pipeline Inspector Jeffery Gilliam (dark glasses and black coat) conducts a safety field inspection outside of Las Vegas, Nev. to determine whether or not the Kern River Gas Transmission Company is meeting the terms of a special permit issued by PHMSA.

The Kern River pipeline system transports natural gas into California, Nevada and Utah from the gas-producing fields in southwestern Wyoming. The pipeline currently has a design capacity of more than 1.7 billion cubic feet per day — enough energy to power about 10 million homes.

Canvass for PHMSA Ombudsman

PHMSA is creating a special-duty (part time) assignment for an individual to serve as a direct conduit for communication between front-line staff and the agency's senior leadership. Applications can be submitted anytime through March 15.

Eligibility and qualifications:

- All PHMSA Staff
- Strong leadership and

communication skills

- Widely respected among staff and management
- Senior grade level (GS-13 or GS-14), non-supervisory
- Strong performance record
- At least 3 years of federal government experience
- Available for travel to the field
- Plan to stay with the agency at

least one more year

Interested staff may submit a request in writing (include resume) to the Administrator and at least three references from within the organization. Individuals may also nominate someone else explaining why they believe the nominee meets the qualifications.

R&D Grant Agreement Signed With National Center for Manufacturing Sciences

PHMSA entered into a \$1.8M research and development grant agreement in August 2009 with the National Center for Manufacturing Sciences of Ann Arbor, Michigan, to evolve the infrastructure that will ultimately support hydrogen fuels distribution, storage and delivery to hydrogen-powered vehicles. The project period for this hydrogen storage manu-

facturing research will span from Sept. 1, 2009 to Aug. 31, 2011.

The objective of this research is to identify, develop and demonstrate key manufacturing methods and processes, including quality assurance and testing methods, which will enable commercial rate production of vehicle-scale and bulk transport-scale composite high-pressure

hydrogen storage cylinders at pressures up to 10,000 psi, with a way ahead to achieve 15,000 psi cylinders.

PHMSA Working to Address Cased Crossing Inspection Issues

By Max Kieba, PHMSA Pipeline Safety General Engineer



Photo of encased pipeline.

Since February 2009 PHMSA's Casing Quality Action Team has held numerous meetings to discuss the issues involving the use of External Corrosion Direct Assessment (ECDA) on pipelines enclosed in cased crossings.

Essentially considered a pipe within a pipe, cased crossings are used and required for pipelines crossing under rivers, roads and railroad rights of way to help address concerns regarding pipe integrity or environmental conditions. The size of a typical pipeline's cased crossing can range from 20 to over 300 feet long, and dependent on the date of installation the crossings are filled with wax, coated with different materials, open to the atmosphere, or sealed. These factors, in addition to the difficulty involved in excavating a case enclosed pipeline without causing major disruptions to other infrastructure or public services creates unique inspection challenges for operators.

Historically, in-line inspection, pressure testing and direct assessment provided the only assessment options for the pipeline industry. In some cases, obstructions in the pipeline, the expense of pressure testing, the revenue loss from downtime

and the uncertainty of risk and data within the direct assessment process detract and remove all of these assessment activities as viable options. In situations where these activities aren't favorable, other technologies or assessment methods are proposed to PHMSA and reviewed on a case by case basis.

The 2002 Pipeline Safety Improvement Act

and subsequent integrity management regulations required that all line piping (including carrier pipe inside casings) in high consequence areas be assessed by Feb. 17, 2009 for hazardous liquid pipelines with reassessments every 5 years. The Act requires assessments of natural gas pipelines by Dec. 17, 2012 with reassessments every 7 years.

PHMSA is in the process of developing guidelines to further clarify baseline and integrity assessment requirements for cased pipe per 49 CFR Part 192 Subpart O. Following a number of attempts to address the issue through correspondence, meetings and other initiatives, including a public workshop in July 2008, PHMSA's Casing Quality Action Team was established to further discuss the issues and develop guidance material for using ECDA on cased crossings. Initial draft guidance material was completed in July 2009 and included guidance on what additional steps and/or considerations must be included in an ECDA process designed for cased pipe. It also gave guidance on how to determine if a casing was properly filled with a non-electrolyte filling and how to monitor such a filled casing in the future.

PHMSA is planning to hold an additional workshop in early 2010 and expects to finalize and issue guidance on ways to inspect pipelines protected by cased crossings shortly thereafter. Additional information on cased crossings, including links to the 2008 workshop and meeting minutes for the Casing Quality Action Team can be found at: <http://primis.phmsa.dot.gov/gasimp/casedcrossing.htm>.

DID YOU KNOW?

PHMSA staff routinely provides assistance to other oversight agencies (federal, state, and local) to successfully complete enforcement proceedings of cases involving the regulated industry. Recently, PHMSA inspectors David Barrett and Karen Butler of the central region received a Certificate of Commendation from the U.S. Department of Justice for their contributions to a United States case against three hazardous liquid pipeline operators. In a letter, the Justice Department's Environment and Natural Resources Division, commended David and Karen's assistance in identifying necessary injunctive relief and helping to explain DOJ's position on engineering issues during face to face negotiations. The companies, Magellan Ammonia Pipeline, Enterprise Products Operating, and Mid-America Pipeline Company agreed to a \$3.65 million settlement for their involvement in numerous pipeline spills causing severe damage to the environment and ecosystems in the states of Nebraska and Kansas.

PHMSA Makes Contribution to International Hazmat Issues

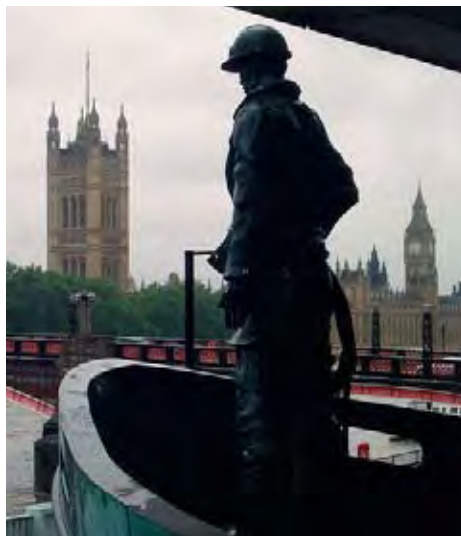
By Ryan Paquet (P.G.), Assistant Director to International Standards

This past fall the PHMSA Office of International Standards was fully engaged in contributing to important hazardous materials amendments that updated the International Maritime Dangerous Goods (IMDG) Code and the International Civil Aviation Organization (ICAO) Technical Instructions.

In late September and early October, members of PHMSA's Office of International Standards attended the International Maritime Organization (IMO) Dangerous Goods, Solid Cargoes and Containers Sub-Committee (DSC Sub-Committee) and the DSC Sub-Committee Editorial and Technical (E&T) Working Group meetings held in London, United Kingdom. The IMO DSC Sub-Committee convenes once a year and is responsible for maintaining the International Maritime Dangerous Goods (IMDG) Code.

The DSC E&T Working Group meeting, held in conjunction with the Sub-Committee meeting, finalized all amendments for the 2010 version of the IMDG Code. Issues discussed in the course of the meeting included lithium-ion battery watt-hour marking requirement, the revision of stowage and segregation requirements, and the transport requirements for nickel metal hydride batteries.

In mid-October, PHMSA represented the U.S. at the ICAO Dangerous Goods Panel (DGP) held in Montreal, Quebec, Canada. The DGP meets once every two years to develop amendments to the ICAO Technical Instructions. The panel discussed various proposals including guidance for reviewing and granting exemptions and approvals to the technical instructions. Also discussed were several



In front of the IMO Headquarters stands the International Memorial to the World's Seafarers to commemorate all seafarers who have been lost at sea. It is also a reminder of the pivotal role seafaring plays in world trade and development.

proposals on lithium batteries and fuel cells. Since nearly all hazardous materials transported by air is done in accordance with the ICAO Technical Instructions, U.S. participation ensures that hazardous materials will continue to be transported in the safe and efficient manner we have come to expect.

In an effort in harmonizing to international regulations, in December PHMSA published in the Federal Register several proposed changes to strengthen the Hazardous Materials Regulations and put more effective safeguards in place for the transport of lithium cells and batteries. The proposed changes will ensure that lithium batteries are designed to withstand normal transportation conditions and that they are packaged to reduce the possibility of damage that could lead to an unsafe incident. These proposals are largely consistent with changes made to the United Nations Recommendations on the Transport of Dangerous Goods and the ICAO Technical Instructions on the Safe Transport of Dangerous Goods by Air, and respond to recommendations issued by the National Transportation Safety Board.

U.S./China S&ED Transportation Forum

By Ryan Paquet (P.G.), Assistant Director to International Standards

The U.S. DOT hosted the 2nd U.S./China Strategic and Economic Dialogue (S&ED) Transportation Forum in Washington, DC, on Dec. 11, 2009, to improve trade and cooperation between the two countries. The S&ED was originated by the U.S. Departments of Treasury and State in collaboration with their counterparts within the Chinese government.

In the course of the 2nd S&ED Transportation Forum, PHMSA and its sister DOT agencies met with Chinese Ministry of Transport colleagues and discussed a multitude of hazardous materials topics to include fireworks, lithium batteries, International Maritime Dangerous Goods Code compliance, and Chinese regulatory development.

In December 2008, then DOT Deputy Secretary Thomas Barrett traveled to Beijing to ratify the S&ED Transportation Forum and to initiate working groups on specific critical topics, such as the transport of hazardous materials, innovative financing, urban congestion, disaster assistance, and emerging technologies.

PHMSA was tasked to be the lead on the Transportation Forum of Hazardous Materials Safety (HM) Working Group. The HM Working Group focuses on promoting safety improvements and encourages international harmonization of hazardous materials transport regulations. The deliverables associated with the HM Working Group, which includes joint workshops, sharing of outreach materials, information exchange and training opportunities, are intended to improve the safety and efficiency of hazardous materials shipments between the U.S. and China.

For more information on the S&ED Transportation Forum, please contact Duane Pfund at duane.pfund@dot.gov or Ryan Paquet at ryan.paquet@dot.gov.

HM-ACCESS Public Meeting Held

By Ryan Paquet (P.G.), Assistant Director to International Standards

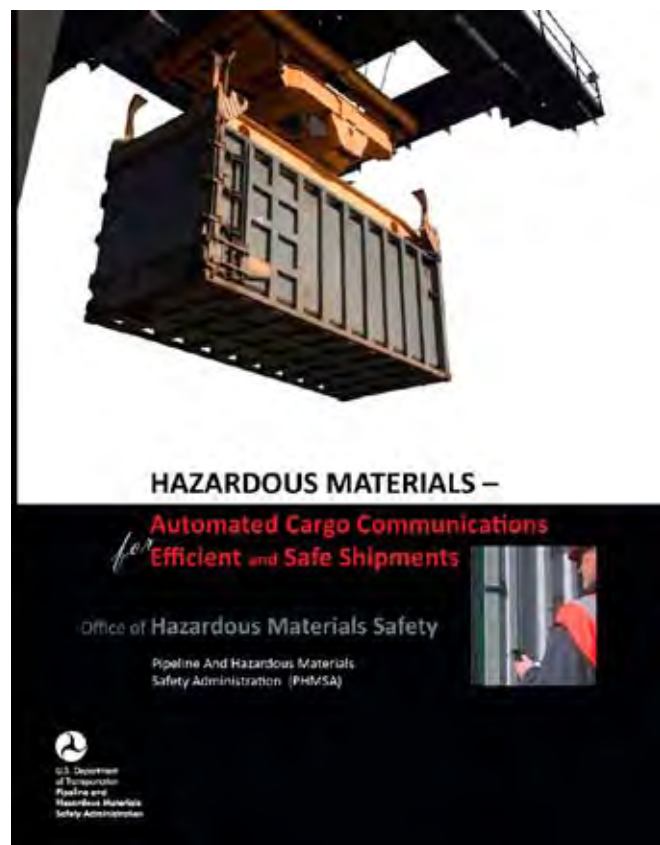
A two-day public meeting was held at U.S. DOT headquarters the middle of October to provide stakeholders an opportunity to provide input to the

agency responders when incidents occur; (3) and allowing U.S. companies to compete more effectively in the global economy by using the best tools available. The objective is not to replace paper hazard communication systems that include shipping papers, package markings, labels and vehicle placards, but to explore a supplemental, more efficient and technologically advanced means of communication that can be used by those that have the capabilities, while enabling the expanded use of these methods over time.

Over 70 people representing government agencies, chemical companies, motor carriers, vessel operators, air carriers, rail carriers, information technology vendors, safety organizations, fire fighters and compliance inspectors attended the meeting. Presentations were given by PHMSA, the American Association of Railroads, the International Air Transport Association, CHEMTREC and the International Association

of Fire Chiefs. Following the presentation the attendees were placed into two working groups to discuss what specific information the stakeholders would like to see in the demonstration project.

The presentations and meeting summary are posted on the HM-ACCESS Web page at <http://hazmat.dot.gov/HM-ACCESS/index.html>.



Hazardous Materials Automated Cargo Communication for Efficient and Safe Shipping (HM-ACCESS) electronic shipping paper initiative and the upcoming demonstration project.

PHMSA's HM-ACCESS initiative aims to identify and eliminate barriers to the use of paperless hazard communications technologies, thereby (1) improving the availability and accuracy of hazard information; (2) improving the speed by which information is available to emer-

Advanced Technology Solution for Unpiggable Gas Pipelines Nearing Commercialization

By Robert Smith, PHMSA Pipeline Safety R&D Manager

PHMSA's Pipeline Safety Research Program is proudly executing a consensus based, collaborative and co-funded research, development and demonstration program with pipeline safety stakeholders. Since its inception in 2002, the program is successfully bringing new technologies to market that are helping to strengthen the integrity of the nation's pipelines.

PHMSA, in partnership with the Northeast Gas Association's (NGA) research organization NYSEARCH and the U.S. Department of Energy, is looking forward to the commercial production and use of the "Explorer II" which is in the final stages of field demonstrations.

The Explorer II, an upgrade from its first generation cousin the "Explorer I," is a pipeline inspection device that will provide operators with a new tool to survey the inside of unpiggable natural gas pipelines. While the previous Explorer could traverse around most obstacles that caused certain pipeline systems to wear the label unpiggable, the newer version will not only be able to visually inspect these systems, but will be able to detect and characterize defects.

The Natural Gas Integrity Management Rule in 2002 created a technology gap for pipeline operators trying to inspect unpiggable pipelines falling in High Consequence Areas. These unpiggable systems can not be inspected using traditional inline inspection technologies because they lack launching/receiving points or contain certain valve types,

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Human Capital and Safety Culture — The Way Ahead

The 2008 Federal Human Capital Survey (FHCS) and Safety Culture Survey (SCS) reflected both strengths and weaknesses in PHMSA compared with other agencies and organizations. Like many other parts of DOT, PHMSA has several open issues reflecting weaknesses in the areas related to leadership and performance culture. PHMSA scored in the bottom fifth of the FHCS in fairness and senior leadership; in the bottom two-fifths in teamwork, and in the middle one-fifth in supervisors and training/development. In the SCS, the greatest number of negative responses was registered in the influence of industry and interest groups, political influence, workload, policies and procedures, and lack of consequences for poor performance.

In the 2008 FHCS, more than 50 percent of PHMSA's employees said that the agency's leaders do not generate high levels of motivation and commitment in the workforce. To improve upon this, DOT set the leadership objective for each of its agencies to increase the motivation and commitment of the workforce.

The Office of the Secretary of Transportation directed the development of action plans by each operating administration to address the findings from the FHCS. The plan was due in Oct. 2009. DOT's goal is improvement in two key areas: Leadership, and Performance Culture. Success will be measured through the next two government-wide surveys to be administered in 2010.

The essence of a strong safety/performance culture is a strong focus on the agency's mission, with administrative processes that support and help advance that focus.

The November 2009 PHMSA workforce action plan calls for robust awards and recognition programs, and the

agency has committed to an improved performance management process that relies on credible performance measures.

"At our recent Town Hall Meeting and in my message to you earlier in the year, we committed to work actively to address the issues you raised in the 2008 employee survey. We are focusing attention on concerns you expressed regarding key management practices," said Transportation Secretary Ray LaHood. "Our goal is that DOT be considered the best place to work in the Federal government by you and our potential employees. We will continue to keep you updated on our progress as we work toward this goal. And I hope all of you will take time to participate in the next employee survey which will be administered in early 2010."

"I want you to know that I am thoroughly committed to addressing these issues and working to improve the work environment in PHMSA," said PHMSA Administrator Cynthia Quarterman. "I look forward to hearing all of your views

about how to improve the safety culture of PHMSA. Working together, I think we can make this agency a model for other government agencies to follow."

A performance culture is influenced by several factors, including setting clear goals and expectations, communicating effectively, and fairly linking awards, promotions, and recognition to results against the agency's goals and expectations.

Activity has already begun in the creation of several work groups to tackle the priority issues identified in the FHCS and SCS action plan. The six issue areas include:

- enforcement policy and delegation,
- internal communications,
- employee protections,
- performance management,
- professional and leadership development, and
- awards and recognition.

To participate in the working groups, please contact Helen Hagin at Helen.Hagin@dot.gov, or Rick Kowalewski at Rick.Kowalewski@dot.gov.

Advanced Technology

Continued from page 12

diameter changes, or other circumstances that will not allow internal inspection equipment to pass through.

The Explorer II will become PHMSA's 10th commercialized technology improvement since the agency began its pipeline research program. In addition to the Explorer II technology, PHMSA and NGA/NYSE-ARCH are not far behind in offering operators another robot capable of inspecting unpiggable systems with larger diameters than what the Explorer II technology can address.

For more information about the Explorer II or PHMSA's pipeline safety research program contact James Merritt at James.Merritt@dot.gov or Robert Smith at Robert.W.Smith@dot.gov.



Explorer II technology field test.

DOT Organization Looks to Expand Women's Place in Government

By Nancy White, PHMSA Hazardous Materials Training and Information Specialist



FEW members welcome DOT Deputy Chief of Staff Marlise Streitmatter (3rd fm left) to organization. The PHMSA group included (left to right) Helen Hagin, Hattie Mitchell, [Ms. Streitmatter], Shauna Lee Lange, Eileen Wentland, Felicia Boyd, Nancy White and Tonya Schreiber.

Women on the Move, the Department of Transportation (DOT) Chapter of Federally Employed Women (FEW), sponsored an informative program at the headquarters conference center November 17 that included a keynote speech by DOT Deputy Chief of Staff Marlise Streitmatter titled "Women, the White House, and DOT." The event was enthusiastically attended by approximately 100 women and men from all the DOT agencies.

FEW Chapter President Felicia Boyd opened the program by emphasizing FEW's commitment to developing the next generation of DOT leaders through greater training and leadership opportunities. Ms. Boyd then outlined FEW's important collaboration with the DOT Office of the Secretary in support of the White House Council on Women and Girls (Council).

The Council was created in March 2009 by President Obama to provide a coordinated Federal response to the challenges confronted by women and girls to ensure that all Cabinet-level agencies consider how their policies and programs impact

women and families, especially in areas of work-life balance, careers in science, technology, engineering, math and financial literacy. Ms. Streitmatter is Secretary LaHood's representative on the Council.

During the keynote speech Ms. Streitmatter described the Council's activities, the value of mentoring programs, and solicited feedback from attendees on ways DOT could better support women and develop forward-thinking leaders. She spoke broadly about the declining percentage of women occupying positions in the government service grades 12 through 15 and ended by outlining five program goals for DOT:

- Increase recruitment of women
- Address barriers
- Support women-owned businesses
- Establish work/health programs
- Establish partnerships with organizations like FEW

As part of the program, Ms. Streitmatter also unveiled a new DOT internal website targeted towards women: <http://one.dot.gov/wg/default.aspx>.

For more information on the White House Council on Women and Girls, please visit the Web site: <http://www.whitehouse.gov/administration/eop/cwg/>. For more information about FEW, go to: www.few.org.

PHMSA CFC Drive



Assistant Associate Administrator of Hazardous Materials Ryan Posten prepares to get a pie in the face from Tonya Schreiber, Office of Hazmat Safety Executive Director, as part of a Combined Federal Campaign (CFC) money raising event. The CFC annual fund drive ended January 15, 2010 with PHMSA exceeding its goal of \$45,000.

PHMSA Activities to Improve the Safety of Natural Gas Pipeline Systems

By Jeff Wiese, Associate Administrator, Pipeline Safety

Part of the PHMSA's dual mission is to ensure the safe, reliable, and environmentally sound operation of the nation's pipeline transportation system. During 2009, PHMSA continued to work with state partner agencies and other stakeholders to strengthen its efforts to improve the safety of natural gas pipelines. The following is a 2009 recap of these important pipeline activities.

New Regulations

Distribution Integrity Management Program (DIMP)

The rule, published in the Federal Register on Dec. 4, 2009, applies to operators of local gas distribution utilities as well as master meter and liquefied petroleum gas (LPG) systems. Under this rule, an operator is required to develop and implement a DIMP for its entire system, mitigate identified risks, report performance measures in their annual report, keep prescribed records, evaluate the program effectiveness, and install excess flow valves under identified circumstances for new or replaced service lines. [See expanded story – Page 7]

Control Room Management

This new rule, published in the Federal Register on Dec. 3, 2009, requires pipeline operators to establish human factors management plans for their control rooms. The rule also includes requirements addressing National Transportation Safety Board recommendations on supervisory control and data acquisition (SCADA) displays, alarm systems and controller training. The PIPES Act

of 2006 included a provision requiring PHMSA to establish regulations in these areas. [See expanded story – Page 7]

Gas Gathering Lines Regulation

Until recently, some portions of gas gathering lines that pass close to areas where people work or live were not regulated, while some portions where an accident would likely not affect people were regulated only because they were in unpopulated areas within the limits of cities, towns or other designated areas. Congress directed DOT to more clearly define which portions of gathering pipelines should be regulated. PHMSA revised its regulations concerning gas gathering pipelines in response to this mandate on Mar. 15, 2006. The new requirements incorporate the American Petroleum Institute's Recommended Practice 80 (API RP 80) to better define which portions of the natural gas pipeline network are considered "gathering" pipelines.

Pipeline and LNG Reporting Requirement (One Rule)

PHMSA published a proposed pipeline and liquefied natural gas reporting requirement (referred to in-house as the One Rule) on July 2, 2009. The proposed rule responds to various mandates, industry petitions, and known data gaps including PIPES Act mandates, and Government Accountability Office and National Transportation Safety Board Recommendations.

Through this regulation, PHMSA seeks to improve data collected from operators of natural gas pipelines, hazardous liquid pipelines, and liquefied natural gas (LNG) facilities. The improved data will provide PHMSA better information to make decisions on safety and risk-related concerns and help us to better allocate inspection and other resources.

Strengthening PHMSA Internal Capabilities

Becoming Data-Driven

As part of its effort to become data driven, PHMSA is establishing processes for new national pipeline safety data collection, setting minimum standards for internal and external data completeness and consistency, and developing and/or enhancing business rules (internal rules for data integrity and integration rules to communicate with other databases) for existing reports.

In addition, PHMSA has constituted a new group, the Performance Evaluation Group, to analyze data from available sources to provide a better perspective on where pipeline safety risks are greatest. This group is expected to be a critical element in PHMSA's movement toward being data driven.

Integrating PHMSA Inspection Activities

Over time, PHMSA has developed a variety of inspection approaches to address the various areas of regulatory oversight for which it is responsible. Traditionally these different inspection approaches have been largely performed as separate activities with minimal coordination and consideration of overlapping areas of interest.

Recognizing this may not be the most effective way to operate, PHMSA is currently developing and pilot testing a new Integrated Inspection (II) approach. Under this approach, one inspection may address multiple topics that previously would have involved multiple inspections. Pilot testing, further tool development, inspector training and broader deployment of the II approach are envisioned for the coming years.

Additional information on PHMSA programs to improve pipeline safety can be found at <http://www.phmsa.dot.gov/pipeline>.

PHMSA Job Postings Expand to Popular Social Media Sites

By Kiana Campbell, PHMSA Human Resource Specialist

Recruiters in the private sector started hunting for job candidates using social networking technology years ago -- like the kind found on the popular social media Web sites MySpace and Facebook. PHMSA recently decided to get in on the action and use social networking as a method of recruiting employee candidates.

Using social networking sites as a recruitment tool has several advantages. The websites are free to use and allow recruiters to market a broad audience. In fact, 2009 statistics show Facebook listed with more than 350 million active users worldwide and MySpace is reported to have 72 million users in the U.S.

Currently, PHMSA open job positions are posted on the "Wall" in Facebook at <http://www.facebook.com/pages/Washington-DC/PHMSA-Pipeline-and-Hazardous-Materials-Safety-Administration/61204674479?v=wall&ref=ts>.



PHMSA's Facebook Friends can click on the link and be directed to the posting on USAJOBS website to apply directly. After positions are posted on the Wall

in Facebook, a Tweet is sent out to alert PHMSA's Twitter followers of the latest openings.

New/Reassigned/Promoted PHMSA Team Members Jul-Dec 2009

Office of the Administrator

Cynthia Quarterman

Administrator

Office of Pipeline Safety

Don Martin
Annmarie Robertson
Charles Miller II
Stephen Bender
Joseph Sieve
Kenneth Lee
Elizabeth Komiskey
Mary Friend

Gen. Engineer (State Programs)
Transp. Specialist
Gen. Engineer (Project Mgr.)
Gen. Engineer (Inspector)
Gen. Engineer
Gen. Engineer
Gen. Engineer (CATS Mgr.)
Pipeline Safety Spec. (Instr.)

Office of Hazardous Materials Safety

Dr. Magdy El-Sibaie
Ryan Posten
Scott Simmons
Edward Dunne
Aaron Mitchell
Carla Sheppard
Terrence Larson
Earl Whitley

Acting Associate Administrator
Assistant Associate Administrator
Supvy Compliance Invest.
IT Specialist
Program Analyst
Trng and Info Outreach Spec.
Supvy General Engineer
Transp. Spec (Safety Asst.)

Office of Human Resources

Kiana Campbell
Angela Carter

HR Specialist
HR Specialist

Office of Chief Counsel

Alice Koethe
Alisa Chunephisal

HM Attorney (Enforcement Adv.)
HM Attorney (Enforcement Adv.)

Office of Financial Administration

Ursula Wilson

Mgt and Program Analyst

PHMSA FOCUS

U.S. Department
of Transportation

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Check out PHMSA Focus online at
<http://www.phmsa.dot.gov/news/newsletters.html>

Pipeline and Hazardous Materials Safety Administration Off to Quick Start

As soon as Transportation Secretary Mineta announced the creation in February 2005 of the Pipeline and Hazardous Materials Safety Administration (PHMSA) from what was once the Research and Special Programs Administration, the new agency went to work adding accomplishments to its blank historical record.

"The placement of the Offices of Pipeline Safety and Hazardous Materials Safety in one new administration ensures these issues get the attention they deserve," said U.S. Transportation Secretary Mineta.

Authorized under the Norman Y. Mineta Research and Special Programs Improvement Act, PHMSA consolidated its authority to oversee the safety of the more than 1.2 million daily shipments of hazardous materials in the United States and the 64 percent of the nation's energy

transported by pipelines.

With that consolidation, the professionals within the new organization began the fulfillment of one goal after another, one milestone after another. In the area of organizational excellence, PHMSA far exceeded several DOT and agency goals for targeted contracting by awarding 56 percent of its fiscal year 2005 contracts to small businesses, 54 percent to disadvantaged small businesses, 12 percent to women-owned small businesses, and 16 percent to service disabled, veteran-owned small businesses.

In 2005, the National Transportation Safety Board closed as acceptable 12 of 25 recommendations for the PHMSA pipeline safety program, and PHMSA formally requested closure of four more of the remaining recommendations. The PHMSA pipeline safety program

successfully satisfied six Government Accounting Office recommendations for pipeline safety enforcement.

In reference to the President's Management Agenda (PMA), PHMSA remains "Green" for progress on all PMA initiatives. PHMSA successfully created a Most Efficient Organization pursuant to a 2004 streamlined competitive sourcing competition which is projected to save PHMSA \$147 thousand per year.

And lastly, in the area of legislation and rulemaking, the Hazardous Materials Safety Program was reauthorized as part of SAFTEA-LU. This included the Administration's proposal to shift DOT's responsibility under the Safe Food Transportation Act to the U.S. Departments of Agriculture and Health and Human Services.

PHMSA Launches Newsletter

With this first edition, PHMSA officially launches its newsletter, **PHMSA Focus**, an internal communication publication of the Governmental, International and Public Affairs Office. **PHMSA Focus** is produced with news gathered from its headquarters and regional field program offices. If you would like to contribute story leads and photos, please contact Gordon "Joe" Delcambre at gordon.delcambre@dot.gov.

Did You Know?

On November 16, 1973, President Richard M. Nixon signed the Alaska Pipeline measure into law.

PHMSA Responds to Hurricane Devastation



PHMSA Acting Administrator Brigham McCown (rt) and Special Assistant to U.S. DOT Secretary, Rear Admiral Christopher McMahon, USMS, enter FEMA's mobile response trailer in Jackson, Miss., as part of the U.S. DOT support team.

see "Hurricane Devastation" on page 3

From the Desk of the Acting Administrator...



Acting Administrator, Brigham McCown

This is the first, in what will become a regular quarterly newsletter issued by our fine folks over in Public Affairs. Our first newsletter is being published as an internal publication, while future editions will offer expanded coverage aimed at improving communication inside and outside the agency.

Please let me kick things off by saying I'm excited to be here. It is a real honor and privilege to be a part of the PHMSA family. Although I really enjoyed serving since 2003 as FMCSA's first Chief Counsel, it is a true honor to be asked by Secretary Mineta and the Administration to be PHMSA's first Deputy Administrator.

People ask me all the time for my thoughts on PHMSA and I always tell them the same thing. I am impressed, very impressed. Not only am I impressed with the dedication and high professional standards set by the agency during routine operations, but also with our response to Hurricanes Katrina and Rita.

This past hurricane season is likely to go down in history as one of the most costly. Without exception, each office within PHMSA played an important part in our response. We were challenged early, and we came through with flying colors. We were the "little agency that could." We not only acted expeditiously in our traditional areas, but we forged new paths by solving many safety challenges some may consider outside our traditional comfy zone. No matter what the emergency, task, or mis-

sion, we not only said yes, but we did it all on the fly. We saved lives, comforted the sick and ill, and gave our department something to be proud of in the face of general criticism cast toward the federal government. More importantly, we made a difference. Now to be fair to the rest of our colleagues, we had a lot of help from our sister agencies. We should all be proud that we lived up to the "ONE-DOT" motto.

It's not always easy coming together after significant change, and we have had *a lot* of change. The RITA-PHMSA re-organization highlighted previously existing challenges as well as a few new ones. PHMSA's future is bright and while some see these challenges as problems, I hope you'll join me in seeing these as opportunities.

Many have asked me to communicate the agency's priorities in the upcoming year. Our first goal is to provide a positive environment in which the seeds for the future growth of PHMSA are set. It means that the culture of our agency should be one in which ideas are encouraged, and where hard work in protecting the American public is rewarded.

In order for us to achieve this goal, we have to take a look at the way we do business. More than that, we need to adopt our own best practices. In other words, I need your help to figure out what works well, and what doesn't.

To this end, we will be working on the following items during 2006. First, we need to improve our internal communications. Many of you have said the agency suffers from a lack of sufficient information exchange up and down the chain of command. We're going to improve our ability to communicate.

Second, we are going to look at ways to improve our company's bottom line by ensuring the President's Management Agenda is fully implemented. Strategic Use of Human Capital, Competitive Sourcing, Budget and Performance Integration, Financial Performance, and expanded use of E-Government are not just buzz words; they're part of our success strategy. We will need to ask some basic questions. For example, are we spending the taxpayer's money responsibly? This means taking a hard look

at how and where we spend this money, and perhaps more importantly, whether our programs are achieving results. In enforcement and rulemaking, are we using the right metrics, based upon a scientific risk assessment model, in order to reach higher risk companies and shippers? Can we consolidate specific agency functions that actually improve service and capability while reducing our overhead? Are we leveraging technology to our advantage? These questions all need to be answered.

We also need to move as expeditiously as possible to fill our vacancies now that the hiring freeze has been removed. As we hire, we need to ensure we place people with the right skill sets in the right positions. We need to take a hard look at how we manage our resources and whether we are doing everything in our power to ensure that performance is recognized. While there remains much to do, I am proud to say that we have made a lot of progress in the HR arena.

Finally, we need to improve our ability to respond to emergencies. Whether WMD stands for weapons, wind, or water of mass destruction, we need to be able to respond quickly when our expertise is needed.

We have a lot on our plate and while all of this will not be accomplished overnight, it does start now. As owners in PHMSA, we owe it to ourselves and to each other to ensure we are running efficiently the best place to work in the government.

Efficiency, safety, and hard work do not come at the expense of a pleasant work environment. It is the responsibility of each one of us to ensure our agency is a positive place in which to work. Positive can of course have many meanings but it's fair to say that at a minimum it includes a healthy quality of life, one free of workplace hostility or discrimination, and a place where everyone is treated with respect and dignity. It should also be a place where ideas are encouraged, considered, rewarded, and acted upon in a timely manner.

Thank you for your dedication and I look forward to working together to achieve excellence.

PHMSA Amid the Storms

Hurricane Devastation

page 3

continued from page 1

Hurricanes Katrina and Rita dealt a devastating blow to the United States central gulf coast causing widespread destruction to transportation infrastructure in the region. As a major portion of the nation's oil and gas production and refinery capability was curtailed, PHMSA reached out to the pipeline industry to ensure the public's safety.

Hurricane Katrina was one of the strongest storms to impact the coast of the United States during the last 100 years. Katrina made landfall August 29 just east of New Orleans with sustained winds of 140 mph, a strong category-4 hurricane, and it was followed three weeks later by hurricane Rita which slammed into Port Arthur, Texas.

After the storms' passing, initial reports indicated that 100 percent of oil production and over 80 percent of natural gas production from the Gulf of Mexico Federal Outer Continental Shelf was brought to a halt. Normal oil production is 1.5 million barrels per day. Normal gas production is 10 billion cubic feet per day.

Representatives from DOT's PHMSA were on the ground in Louisiana, Mississippi, and Texas providing needed assistance to pipeline operators, the hazardous materials industry, and state and local government officials.

"Because of everyone's heroic efforts, we succeeded in restoring critical pipeline operations within days of the worst natural disaster to hit this great Nation," said Transportation Secretary Mineta. "In the end, all of us want to keep America moving, and that starts and ends with a safe, secure, and efficient pipeline system."

Before the storms hit, regional PHMSA pipeline personnel were reaching out to all pipeline operators in the gulf coast region to take necessary steps of precaution including making employees avail-

able for emergency response. The Region offices issued notices requesting on-shore and offshore facilities to conduct needs assessments for continual operation and product distribution.

As part of the Bush Administration's response and recovery efforts, Transportation Secretary Mineta deployed the Department's Transportation Team to the gulf region. The Team, composed of top DOT executives, included PHMSA's Acting Administrator Brigham McCown. The Team provided assistance in facilitating the continuance of key transportation related activities with federal and state heads of government.

McCown was assigned duties at the Federal Emergency Management Agency field office in Jackson, Miss., and fast-tracked numerous transportation relief and response requests. These included clearances to conduct aircraft over flights for post storm damage assessment and to get emergency electrical generators to idle pipeline pumping stations.

The fast action and teamwork between PHMSA and its industry partners in restarting these critical facilities saved lives by providing power for diesel generators at local hospitals, supporting emergency relief operations, and providing critical gasoline supplies for FEMA and local authorities.

PHMSA Hazmat Safety Guidance Follows in Wake of Tragic Texas Bus Fire

On September 22 twenty-three Houston nursing home evacuees fleeing in advance of Hurricane Rita lost their lives in a catastrophic bus fire outside of Dallas, Texas, that appeared to be fueled, in part, by cylinder tanks used to aid some passengers' breathing. This tragic incident triggered PHMSA to issue industry-wide safety guidance to bus and train operators

to take precautions to ensure that medical oxygen being transported for passengers' personal use is handled and transported safely.

Compressed oxygen is listed as a Class 2.2 Federal Hazardous Material Regulations and requires special handling while in transportation.

Several key safety recommendations made were:

- Oxygen should be transported on a bus or train only when medically necessary.
- Limit the number of cylinders to be transported on board the vehicle to the extent practicable. If possible, transportation in the passenger compartment should be limited to one cylinder per person.
- Each cylinder should be secured to prevent movement and leakage. Each cylinder should be loaded and secured in an upright position.
- The release of oxygen from a cylinder could accelerate a fire. Each cylinder should be secured away from sources of heat or potential sparks.
- Under no circumstances should smoking or open flames (cigarette lighters or matches) be permitted in the passenger compartment when medical oxygen is present.

PHMSA's Office of Hazardous Materials Enforcement along with the National Transportation Safety Board and the Federal Motor Carrier Safety Administration, are participating in the ongoing investigation of the tragic Dallas bus fire.

For a copy of "Guidance for the Safe Transportation of Medical Oxygen for Personal Use on Buses and Trains," visit PHMSA's web page:

<http://www.phmsa.dot.gov/news/gstomo.pdf>

Hazmat Safety Paramount in Hurricane Response and Recovery Activities



PHMSA Transportation Regulations Specialist Gary McGinnis, on special hurricane survey detail in Lake Shore, Miss., to locate and inspect pumping station damage.

In the aftermath of Hurricanes Katrina and Rita, the Agency issued nine emergency hazardous materials (hazmat) transportation exemptions to certain hazmat shippers and carriers, as well as state, local, and Federal government officials to authorize the shipment and transportation of hazmat which may not fully comply with the Hazardous Materials Regulations (HMR). This was done to speed the hurricane recovery and relief efforts by getting critical equipment

and supplies to those who needed it most to sustain or save lives.

Even before the storms made landfall, PHMSA was focusing attention on two major hazmat transportation issues: the movement into and through the affected regions of hazardous supplies and materials necessary to the rescue and recovery effort; and the transportation of damaged hazmat packages and containers, and water and materials contaminated with hazardous wastes.

PHMSA issued emergency exemptions to state, local, and Federal officials in the States of Mississippi, Louisiana, Alabama, Florida and Texas which allow for the transport of hazmat under authority of, and controls stipulated by, officials in the affected states. When compliance with the HMR is not possible, or practicable, these exemptions allow government officials to modify regulatory requirements for hazmat transported to, from, and within the hurricane disaster areas to facilitate

relief and recovery activities.

The hazmat exemption to Mercury Marine allowed the transport of inflatable boats with fueled engines by cargo aircraft into the Hurricane Katrina disaster area. Also, PHMSA issued another hazmat exemption for the movement of cylinders that had lost their hazard communication markings and labels, and to permit their reuse without cylinder retesting thereby accommodating the emergency need for industrial gases in the affected areas.

A primary role of PHMSA's hazmat safety program is to serve as a resource for government and private sector personnel by providing guidance and technical assistance on the safe and quick transport of hazmat. PHMSA's Hazardous Materials Information Center operates a 24/7 toll-free hotline 1-800-HMR-4922 (1-800-467-4922) and 202-366-4488 Monday through Friday from 9:00 a.m. to 5:00 p.m. (EST).

Energy Transmission in Collins, Miss. Gets Attention



Emergency crews work to connect one of several mega-watt electrical generator trailers to meet the supplemental power requirements needed to restore operations at Colonial Pipeline and Plantation Pipeline pumping stations, storage tanks, and truck loading terminals in Collins, Miss.

In the days after the August 29 landfall of Hurricane Katrina, gasoline was in short supply. On September 14, Transportation Secretary Norman Y. Mineta, Energy Secretary Samuel W. Bodman, and



Interior Secretary Gale Norton went to Collins, Miss., to thank those who worked to restore power to the pipelines.

Pipeline and Hazardous Materials

Safety Administration personnel worked with pipeline industry stakeholders to arrange delivery of large electrical generators to Mississippi to provide the emergency power needed to resume pipeline operations once Hurricane Katrina passed.

The facility at Collins, Miss., is a joint-use location where Colonial Pipeline, Plantation Pipeline, Exxon/Mobile Corp., and TransMontaigne Partners all have product holding tanks and pumps used in transporting refined petroleum products through transmission pipelines to the northeast region of the United States.

PHMSA Employees Evolve into Council for Excellence in Government Fellows



Tom Kiddy (left) Renita Bivins (right) and Joy Kadnar (not pictured) are recent PHMSA participants in the Council for Excellence in Government Fellows Program.

The next crop of senior government managers and leaders are already here among us. Three Pipeline and Hazardous Materials Safety Administration mid-level managers are currently enrolled in the Council for Excellence in Government Fellows Program – Tom Kiddy is just completing the year-long series of activities which explored the demands of executive leadership. Renita Bivins and Joy Kadnar are just starting. The new session began October 17 in Williamsburg, Va.

Kiddy is the Chief of Publications Development and Information Dissemination within the Office of Hazardous Initiatives and Training; Bivins is a Senior Attorney with the Office of Chief Counsel; and Kadnar is the Director of Engineer Services, Security and Emergency Response for the Office of Pipeline Safety.

When asked about her selection to the Program, Bivins said that the training will

help her to transition to a higher level of effectiveness in a leadership role as a strategist, manager, and communicator. She expects to strengthen her ability to lead and to work better with governmental and private sector organizations to achieve demonstrable results and add more value to PHMSA.

Fellows learn from the most forward-thinking, results-driven individuals in the country—Fortune 500 CEOs, top government administrators, academics from the most respected institutions of higher learning, and directors in the public, private, and nonprofit sectors. From them, participants absorb real life leadership lessons.

“Thanks to the support of my sponsor in the Program, Dave Sargent, I will be able to explore further the leadership competencies the Fellows Program focuses on,” said Kiddy.

Tom Kiddy graduated September 22, as a Senior Fellow of the Council for

Excellence in Government Fellows Program. An unexpected honor was an invitation for Kiddy to participate in the 2005/2006 program as one of several co-coaches. This honor was based on Kiddy’s exceptional leadership insights and enthusiasm towards the program. Coaches help Fellows to find and filter information, identify risks, and recognize leadership opportunities. They act as neutral observers, assisting Fellows to identify and address the barriers that hinder their productivity and ability to produce results.

“The Fellows Program was an excellent springboard for me to expand my leadership potential,” Kiddy said. “Now, as a co-coach, I will assist the coach in planning, facilitating, and processing each session for the new batch of executive leadership Fellows throughout the upcoming year.

While continuing in their current jobs, the selectees participate in a year-long series of activities which explores the demands of executive leadership and the commitments required for successful leaders. Participants come to the Program ready to work on a specific issue, project, or goal critical to the mission of their organization. Their time is allocated to approximately 21 days of formal sessions in workshops, site visits, and coaching days.

The non-profit, non-partisan Council for Excellence in Government brings over 20 years of experience to its mission of improving government performance. Since 1988, the program has included over 2,000 participants from all the Cabinet Departments and major agencies.

Did You Know?

PHMSA Associate Administrator Named

On October 11, Transportation Secretary Mineta appointed James Wiggins to serve as the PHMSA Associate Administrator for Governmental, International and Public Affairs. Wiggins joined the Department in July 2003 as the Director of Policy, Program Support and Governmental Affairs in the former Research and Special Programs Administration.

Pipeline "Super Week" in Kentucky



(lft to rt) Albert Mitchell, State Fire Marshal, Commonwealth of Kentucky; the Honorable John Clay, Deputy Secretary Environmental and Public Protection Cabinet, Commonwealth of Kentucky; and James Wiggins, PHMSA Associate Administrator for Governmental, International and Public Affairs, participated in panel discussions at the pipeline "Super Week" event in Kentucky co-sponsored by PHMSA.

Taking the pipeline safety and integrity management message on the road October 24-26, the Pipeline and Hazardous Materials Safety Administration (PHMSA) and the Southern Gas Association hosted a three-day "Super Week" training and education conference in Lexington, Ky., for pipeline operators and industry stakeholders. Free technical training sessions were provided to hazardous liquid pipeline and natural gas distribution and transmission operators from the tri-state area of Kentucky, Tennessee, and Ohio.

"Education and training is a key component in our strategy to enhancing

the safety of the nation's pipeline system," said James Wiggins, PHMSA Associate Administrator for Governmental, International and Public Affairs.

During his remarks, Wiggins highlighted safety improvements the country experienced as a result of the Pipeline Safety Improvement Act of 2002. Also, PHMSA held a Federal, state and industry panel session entitled "The Pipeline Infrastructure – Then, Now and During a Natural Disaster," as a timely issue in the wake of recent hurricanes. The session was used as a way to get pipeline operators not directly affected by the hurricanes to think about developing useful preemptive tactics to deal with emergency situations.

The General Session, hosted by PHMSA, was targeted to pipeline industry and stakeholder managers, directors, vice presidents, and senior level staff. The following two days of workshops were geared more toward field-level supervisors and manager-level operating professionals.

Sponsors and supporters of the "Super Week" conference included the

see "Super Week" on page 7

Hazmat Digipack Rollout



PHMSA's Office of Hazardous Materials Initiatives and Training has an exciting new tool to help its large customer base. Hot

off the presses are the new Hazmat Digipack 5.0 compact disks (CDs) that are sure to be a one-stop shopping tool for busy hazardous materials shippers, carriers, package manufacturers, industry associations, state and local governments, and the American public. The Digipack CD provides an overview of the US DOT Hazardous Materials Safety Program, giving anyone a better understanding of who PHMSA is, what they do, and what they have to offer to stakeholders. It provides an easy touch-and-click inventory of all of PHMSA's hazmat presentations, publications, 2004 Emergency Response Guidebook, Transportation Security Awareness Training Module, regional office locations, and the Hazmat General Awareness and Familiarization Video. To get your free copy, go to the PHMSA web site at: <http://hazmat.dot.gov>, call (202) 366-2301, or e-mail: training@dot.gov.

PHMSA Hazmat Transportation Training Seminars and Workshops

PHMSA's Office of Hazardous Materials Safety will sponsor a Multimodal Hazardous Materials Transportation Training Seminar in Dallas, Texas, on December 6-7, 2005. This outreach seminar provides an opportunity to educate industry on the use of the Hazardous Materials Regulations (HMR) and is a forum to discuss the latest developments and issues regarding hazardous materials transportation.

It is anticipated that over 300 shippers, carriers, enforcement personnel, and other individuals involved with the transportation of hazardous materials will be in attendance. This compliance assistance effort will include hazmat specialists from the Federal Aviation

Administration, Federal Motor Carrier Safety Administration, Federal Railroad Administration, PHMSA, United States Coast Guard, and Texas State law enforcement.

Multimodal Hazardous Materials Transportation Training Seminars Schedule

Dallas, TX,	December 6-7, 2005
Seattle, WA,	March 14-15, 2006
Newark, NJ,	May 16-17, 2006
Chicago, IL,	August 22-23, 2006

Also, PHMSA Hazardous Materials Transportation Workshops are available for anyone who has a desire to learn about US DOT's HMR.

Hazardous Materials Transportation Workshops Schedule

Charlotte, NC,	November 15, 2005
Augusta, GA,	November 17, 2005
Albuquerque, NM,	February 7, 2006
El Paso, TX,	February 9, 2006
Des Moines, IA,	April 4, 2006
Sioux Falls, SD,	April 6, 2006
Pittsburgh, PA,	June 6, 2006
Rochester, NY,	June 8, 2006
Honolulu, HI,	July 31, 2006
Kahului, HI,	August 2, 2006
Hilo, HI,	August 4, 2006

For more information about these training opportunities, visit the PHMSA web site:

<http://hazmat.dot.gov/training/training.htm>.

The American Heroes Among Us – Sergeant Jeffrey D. Waldo



Sergeant Waldo meets Secretary Mineta.

“Heroes Deserve More Than Medals. They Deserve an Opportunity.”

You may have seen this patriotic statement on one of many new posters displayed around the U.S. Department of Transportation (DOT) headquarters promoting the service of those in the U.S. Armed Forces. Yet, many DOT employees do not realize that this statement has been transformed into action and there are actual American heroes among us.

Sgt. Jeffrey D. Waldo, Mississippi Army National Guard (ARNG), is pulling temporary double-duty as an attorney advisor with the Pipeline and Hazardous Materials Safety Administration (PHMSA). Since early September 2005, Sgt. Waldo hung up his desert camouflage battle dress uniform for a suit and tie to assist PHMSA's Office of Chief Counsel reduce its backlog of pipeline and hazardous materials enforcement cases.

The soft spoken Southern lawyer and father of three from Pontotoc, Miss., can be picked out of the crowd by his mild Southern drawl and short military-style haircut as he walks the eighth floor halls of DOT headquarters. A graduate of Ole Miss University Law School, Waldo works as a civilian lawyer in solo practice specializing in real estate, domestic and criminal matters when not pulling military duty.

Sgt. Waldo is part of the Walter Reed Army Medical Center's "Operation War Fighter" program. The program allows

soldiers who have reached maximum medical benefit, but not yet discharged from the hospital, to apply for a temporary work assignment with any number of local Federal agencies in the Washington, DC, metropolitan area. Sgt. Waldo is awaiting a Physical Evaluation Board and a recommendation to either return to full military duty or to be given a certain level of medical disability.

Sgt. Waldo came to Walter Reed after being medically evacuated from the Iraqi theatre of operations due to a gastrointestinal complication not associated with combat that required immediate surgical correction.

When asked the question if he was a hero, and what qualifies someone to be designated a hero, Sgt. Waldo offered his personal thoughts.

“I see a hero as being someone who has done something above and beyond what was called for..., someone who has been injured in war, or who made a sacrifice that they never intended to,” said Waldo. “I don't see myself as a hero.”

Sgt. Waldo is an Abrams tanker of the Mississippi Army National Guard 155th Armored Brigade mobilized in support of Operation Iraqi Freedom to the U.S. Army First Division, 198th Armored Battalion, assigned duties in Najaff, Iraq, since January 2005.

DOT has many “citizen” soldiers, sailors, Marines, airmen, and Coast Guardsmen who are pulling double-duty for short or extended periods throughout the year. We should never forget to acknowledge their personal sacrifices in keeping our country free.

Thank you, Sgt. Waldo, for your service to America!



Small Business Goals Exceeded with Awarding of \$36M PHMSA Contract

In what was one of PHMSA's single largest contracts ever awarded, Catapult Technology Ltd. will receive \$36M over 10 years to support the Hazardous Materials Information System for both the pipeline and hazardous materials programs.

As an added benefit to both PHMSA and the Department, this award greatly exceeded Bush Administration goals to steer 3 percent or more of annual Federal government contracts to Small Business Administration-certified 8(a) and Service Disabled Veteran-Owned small businesses.

In total for FY 2005, PHMSA awarded 56 percent of its contracts to small businesses, 54 percent to disadvantaged small businesses, 12 percent to women-owned small businesses, and 16 percent to service disabled, veteran-owned small businesses.

“Super Week” from page 6

U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration; the Southern Gas Association; the Kentucky Public Service Commission; the National Association of Regulatory Utility Commissioners; the National Association of Pipeline Safety Representatives; the Common Ground Alliance; the American Gas Association; the Association of Oil Pipelines; the American Petroleum Institute; the American Public Gas Association; the Interstate Natural Gas Association of America; the Kentucky Gas Association; and the Kentucky Oil & Gas Association.

2005 PHMSA Combined Federal Campaign

With the Fall season also comes the annual Combined Federal Campaign (CFC) drive. This year, the CFC drive runs from October 20 through December 15, 2005. PHMSA's CFC goal is \$45,320. As in years past, it is your generosity that truly makes a difference in the lives of millions of people throughout our region, across our nation, and around the globe.

One of the unique features of the CFC drive is that **YOU**, the donor, can determine to which organizations your contributions are directed, dollar-by-dollar. Your office key worker can provide you with a booklet that lists thousands of local, national and global organizations that are qualified to receive donations through the CFC drive.

In the coming weeks, PHMSA will host a number of events to support the CFC drive.

All are encouraged to consider either a cash contribution or payroll deduction. This is the first year that you can use the option of going through Employee Express. To find out more about making a contribution visit the web site:



Suzie Kay, Founder of Hoop Dreams, was a guest speaker at the PHMSA 2005 CFC Kick-Off Celebration and provided insightful background on her local Washington, DC, CFC charity.

<https://www.employeeexpress.gov/>

You should have already received a CFC Catalog of Caring listing over 3,400 charities and a pledge card from your key worker. The 2005 PHMSA key workers are: Richard Flint, Frank Licari, Charles Turner, Blenda Perez, Vince Lopez, Diane Jones, Fred Ferate, Marilyn Burke, Ronald Straythorne, Kevin Leary, and Damon Hill.



PHMSA CFC Upcoming Events

December 6th

ChiliCook Off

"I am proud of all the PHMSA Team is accomplishing. I believe reaching our CFC goal will serve as yet another example of how the PHMSA Team responds both to the challenges placed before us and to the needs of our fellow citizens. Thank you, again, for your consideration and your participation.

I look forward to an enthusiastic and spirited Combined Federal Campaign."

-PHMSA Acting Administrator,
Brigham McCowan

New Hires

Office of the Administrator

Katia Cervoni, Advisor

Office of Chief Counsel

Maria Wodraska, Hazmat Attorney

Vincent Lopez, Hazmat Attorney

Jackie Cho, Hazmat Attorney

Office of Pipeline Safety

Kevin M. Coburn, IT Specialist

Richard H. Flint, Gen. Eng.

Erika Jones, Student Trainee
(Gen. Eng.)

David McMillan, Gen. Eng. (Insp.)

Harlotte Bolden, Gen Eng. (Insp.)

Maria Howard, Program Assistant

Victor C. Lopez, Gen. Eng. (Insp.)

Office of Administration

Satyamdeep Grewal, IT Spec. (Multi)

Teddy Siatita, IT Spec. (Asset Mgr.)

Mark Kyriss, IT Spec. (Data Mgt.)

Lisa T. Robinson, Budget Analyst

Emil Pagoaga, Stud. Train. (Con. Spec.)

Glen E. Vierk, Stud. Train. (Con. Spec.)

Office of Hazardous Materials Safety

Felicia Boyd, Hazmat Info Mgr

Kevin Leary, Trans. Spec. (Reg.)

Vallary S. Maxey, Trans. Spec. (Reg.)

Guadalupe Mondragon, Stud. Train.
(Trans. Spec.)

Kelcey White, Stud. Train. (Trans. Spec.)

Candace A. Simon, Trans. Spec.

(Training)

Gilbert Escamilla, Economist

Karen Pluessas, Trans Spec.

Administrative and Management Support

Angela C. Burrus, HR Asst.

Alice Dodd, Admin. Asst.

Jerry Faustermann, Info. Tech. Spec.

Jasmine D. Snoddy, Procur. Tech.

Chaundra L. McClain, HR Asst.

Lavontia Broussard, Ofc. Auto. Clerk

Lynne Vantran, Admin/Mgt. Supp. Mgr.



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Check out PHMSA Focus online at
irm.phmsa.dot.gov/phmsafocus.pdf

Mary Peters Sworn-In as New Transportation Secretary

"The employees here at the Department are the absolute soul of America's transportation network, and we will need every bit of their talent as we work with our partners in the public and private sectors to find the right way to tackle today's most pressing transportation challenges."



"At the top of the list, always, is making travel safer. But we also want to improve system performance and reliability, and to find 21st century solutions for 21st century transportation problems."

*Mary Peters Remarks
– Swearing-In Ceremony, October 17, 2006*

Mary E. Peters was nominated by President George W. Bush on September 5, 2006, and confirmed by the U.S. Senate as the 15th Secretary of Transportation on September 30 after spending more than

two decades crafting solutions to our nation's toughest transportation challenges.

Secretary Peters brings a unique perspective to her role as the nation's transportation chief, having spent her career working on transportation issues in the private and public sectors, including leading both federal and state transportation agencies. This hands-on experience allows her to understand and appreciate the real-life aspects of planning, building and operating transportation systems on local, regional and state levels.

Over her 20-plus years in transportation, Secretary Peters has earned a solid reputation as an innovative problem solver, a force for safety and a strong advocate for effective use of taxpayer dollars. As Secretary of Transportation, she intends to use these same skills to tackle today's most pressing challenges including fighting congestion across all modes of transportation, improving safety and addressing strains on traditional sources of transportation funding.

She is responsible for maintaining a safe, reliable and efficient transportation system, while leading an agency with almost 60,000 employees and a \$61.6 billion budget that oversees air, maritime and surface transportation missions.

Prior to joining President Bush's Cabinet, Peters worked in Phoenix, Ariz., as the national director for transportation policy and consulting at HDR, Inc., a major engineering firm.

continued on page 3

International Pipeline Regulatory Award Accepted

PHMSA Pipeline Research and Development Manager Robert Smith was on hand September 27 in Calgary, Canada, to accept the inaugural International Pipeline Regulatory Award presented to PHMSA during the International Pipeline Awards ceremony organized by DMG World Media, a global trade show, event and publishing company.

PHMSA was selected for the Award for its outstanding efforts in developing and implementing regulations that require explicit, target measures to enhance the integrity of pipelines in high consequence areas. PHMSA's emphasis on pipeline risk management began in the 1990's and culminated in its present approach commonly referred to as the gas and liquid pipeline Integrity Management Program.

"What a wonderful surprise..., our winning there in Canada and nomination

along with two Canadian regulators was truly unexpected," said Smith.

The gala celebrated and honored the outstanding achievements of pipeline industry regulators and companies, to include their people, projects and products. Fourteen nominees were acknowledged for excellence in five categories representing the areas of pipeline operations, regulatory matters, design and construction, new pipeline technology, and environmental and social responsibility.

The International Pipeline Awards is supported by the Pipeline Division of the American Society of Mechanical Engineers and the International Pipeline Conference. It is also endorsed by the Australian Pipeline Association, the Canadian Energy Pipeline Association, and the Pipeline Research Council International.

continued on page 3

**Be a Star
in someone's
life!**



From the Desk of the Administrator...



PHMSA Administrator Barrett (rt) observes pipeline testing up close and personal during a recent tour of Baltimore Gas & Electric's pipeline operations in Maryland.

We truly welcome the arrival of Mary Peters as the new Secretary of Transportation and look forward to working closely with her on key PHMSA issues. She is exceptionally experienced and capable, having previously made great contributions to the Department as the Federal Highway Administrator from 2001-2005.

My personal focus recently has been directed at public, interagency, employee and stakeholder outreach, dealing with British Petroleum (BP) related issues at Prudhoe Bay, Alaska, and Congressional discussions and hearings on hurricane preparedness, pipeline reauthorization, and BP follow-up.

Over the last few months, I visited multiple industry field and control sites to see operating practices first-hand to better understand their perspectives, and provide feedback from our vantage point. In all of my meetings with hazmat and pipeline safety stakeholders, I emphasized that PHMSA will apply a data-driven system risk management approach across the board to regulation and enforcement issues, focus on partnerships with up-front

stakeholder input, emphasize transparency internally and externally, key in on leadership roles and accountability for achieving effective safety performance, and seek to identify and support innovative best practices and technology development.

In August, PHMSA and the Transportation Security Administration (TSA) signed an annex to the Memorandum of Understanding between DOT and the Department of Homeland Security committing both offices to collaborate on safety and security issues related to transportation. We agreed to work safety and security issues on a practical system risk-based approach and establish a joint working group to identify key security-related issues and address them.

Our Pipeline Reauthorization Bill was submitted to Congress and we look forward to its approval. This is a key safety issue. When I see a precautionary evacuation of an elementary school, there is too much risk. The bill creates incentives and enforcement options for states to develop more effective damage prevention programs, the one area where our data shows

accident trends heading in the wrong direction. We are also working with the Common Ground Alliance on a national 811 proposal to help address the same problem.

Last, but not least, I like to shine the light on the many PHMSA employees who have achieved recent awards and promotions. Without the continued outstanding efforts of dedicated staff, PHMSA could not accomplish its mission. I thank all of you for your service to America.

PHMSA Briefs Congress on BP Issue



US Senator Ted Stevens (center) and PHMSA Administrator Barrett (left) received an overview brief from PHMSA engineer Rob Guisinger about the Prudhoe Bay pipeline spill site.

BP's Prudhoe Bay low-stress pipelines have been in the news due to an oil spill in March and the subsequent shutdown of its affected line due to extensive corrosion. Because of the PHMSA response team's outstanding efforts, both PHMSA and DOT maintained high credibility with the Administration and Congress. I visited Prudhoe Bay twice, and then Acting Secretary of Transportation, Maria Cino visited once, to see first-hand BP's remediation and corrective actions and to ensure that things were moving forward as quickly and safely as possible. Oil is flowing again, but more needs to be done to ensure the safe and continued operation of this vital energy lifeline to all Americans.

Peters DOT Secretary *continued from cover*

She was responsible for building a management consulting practice and formulating public policy initiatives for the firm's transportation program.

In 2001, the President asked Peters to lead the Federal Highway Administration where she remained in the job until 2005.

Congressional Testimony a Frequent Occurrence

PHMSA Administrator Barrett has been a frequent visitor to Capitol Hill to provide congressional testimony to several transportation related committees on pipeline and hazardous materials related issues.

His first appearance on the Hill was on June 7 before the House Committee on Government Reform to discuss the agency's response to last year's devastating hurricane season. This was followed July 27 with testimony on pipeline reauthorization to the House Committee on Energy and Commerce.

With the country's focus on rising energy prices and the implications of British Petroleum's shutdown of oil pipelines

on Alaska's North Slope due to corrosion, Barrett made three visits to the Hill in early September. He addressed the concerns of the House Committee on Energy and Commerce, Senate Committee on Energy and Natural Resources, and the House Committee on Transportation and Infrastructure.

Administrator Barrett noted, PHMSA will always be responsive to Congress' requests for information and confirmed the Department's commitment to the safe operation of our nation's pipeline infrastructure, and the safe and secure movement in commerce of over a million hazardous materials shipments per day.

Pipeline Regs Award *continued from cover*



PHMSA Pipeline R&D Manager Robert Smith (center) accepted the International Pipeline Regulatory Award, on display, from Global Pipeline Monthly's John Tiratsoo (left), and Petrobras's Marcelo Renno (right).

PHMSA Chief Safety Officer Wins National Association of State Fire Marshals' Award



Stacey Gerard

PHMSA Chief Safety Officer Stacey Gerard was presented the National Association of State Fire Marshals' (NASFM) second annual Norman Y. Mineta Excellence in Transportation Safety Award during the NASFM annual conference banquet August 12 in Washington, DC.

In September 2002, PHMSA and the NASFM created a Partnership for Excellence in Pipeline Safety through a cooperative agreement focused on the ambitious goal of zero pipeline incidents. The driving force at PHMSA in making the Partnership a reality was Stacey Gerard.

Since its inception, the Partnership has completed several major pipeline safety projects. These projects include the Pipeline Emergencies Training Program; the Liquefied Natural Gas Safety Assessment; and the Hydrogen Executive Leadership Panel.

"Making the Partnership for Excellence in Pipeline Safety an effective champion of pipeline safety advances all of our programs and is a success model that needs to be duplicated with other industry stakeholders," said PHMSA Administrator Thomas Barrett.

The Mineta Award is given annually by the NASFM to an individual or team that made a significant and lasting contribution to the safety of people, products and materials in transit.

PHMSA on the Job In Alaska



PHMSA Administrator Thomas Barrett (rt), PHMSA Chief Safety Officer Stacey Gerard (rt center) and PHMSA Western Region Director Chris Hoidal (center) view an external inspection test of BP's Prudhoe Bay pipeline as other BP engineers look on.

In response to the largest pipeline leak in Alaska history that occurred in March, 2006, PHMSA mobilized pipeline engineers and inspectors from its Western Region and Alaska District Offices, as well as lawyers and other staff from its headquarters in Washington,

DC, and other regions. PHMSA staff took action to investigate the cause of the spill and crafted Corrective Action Orders (CAO) to prevent further spills.

On March 2, 2006, the British Petroleum (BP) Western Oil Transit Line on the North Slope of Alaska near

Prudhoe Bay spilled over 200,000 gallons of crude oil onto the environmentally sensitive frozen tundra. PHMSA asserted jurisdiction authority on this previously unregulated low-stress transit pipeline to ensure the prompt and vigorous remediation of this failure and to take steps to prevent further spills.

After extensive internal corrosion was found, BP made the decision to replace 16 miles of the affected pipeline. PHMSA will be on hand to monitor construction of the replacement pipeline.

PHMSA actions to date have included visits to the spill site and BP offices, root cause investigation, support for and coordination with other Federal and Alaska agencies, technical engineering design and compliance reviews, evaluation of corrosion data and inspection of logs, and other corrective activities as needed.

Hazmat Coop Research Program Moves Forward With Contract

On August 23, PHMSA awarded a contract to the National Academies to initiate a pilot of a Hazardous Materials Cooperative Research Program (HMCRP). The Transportation Research Board (TRB), part of the National Academies, will manage the pilot program.

Under the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005 Congress required PHMSA to carry out nine research projects called for in the Transportation Research Board Special Report 283 entitled "Cooperative Research for Hazardous Materials Transportation—Defining the Need, Converging on Solutions." Approximately \$883,000 was available



from the Highway Trust Fund for this research in FY2006 with a similar amount anticipated for FY2007-2009.

The program has the potential to make important contributions to a safe and secure hazardous materials transportation system.

The HMCRP is a stakeholder-driven, problem-solving, practical oriented, near- to mid-term R&D program advancing current knowledge and practice relating to hazardous materials transportation.

A TRB appointed Oversight Panel of experts in hazardous materials transportation will be responsible for setting the priorities and allocating HMCRP resources. The Oversight

Panel will formulate a plan for addressing research projects called for in Special Report 283. The plan will determine the timing and scope for the studies.

For more information on the HMCRP, go to following web sites:

http://hazmat.dot.gov/Hazmat_Coop_Research_Prog.pdf

<http://www4.trb.org/trb/crp.nsf>

DOT Issues HMEP Grants Totalling \$12.8M

In September, PHMSA issued annual Hazardous Materials Emergency Preparedness (HMEP) Program grants totaling \$12.8 million to states, territories and Native American tribes for planning and training to improve response to hazardous materials transportation incidents.

In an effort to promote this vital hazmat safety program, PHMSA Administrator Thomas Barrett traveled to local municipal and volunteer fire departments in Pennsylvania, Washington, Arizona, California, Texas and Minnesota to announce individual state grants.

"These funds will help prepare first responders before disaster strikes so they can better protect their communities," said Barrett. "To use a Coast Guard expression, preparation equals performance."

Nationwide, the HMEP grants program helps the nation's approximately 4,000 local emergency planning committees prepare and carry out hazardous materials emergency response plans and conduct commodity flow studies that



PHMSA Administrator Barrett (center) and Congressman James Oberstar (DFL-8-MN) (rt – with hat) are shown the use of hazmat response equipment that local Minnesota first responders are trained to use in responding to hazmat accidents and incidents.

identify transportation hazards. Since 1993, approximately 1.9 million responders and others have received training assistance nationwide as a result of the grant program.

The six largest HMEP grants were awarded to California, \$964,316; Texas, \$668,460; Illinois, \$612,982; Ohio, \$510,751; New York, \$470,968; and Florida, \$453,407.

Human Capital Development Program Approved

On August 7, PHMSA Administrator Thomas Barrett approved the policy document establishing the PHMSA Human Capital Development (HCD) Program. The new HCD Program addresses the implementation of legal, regulatory and Departmental requirements for managing and administering an effective human capital development and training program for all PHMSA employees.

"The draft policy was coordinated earlier this year with the Employee Quality Council as well as the PHMSA management," said PHMSA Director of Human Resources Management Linda Rhoads.

Key features of the HCD Program policy include support of the concept that

the HCD Program is an inherent part of key management processes to include strategic planning, work force planning, performance planning and budget. It also addresses training for first-time supervisors and contract employees, and for long-term and on-line training.

Any questions pertaining to the PHMSA HCD Program can be directed to PHMSA's Office of Human Resources Management at telephone number (202) 366-5608. Answers can also be found in policy documents posted on-line in the PHMSA Outlook Public Folders under: DOT/PHMSA/Human Resources/Learning and Development.

New Personnel Assignments

Office of the PHMSA Administrator

In July, PHMSA Administrator Thomas Barrett took pleasure in announcing that **Stacey Gerard** gained final approval to become the Pipeline and Hazardous Materials Safety Administration's first **Assistant Administrator and Chief Safety Officer**. Prior to that, she held the post of Associate Administrator for Pipeline Safety. As the new Assistant Administrator and Chief Safety Officer, Gerard is charged with establishing agency-wide safety and security policies, objectives and priorities relating to the transportation of hazardous materials by all modes of transportation including pipelines.

PHMSA Deputy Administrator **Brigham McCown** was appointed to serve as PHMSA's **Grant Program Manager**, and **Laura Birkhimer** to serve as PHMSA's **Grant Program Coordinator** to centralize oversight and coordination of all its grant programs.

Cindy Ingrao, Director of the Drug and Alcohol Program, is on detail through November as **Special Assistant to PHMSA Administrator Barrett**.

Office of Pipeline Safety

Filling the vacated position of **Acting Associate Administrator for Pipeline Safety** is **Ted Willke**, who will manage PHMSA's pipeline safety program for the nation's 2.3 million miles of natural gas and hazardous liquid pipelines.

Jeff Wiese has stepped up to fill the position of **Acting Deputy Associate Administrator for Pipeline Safety** and completes the senior leadership team in the Office of Pipeline Safety.

Office of Hazardous Materials Safety

In September, PHMSA Associate Administrator of Hazardous Materials Safety Robert McGuire was pleased to announce the selection of **Duane Pfund** as the new **Director of the Office of Hazardous Materials International Standards**. Pfund has contributed significantly to the Department's efforts to improve hazardous materials transportation safety and security, facilitate trade, and enhance economic

continued on page 8

Challenge to HM-223 Final Rules Dismissed

On October 13, the U.S. Court of Appeals for the District of Columbia Circuit dismissed industry petitions for judicial review of PHMSA's final rules in Docket No HM-223 on the "Applicability of the Hazardous Materials Regulations to Loading, Unloading, and Storage."

In these final rules, PHMSA worked closely with the Environmental Protection Agency (EPA), Occupational Safety and Health Administration (OSHA), and Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) to clarify which activi-

ties are within the scope of "transportation in commerce" and subject to requirements in the Hazardous Materials Regulations (HMR).

In a 2-1 decision, the Court held that the industry associations who challenged the HM-223 final rules had not shown that their members would suffer an actual or imminent injury because of PHMSA's failure to regulate consignee unloading of hazardous materials. The Court discussed the absence of evidence that any increased costs of complying with local requirements would result

from the HM-223 final rules or that industry would be harmed by an alleged gap or void in Federal, state, and local safety regulations governing the unloading of hazardous materials by a consignee.

The Court also stated that industry had not introduced arguments and evidence to substantiate its "hodge-podge" theory that state and local regulations would be preempted by conflicting requirements in the HMR, or that any alleged "gaps" in Federal oversight over the safe and secure transportation of hazardous materials would increase industry's liability for accidents.

The industry association petitioners have stated that they intend to ask for a rehearing of the case by all the judges on the D.C. Circuit.

Hazardous Materials Packaging Manager Named

PHMSA recently named Anthony Lima as its first Packaging Program Manager. The position was created to oversee the Packaging Compliance Testing Program. In his new position, Lima will serve as PHMSA's single point of contact for inspections and investigations of all 37 third-party agencies (i.e., labs) authorized by PHMSA to conduct independent testing and certification on UN standard packagings for industry. Prior to his selection as the Packaging Program Manager, Lima served 12 years in the field as a senior hazardous mate-

rials enforcement specialist in PHMSA's eastern region office in West Trenton, NJ.

PHMSA contracts with the U. S. Army Material Command, Logistics Support Activity (LOGSA) in Tobyhanna, Pa., to conduct independent confirmation testing on UN standard packagings certified for hazardous materials transportation. In the past ten years, PHMSA investigators have purchased over 500 designs for testing in support of the office's Packaging Compliance Testing Program.



PHMSA Packaging Program Manager Anthony Lima (lt) and LOGSA Engineer Ben Moore (rt) examine a UN standard plastic drum after a successful five-foot drop test.



LOGSA Engineer Ben Moore prepares to conduct a drop test on a UN standard plastic drum.

*Happy
Holidays*

*Our wish
for you
is a safe
and wonderful
holiday season.*

FAQs on Move to New DOT Headquarters

What is the occupancy date?

The phased-move should begin in March, 2007 and conclude in April, 2007.

Will there be a sufficient number of accessible parking spaces to accommodate all employees for whom a standard parking space does not meet their needs?

The Nassif building has 33 accessible parking spaces, and the New Building has been designed to have 54, half of which will accommodate a van.

How far is it from the Metro station to the building?

The accessible entrance to the Green Line Navy Yard station is 400 linear feet to the main entrance on New Jersey Ave.

Is there a shuttle service available to the new HQ, and what is the planned schedule and route?

The establishment of a long term shuttle has not yet been determined. However, it is anticipated during the relocation/transition period to the new facility, a shuttle service will be implemented given the department will be housed in both the Nassif and new building until the facility is fully occupied.

Can employees take their microwaves and refrigerators to the new Headquarters?

No. There will be four (4) pantries located on each floor, each equipped with a refrigerator, microwave, sink, dishwasher, countertops and cabinets.

Will we receive new phone systems when we move to the new HQ?

Yes. All users will be issued a new telephone set at their new work station. The set will have the same number that the individual has at the current location.

I've heard that our badges will allow us to log onto our computers in the new building. Is this true?

Per Homeland Security Presidential Directive 12 and the FIPS-201 standard all DOT employees will have new ID badges. The new badges will support login (authentication) to employee computers in the new building. This may not be implemented until calendar year 2007.

Will the computer I currently have be the same computer I'll use in the new building?

The computer(s) that you have at the time you move will be the computer(s) that you have in your new location in the new building.

PHMSA Publications



PHMSA Releases Two New Safety Brochures

PHMSA's Office of Hazardous Materials Safety released two new publications to help the regulated community comply with recently published final rules.

Cylinders: What You Need to Know was developed to describe Final Rule HM-220E, Requirements for UN Cylinders, which authorizes the design, construction, testing, and use of UN cylinders, tubes, and multiple-element gas containers.

Transporting Infectious Substances Safely is a guide to the changes issued in Final Rule HM-226A, Infectious Substances; Harmonization with the United Nations Recommendations. Both brochures can be found on the PHMSA website at <http://hazmat.dot.gov>. Printed copies will be available from PHMSA's online distribution system at <https://hazmatonline.phmsa.dot.gov/services/>.



PHMSA Works With Partners to Provide Guidance on Wetlines

PHMSA is working with industry partners to provide awareness to first responders on the potential danger associated with the transportation of flammable liquids in unprotected product piping, or wetlines, on cargo tank motor vehicles. The National Tank Truck Carriers, Inc. (NTTC), the National Association of State Fire Marshals (NASFM), and the International Association of Fire Chiefs (IAFC), working closely with PHMSA, have produced a brochure entitled *Wetlines: Awareness for Emergency Responders*.

Wetlines were developed to comply with U.S. Environmental Protection Agency air quality regulations. One benefit of wetlines is that drivers and loaders don't have to climb on top of the tanker as often, resulting in fewer deaths or injuries from slips and falls.

PHMSA Public Website Undergoes Redesign

In January 2006, PHMSA began a major initiative to redesign its public website(s). By leveraging advanced technology and industry standard best practice system development methodologies, PHMSA is making great progress in achieving its goal of developing a consolidated website which improves and increases services to stakeholders and the public. The redesign effort is based upon, and continues to rely heavily on stakeholder input.

Planned to be developed and released in stages as much as possible, the website redesign will allow stakeholders to observe progress and make appropriate observations as the site is built. It will also give stakeholders the ability to evaluate such things as "look and feel,"

proposed content placement, and layout of the site.

During the August-October 2006 timeframe, the core navigational architecture or structure was developed and input on design preferences was solicited. Screen display options were based on the earlier feedback received from PHMSA staff. Input and feedback from all PHMSA employees was solicited throughout the process using an on-line survey tool, and the results of each step were factored into the next step of the process.

PHMSA staff will again be actively participating in the content development and in the User Acceptance testing of the developed and populated site in the October 2006-January 2007 timeframe.



The entire site will be released and available at the end of fiscal year 2007.

Promotions *continued from pg 5*

development by serving as a representative to international hazardous materials transportation standards-setting organizations,

including the United Nations Transport of Dangerous Goods Sub-Committee and International Maritime Organization.

In October, PHMSA Associate Administrator of Hazardous Materials Safety Robert McGuire announced the selection of **Ryan Posten** as the new **Director of the Office of Hazardous Materials Enforcement**. PHMSA's inspection and enforcement staff determines compliance with the safety and training standards by inspecting entities that offer hazardous materials for transportation; and that manufacture, requalify, rebuild, repair, recondition, or retest packaging (other than cargo tanks and tank cars) used to transport hazardous ma-

terials. Posten previously held the position Chief of Hazardous Materials Special Permits.

Other Promotions

Anthony Lima-Sr. Hazmat Transport.
Enforce.Spec.
Joseph Mataich-Gen. Engineer
Pipeline Southern Region
Wayne Lemoi-Transport. Regs. Spec.
Jesse Dobbs-Administration Mgt. Svcs.
Officer
Jack Albright-Supervisor Info Tech. Spec.
(CIO)
Steve Grewal-Info. Tech. Spec.



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Check out PHMSA Focus online at
<http://www.phmsa.dot.gov/news/newsletters.html>

Welcome New PHMSA Team Members

Office of Chief Counsel

Tina M. Ro-Attorney Advisor
Amelia T. Samaras, Law Clerk

Office of Pipeline Safety

Elizabeth M. Komiskey, General Engineer

Office of Hazardous Materials Safety

Peter E. Heitzmann, Transport. Spec. Trainee
Arthur P. Shelton, Transport. Regs. Spec.

Office of Administration

Hailu A. Hailu, Human Resources Specialist

Cassandra D. Smith, Systems Accountant, Budget, and Finance

Frederick A. Swartzbaugh-Law Clerk

Crystal J. Rutland, Transport Policy Analyst
Israel G. Mallard, Transport. Spec. Student Trainee

PHMSA Celebrates One-Year Anniversary

A March 17 celebration party hosted by PHMSA was a tribute to the hard work and effort of all PHMSA employees who made the past year one filled with numerous accomplishments for the new agency.

"The PHMSA team can be justifiably proud of its accomplishments during your first year," said Transportation Secretary Mineta. "Your strong commitment to public service was evident in PHMSA meeting several emergent requirements during the Gulf Coast hurricanes and in advancing the passage of the Hazardous Materials Safety and Security Reauthorization Act."

February 20 marked the actual one-year anniversary date of the establishment of the Pipeline and Hazardous Materials Safety Administration. The main outcome of the Norman Y. Mineta Research and Special Programs Improvement Act,



Transportation Secretary Norman Mineta (center) helps cut the PHMSA anniversary cake.



Transportation Secretary Norman Mineta congratulates PHMSA Acting Administrator Brigham McCown on an outstanding first year as PHMSA Acting Assistant Administrator Stacey Gerard looks on (inset photo). Secretary Mineta thanks PHMSA employees for their many accomplishments (photo above).

signed into law by President Bush in November 2004, was the creation of PHMSA to further the highest degree of safety in both pipeline and hazardous materials transportation.

See "From The Acting Administrator" page 2 for more about PHMSA's first year.

Congressional Oversight

Hearing Highlights Progress in Pipeline Safety

PHMSA Acting Administrator Brigham McCown and Acting Chief Safety Officer and Associate Administrator for Pipeline Safety Stacey Gerard appeared on Capitol Hill March 16 before the Subcommittee on Highways, Transit and Pipelines. The hearing's focus was on progress reported on over a dozen statutory mandates stipulated by Congress in the Pipeline Safety Improvement Act of 2002. The overriding message was we are achieving results.

The status of Congressional mandates included actions on establishing integrity management programs for gas pipelines, pipeline operator qualification programs, a one-call notification program, public

education compliance, a five-year research and development plan, risk analysis and inspections by direct assessment, and enforcement procedure changes.

McCown said PHMSA is fulfilling its plan to improve the safety, reliability and environmental performance of the nation's energy transportation pipeline network.

When comparing progress made in the area of pipeline safety during years 2001-2005 versus the previous five-year period of 1996-2000, the agency reported an 18 percent decrease in the rate of hazardous liquid pipeline incidents. In a previous 10-year average starting from 2005, the volume of significant oil spills decreased

and the volume of net spills were reduced.

Also reported was a decrease in pipeline excavation-related accidents over the past 10 years by an astounding 59 percent. This was due largely to the expanded partnerships with State pipeline safety agencies and the more than 900 volunteer members of the Common Ground Alliance with their damage prevention activities.

Third-party damage to pipelines is the leading cause of accidents and incidents and logically would require the lion's share of concern and effort. Improved public awareness tied to the pipeline safety communications programs of various

(Continued on page 3)

From the Desk of the Acting Administrator...



Acting Administrator, Brigham McCown

We've come a long way in one year, literally and figuratively. Molding together legacy offices normally requires time, yet in PHMSA's case, this transition has brought out the best in our programs in record time. The promise of Secretary Mineta's vision for a stand-alone agency dedicated to the safe transportation of hazardous materials by all modes of transportation is now a reality. The contribution by PHMSA in safeguarding our transportation infrastructure, citizens and environment is already significant and lasting. The agency has achieved more in its first year than anyone, including me, would have expected.

As previously reported, PHMSA was no sooner created when it was

immediately called upon to respond to several significant and unprecedented national emergencies with Hurricanes Katrina, Rita, and Wilma. The agency was also front and center during surface transportation re-authorization and now the agency is busily preparing for reauthorization of its pipeline safety programs.

Today, people largely understand that we safeguard the movement of approximately one million daily shipments of hazardous materials, and people know we are also responsible for overseeing the safe transportation through our pipelines of over 64% of the nation's energy supplies consumed each year. What people may not realize however is that PHMSA oversees our "energy highways" and the transportation of hazmat with fewer than 400 federal employees. As the second smallest agency within the U.S. Department of Transportation, I like to say, "PHMSA is the little agency that can" when it comes to tough challenges. Our ability to plan strategically, and pivot quickly in response to any tasking is a testament to the dedicated employees who make PHMSA what it is. Whether in research, regulations, admin, or out in the field serving on the front lines, we are successful because of our employees. It is often said employees are the heart of any entity, and it is true our employees are

also our most valuable commodity. Our human capital plan remains a top priority and as we move forward in planning our future, we must retain the ability to keep and recruit the best and brightest employees who have heard the call to public service.

We had a lot of good ideas surface during the recent senior staff retreat. In the coming months we will be moving forward with taking a closer look at those suggestions and will be forming cooperative teams to consider better ways to operate. Some excellent ideas and suggestions have been raised on many issues and, we will see if there are ways to improve our data, response, and rulemakings. As we enter our second year, we will continue to be flexible, think outside of the box, and view potential problems as challenges to be solved in partnership with all of our stakeholders.

It is truly an honor and a privilege to serve as PHMSA's first Deputy Administrator and as the agency's first Acting Administrator and I look forward to working together with you to address the opportunities we will see during the upcoming year.

Working Smart What is An Effective Relationship?

In an effective relationship, parties listen to understand others' positions and feelings. The simplest way to understand what is important to another person or to a group is to ask, then listen to the answer. We all know when someone else is really interested in us. The other person is attentive, does not interrupt, does not fidget and does not speak about him or herself. This gives us time to think and feel accepted, rather than be judged. Listening leads to understanding; if you understand someone else fully, then you know what to do to get closer and work better together.

Pipeline Safety Progress

(Continued from page 1)

stakeholders enables shared responsibility in improving safety.

"By 'going local' we are better able to affect pipeline safety where it matters most—in the neighborhoods where our nation's citizens work, plan and live," said McCown.

The drum beat for PHMSA's implementation of a pipeline safety plan included sharing responsibility, managing risk, effective stewardship, and responding to the mandates identified by Congress in the Pipeline Safety Improvement Act of 2002.

Hazmat Enforcement—No Joke

For calendar year 2005, PHMSA closed a total of 392 hazardous materials civil penalty cases and collected \$1,807,789 in penalties.

It is the task of PHMSA's inspection and enforcement staff to improve compliance with the safety and training standards of the Hazardous Materials Regulations by inspecting companies and individuals who offer hazardous materials for transportation or who manufacture, maintain, repair, recondition or test packages authorized for transporting hazardous materials.

On February 17, PHMSA revised its regulations to reflect revisions to the civil and criminal penalties in the Hazardous Materials Safety and Security Reauthorization Act. Also revised were baseline assessments for violations related to training and security plans. The revised regulations reflect the following statutory changes:

(1) The maximum civil penalty was increased from \$32,500 to \$50,000 for a knowing violation, and up to \$100,000 if the violation results in death, serious illness or severe injury to any person, or

substantial destruction of property.

(2) The minimum civil penalty went from \$275 to \$250, except a minimum civil penalty of \$450 applies to a violation related to training.

(3) Criminal penalties now apply to both reckless and willful violations of Federal hazmat transportation law or the regulations, orders, special permits, and approvals issued.

(4) The maximum criminal penalty of five years imprisonment and a fine of \$250,000 for an individual and \$500,000 for a corporation was retained, except the maximum time of imprisonment has been increased to 10 years in any case in which the violation involves the release of a hazmat which results in death or bodily injury to a person.



CGA Hall of Fame Recipient

Stacey Gerard
PHMSA Acting
Assistant Administrator
and Chief Safety Officer.

PHMSA's own Stacey Gerard, acting assistant administrator and chief safety officer, was honored by the Common Ground Alliance (CGA) as one of only two "Hall of Fame" recipients during their annual meeting March 14 in Phoenix, Ariz. Gerard was nominated for her contribution to the development of the CGA and ongoing dedication to shared responsibility in damage prevention.

Long a strong proponent of expanding stakeholder partnerships, Gerard continued efforts to improve public awareness of underground utilities like pipelines and reduce third-party damage due to excavations is exemplary.

"Many speakers noted with admiration the work of DOT to advance the important work of preventing damage to our nation's underground lifelines," said Jeff Wiese, program development director for the Office of Pipeline Safety.

The CGA is an association dedicated to ensuring public safety, environmental protection, and the integrity of services by promoting effective damage prevention practices and sponsored by DOT/PHMSA.

Did You Know?

On January 11, Bob Richard was appointed as the new Deputy Associate Administrator for Hazardous Materials Safety. With over 20 years of experience in the field of hazardous materials safety, Bob transitioned from his position as the Director of the Office of Hazardous Materials International Standards where he worked with government and industry transportation experts throughout the world to develop and implement hazardous materials safety regulations for all modes of transportation.

Volunteer Augments Commerce Dept. Hurricane Contracting Info Center

Hurricane Contracting Information Center

www.RebuildingTheGulfCoast.gov

"The [HCIC] website is extremely well organized and full of useful information.... We are extremely pleased with the courteous and rapid response to our inquiries. We were also most impressed with the knowledge and helpfulness of the contracting representatives staffing the phone service. In our opinion, this website and phone service would be outstanding tools for those companies that wish to participate in hurricane related federal contracting opportunities."

Jason Brady, A-B Computer Solutions

The deadly hurricanes of last year have come and gone, but the call for volunteers to assist those in need still goes on. Robyn Zellars, a PHMSA contract specialist, recently completed a six-week assignment to the U.S. Department of Commerce's

Hurricane Contracting Information Center (HCIC).

While there, Zellars performed outreach information services to the states of Alabama and Texas. These services included working with the Minority Business Resource Center, Small Business Administration, Federal Emergency Management Agency and the state congressional offices of U.S. Representative Jo Bonner of Alabama and U.S. Senator John Cornyn of Texas. Her efforts helped to pool Federal resources and assist small businesses identify a wide variety of contracting opportunities for debris and tree removal, trailer hauling, and construction in the affected Gulf Coast region.

"This was a very fulfilling detail for me in that I felt that as a result of my

efforts, that I actually made a difference in being able to contribute to the reconstruction efforts in the Gulf Coast," said Zellars.

The HCIC was established in 2005 by the Department of Commerce in response to the devastation caused by Hurricanes Katrina and Rita. The HCIC provides information to businesses interested in assisting in the recovery process, particularly minority-owned, women-owned, and small business enterprises seeking business opportunities within the Federal government. Since this is a government-wide effort, many Federal agencies support the HCIC in terms of a voluntary detail not to exceed eight weeks. While the HCIC does not award contracts, its mission is to ensure that businesses understand the process and are aware when opportunities become available.

Jason Brady, President of A-B Computer Solutions wrote a letter to President George W. Bush praising the HCIC website and staff.

President's Management Agenda Initiative "Grants.Gov"

Moving towards achieving "Green" status on the President's Management Agenda scorecard for E-Government, PHMSA is on track to post and receive applications for all of its discretionary grant opportunities on the Grants.Gov web site in fiscal year 2006.

Laura Birkhimer of PHMSA's Office of Contracts and Procurement manages the grants program that processes 150 total grants annually for both the Office of Pipeline Safety and the Office of Hazardous Materials Safety. Most of PHMSA grants are awarded to State agencies, and Native American Tribes.

Grants.Gov was developed by the Federal Government at the request of grantee organizations such as private and

state universities, and state governments as the single access point for over 1,000 grant programs offered by all Federal grant-making agencies.

This web portal includes grants from 26 Federal agencies with an annual value of more than \$400 billion. It enables Federal grantors and grant recipients to come together to make grants management easier and more efficient for everyone through a common web site, www.grants.gov.

Within U.S. DOT, the Grants.Gov initiative is co-managed by the Office of the Chief Information Officer and the Office of the Senior Procurement Executive.

Did You Know?

Research & Development Peer Reviews

From February 7-9, the PHMSA Pipeline Safety Research & Development Program held its first structured peer review of 31 active research projects. The panelists for the peer review consisted of nine government and industry experts. The reviews are in accordance with mandates to establish the relevance, quality, and performance of the PHMSA's Pipeline Safety R&D Program as required by the Office of Management and Budget and the Office of the Secretary of Transportation. Another first for the program was conducting the entire peer review via teleconference and internet access which worked flawlessly and saved PHMSA over \$100,000 in travel, per diem, and other related costs.

“Leak City”– Grand Opening of Pipeline Safety Training Site



Leak City

A new pipeline training center owned and operated by the City of Athens, Ala., made its debut the week of March 13 and was host to PHMSA's General Pipeline Safety Awareness Course. The new training facility known as “Leak City” was specifically designed and developed over a 5-year period to comply with pipeline operator qualification requirements and includes outdoor areas for training on welding and plastic fusion.

Pipeline operators and regulators alike will be trained on safety issues at the new facility. The 5,000 square foot main training building is comprised of two innovative classrooms, a breakout area, an equipment storage area, a kitchen, and reception area.

The \$1M compound provides a testing area for leak surveys and a customer leak complaint facility. An entire system approach recreates everything from a town gas distribution station to customer meter facilities on the site. All tasks and training are in a controlled environment that allows the instructor to evaluate reactions to simulated accidents and incidents, as well as knowledge and skills. Training in covered pipeline tasks includes corrosion control, leak detection, maintenance, damage prevention, emergency response, system dispatch and numerous other topics.

Hazmat Special Permits Allow Lots to Travel

Emergency Special Permit Issued to Iditarod Trail Committee

Who knew that PHMSA played a supporting role in a dog race? On February 17 PHMSA, with FAA concurrence, issued a hazardous materials special permit to the Iditarod Trail Committee to allow the pre-positioning of heating fuel supplies by air along the route of this year's Iditarod trail sled dog race from Anchorage to Nome, Alaska. The special permit was necessary because the material was not properly prepared and labeled for air transport.

For those curious sports enthusiasts, the 2006 Iditarod race covered over 1,150 miles of the most extreme and beautiful terrain known to man. The race winner this year crossed the finish line in 9 days, 11 hours, 11 minutes and 36 seconds.

The PHMSA Hazardous Materials Special Permits Program serves a critical role in the transportation of goods and services to, from, and within the United States. The program provides an often necessary alternative to the long standing Hazardous Materials Regulations (HMR).

For almost a century, special permits have been granted for numerous requests covering issues including material classification and description, packaging, hazard communication, quantity limitations, and modal restrictions. The program also fosters new and innovative technologies that are not yet addressed

It is planned for the facility to be self-supportive by recouping costs through individual training fees and use by the local Athens Gas Utility. As a result, gas customers will assume no additional costs and



Iditarod dog team race to finish line.

by the HMR.

The program has often been called upon to serve as the only transportation option for many high profile events including the transport of the Olympic flame, national recovery and relief support for hurricane and flood disasters, and prevention of severe economic loss.

In recent years the program provided the only method for the emergency transportation of anthrax contaminated objects in the months following September 11, 2001. The program also provided for the rapid deployment of U.S. Armed forces for Operation Enduring Freedom in Afghanistan and Operation Iraqi Freedom in Iraq.

The program also grants regulatory relief for countless requests for alternative safety provisions that permit transportation alternatives providing extensive economic savings. One such permit provides an alternative transportation method of perfume alcohols for more than 200 active grantees. The annual cost benefit for this special permit alone exceeds \$500 million.

they will have access to a premier training site.



Meeting with Japan's Hitachi Research Institute

On March 23, representatives from several PHMSA hazardous materials offices (right) met with Mr. Takao Mizuno and his interpreter, Ms. Yoko Mizutani (left), of Japan's Hitachi Research Institute (HRI), a leading Japanese think tank. HRI is working on behalf of the Japanese government to better understand PHMSA's Hazardous Materials Safety Program, with a particular interest in U.S. Hazardous Materials Regulations versus international standards for the transport of dangerous goods.

Airborne LIDAR Pipeline Inspection System (ALPIS) Pilot Program Advances

Pipeline operators will soon have at their disposal a fast, efficient, and accurate tool for detecting and mapping natural gas and hazardous liquid pipeline leaks. With the support of PHMSA and the U.S. Air Force, LaSen Inc. of Las Cruces, New Mexico, has proved its commercial viability through its recent development of an airborne light detection and ranging pipeline inspection system.

LaSen Inc. announced on March 25 that the company successfully completed over 2,000 miles of pipeline inspections proving the ability of ALPIS to detect the smallest natural gas leaks from a helicopter cruising at 250 feet above the ground at up to 70 mph.

ALPIS uses a cutting edge laser technology to detect and quantify the presence of methane and other hydrocarbons in the air. Unlike other airborne and ground-based leak detectors, the laser senses gas from a distance and the sensor itself does not have to pass through the plume in order to detect it.

ALPIS also features a suite of auxiliary

Interns Find Good Path to Full-time Employment

There are interns among us! Be it current interns working special projects part-time, or full-time employees who started out as a summer interns and transitioned to regular government service, PHMSA is reaping the benefits of several intern programs. In fact, PHMSA uses a mix of intern programs to augment its workforce. These programs include the Minority Serving Institution (MSI) Student Summer Internship Program, Student Temporary Employment Program (STEP), Student Career Experience Program (SCEP), Student Volunteers, and the President's Management Fellows.

One PHMSA intern success story is that of Jason Williams. During the summer of his freshman year at Bethune-Cookman College in Daytona Beach, Fla., Williams applied to the MSI intern program.

After a rewarding summer working a hazardous materials cost-incident study for the Hazardous Materials Planning and Analysis Office, Williams was offered the option of continuing on as a SCEP student. As a SCEP student, he worked an average of 15-25 hours a week in the hazmat office while still carrying a full college course load. The co-operative assistant position also offered the added benefit of his work at DOT applying toward college credits in a degree program.

sensors such as GPS and a digital imaging camera. This enables ALPIS to provide datasets that can be overlaid on digital alignment sheets, combined with a visual image of the pipeline's right-of-way.

This new technology is exactly what natural gas and hazardous liquid pipeline operators need to identify where leaks are

"The intern program helped me get a step in the door into government service," said Williams.

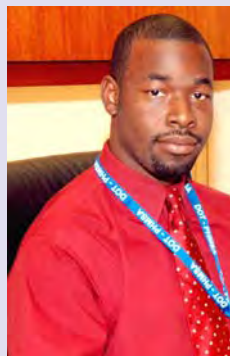
In February 2004, Williams' excellent work record as a student Co-Op in the PHMSA Office of Hazardous Materials Enforcement landed him a job offer as a full-time government employee as a DOT hazardous materials enforcement specialist.

"I always wanted a job where I can travel," Williams said. "The intern program is an interesting career path to take. It has been an interesting journey so far!"

Current SCEPs and permanently converted SCEPs include: Kelcey White, Jacqueline Herrera, Brian Moore, Belinda Perez, Jose Mondragon, Erika Jones, William Fuentevilla, Iman Watson, Glen Vierk, Eric Hilton, T'mia Vines, Chevella Smith, Emil Pagoaga, and Lamar Porter.

"My view of the PHMSA student program is as a catalyst to transform the culture and management of PHMSA from a 'fixer' mentality to that of a 'grower,'" said PHMSA Human Resource Specialist Lamar Porter.

For more information on the intern programs contact Lamar Porter in the Office of Human Resources Management at telephone extension 6-8990.



Jason Williams

occurring along their pipelines in order to lower the risks the pipelines pose to people and the environment. Current methods of locating natural gas and hazardous liquid pipeline leaks can be cumbersome, expensive, and are not always accurate.

Tale of Two Soliders: U.S. Army Soldiers' Help Appreciated at PHMSA

Sgt. 1st Class Stollberg

On December 12, Sergeant First Class Norman T. Stollberg, USA, became the second of three military members to accept temporary additional duty within PHMSA under the U.S. Department of Defense's Operation War Fighter program.

Stollberg works part-time in PHMSA's Office of Hazardous Materials Initiatives and Training as a hazardous materials specialist assisting in the production of training modules for the mobile hazmat training teams.

"The program gives us an opportunity to obtain specialized staff support while providing an opportunity to Norman to enhance his knowledge and learn new ways to use his skills," said Dave Sargent, director of the PHMSA Office of Hazardous Materials Initiatives and Training.

On February 17, Stollberg successfully completed the Transportation Safety Institute's Hazardous Materials Compliance and Enforcement Course offered at DOT, thus adding to his hazmat qualifications.

Operation War Fighter allows convalescing soldiers to work temporarily with other Federal agencies in the Washington, DC, metropolitan area that could use their expertise. Many of these military members have physical therapy or other medical appointments only for small portions of the day or week, leaving lots of free time between treatments.

Born in Michigan and raised in Phenix City, Alabama, Stollberg moved around a lot as the son of an army soldier. His wife, Manuela, maintains their home in Aschaffenberg, Germany, and cares for their two children, Michael, age two, and Megan, age 15.

In 2003, Stollberg's military unit, the 59th Quartermaster Company of the 68th Combat Service Support Battalion was



Sgt. 1st Class Norman Stollberg (right) receives a DOT commemorative coin from Transportation Secretary Norman Mineta (left) as Cdr. Joanna Nunan, USCG, Military Assistant to the Secretary of Transportation looks on.

mobilized to Camp Arifjan, Kuwait, in support of Operation Enduring Freedom. His unit was part of the forward logistics element that supported the initial invasion of Iraq and built the largest fuel supply depot in army history.

Stollberg is designated as a petroleum supply specialist and was his unit's fuel operations sergeant while in Iraq. With little warning, he was medically evacuated for thyroid problems in December 2004 and eventually forwarded to Walter Reed Army Hospital for treatment and evaluation. Stollberg was awarded the Bronze Star for outstanding logistics support during his tour of duty in Iraq.

Sgt. Risinger

On February 28, Sgt. James L. Risinger joined PHMSA's Office of International Standards after being detailed as part of the U.S. Army's Operation War Fighter Program. While assigned to PHMSA, Risinger will assist with special projects tasked by Duane Pfund in the International Standards Office.

With a hazardous materials background, Risinger deployed January 2005 to Camp Cooke, in Taji, Iraq, as a CH-47 "Chinook" helicopter crew chief and explosive ordnance disposal technician. He was



Sgt. James Risinger (above) takes a break during his most recent deployment to Iraq.

injured in October 2005 and sent to Walter Reed Army Hospital to recuperate.

Risinger is no stranger to war. He was deployed to Afghanistan from December 2001 to June 2002 in the global war on terrorism. He followed this up with a second deployment, this time to Iraq, from February to October 2003.

When asked what the highlight of his military career has been so far, Risinger responded that deploying to Afghanistan and meeting both the Secretary and Sergeant Major of the Army were the biggest thrills for him.

Originally from Nacogdoches, Texas, Risinger had aspirations of becoming a professional bull rider out of high school. After realizing how much it hurt riding bulls he changed his mind and joined the Army in 1994 and was off to basic training and airborne school.

"WOW, what a life, being paid to jump from planes, take apart bombs and crew on helicopters," said Risinger of his career choice.

New DOT Headquarters Rises Along the Anacostia River Waterfront



January 2003



January 2006

These pictures show the progress in construction of the new U.S. DOT headquarters building over the last three years. Construction is on schedule. In an effort to support the clean-up of offices, OST will soon provide new yellow trash bins specifically for record and file disposal. Please contact Edward Alexander, PHMSA's Record Analyst, at extension 6-5573 for additional information about coordinating delivery and pick-up of trash bins. The construction website is a useful source for update information at <http://www.jdland.com/dc/dot.cfm>.

PHMSA Employee Awards

Quality Step Increase for Outstanding Performance (Supervisory)

Rating Period 9/30/05

Patricia Burke, PHC
Joy Kadnar, PHP
Roger Little, PHP
Joseph Solomey, PHC

Performance Award for Outstanding Performance (Supervisory)

Rating Period 9/30/05

Joseph Ahern, PHC
Jack Albright, PHA
John Gale, PHH
William Gute, PHP

Award for Outstanding Performance (Supervisory) Rating Period 9/30/05

Billy Hines, PHH
Thomas Kiddy, PHH
Patricia Klinger, PHG
David Lehman, PHH
Edward Mazzullo, PHH
Ryan Posten, PHH
Douglas Reeves, PHH
Linda Rhoads, PHA
Robert Richard, PHH
David Sargent, PHH
Richard Sanders, PHP
Jeffrey Wiese, PHP

Other Performance Awards

(Supervisory) Rating Period 9/30/05

Colleen Abbenhaus, PHH
Delmer Billings, PHH
Kevin Boehne, PHH
Richard Boyle, PHH
Linda Daugherty, PHP
Daniel Derwey, PHH
Richard Hannon, PHH
John Heneghan, PHH
Charles Hochman, PHH
Christopher Hoidal, PHP
Ivan Huntoon, PHP
Charles Ke, PHH
Ray LaMagdelaine, PHH
Hattie Mitchell, PHH

Special Act Awards

Harlotte Bolden, PHP
Benjamin Fred, PHC
Lucian "Buck" Furrow, PHP
Maria Wodraska, PHC

Time Off Awards

Blaine Keener, PHP

CFC Keyworkers:

Bernadyne Williams, PHH
Richard Flint, PHP
Frank Licari, PHP
Kevin Leary, PHH
Fred Ferate, PHH
Marilyn Burke, PHH
Diane Jones, PHH
Ron Straythorne, PHH
Vincent Lopez, PHC
Blenda Perez, PHA
Charles Turner, PHA
Damon Hill, PHG

New Hires

Pipeline Safety

Zara Willis, Administrative Program Spec.

Alan Mayberry, General Engineer

David Eng, General Engineer (Inspector)

Hazardous Materials Safety

Susan Anderson, Transportation Spec. (Training & Special Initiatives)

Wayne Chaney, Transportation Spec. (Enforcement)

Michelle Glode, Operations Research Analyst

Human Resources

Ruby Thompson, Human Resources Spec.



U.S. Department of Transportation

Pipeline and Hazardous Materials Safety Administration

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Check out PHMSA Focus online at
<http://irm.phmsa.dot.gov/phmsafocus.pdf>

Barrett Takes Helm as First PHMSA Administrator

It's official! Vice Admiral Thomas J. Barrett, USCG (ret.) was sworn in May 31 by Transportation Secretary Norman Mineta as the first administrator of the Pipeline and Hazardous Materials Safety Administration. Barrett was nominated by President George W. Bush on January 24, 2006, and confirmed by the U.S. Senate on May 26.

"I've known Tom Barrett for years, and he is the right person to lead PHMSA," said Transportation Secretary Mineta. "He is an outstanding, practical leader skilled in managing a large organization, and in building partnerships with industry and relationships on Capitol Hill."

Barrett's resume reflects experience tied to PHMSA's primary transportation safety programs — pipelines and hazardous materials. During his Coast Guard career Barrett directed force operations in Alaska, which is the site of the Alyeska Pipeline and some of the most important petroleum transmission and cargo transit operations in the United States.

Barrett comes to PHMSA after serving as the vice president and chief operating officer of the Arlington-based Potomac Institute for Policy Studies. The Potomac Institute is a not-for-profit public policy research institute that identifies and focuses discussion on key science and technology issues facing society today.

Prior to that, Barrett served 35 years in



As Mrs. Sheila Barrett looks on (left), Admiral Thomas Barrett (center) is congratulated by Secretary Norman Mineta (right) after taking the oath of office.

the U.S. Coast Guard and attained that service's number two position as Vice Commandant. He was instrumental in improving maritime security after September 11, 2001 by helping the smooth transition of the Coast Guard into the new Department of Homeland Security and expanding Coast Guard support to the National Foreign Intelligence Committee.

During his Coast Guard career, Barrett improved operational partnerships with Russia; served as the Agency Acquisition Executive; and co-chaired the Navy-

Coast Guard Board, an interservice policy coordination body.

Barrett serves as PHMSA chief executive officer and advisor to the Secretary of Transportation on all matters falling within the agency's jurisdiction. He directs the agency's national programs responsible for protecting against risks to life and property associated with the transportation of hazardous materials and petroleum products by pipeline.

Emergency Preparedness is at the Top of the List for PHMSA

In March PHMSA took the first steps to stand up the agency's Security and Preparedness Office. Since that initial action, Tonya Schreiber from PHMSA's Hazardous Materials Technology Division was temporarily assigned to create the future role for this new office. Schreiber focused her initial efforts by coordinating with other DOT operating ad-

ministrations to improve the lines of communication and security efforts related to hazardous materials transportation and pipeline operations.

As an outcome of recommendations from last year's hurricane response effort, PHMSA is asking for pipeline emergency authority in the next DOT legislative proposal to the White House to

streamline pipeline operator reactivation of gas and hazardous liquid pipelines during times of national emergency.

In preparation for the 2006 hurricane season, and other national disasters, Schreiber worked with PHMSA regional directors and chiefs to develop the agency's role and mission during response and re-

continued on page 2

From the Desk of the Administrator...



Administrator Thomas J. Barrett

As I write, PHMSA is just over a year old, pretty young as Federal agencies go. But, what we do is critically important to Americans everywhere.

America has a strong and growing economy. Recent numbers reflect annual growth of 5.6 percent, the strongest growth in over two years. To sustain that type of growth and maintain our quality of life demands safe, secure, reliable and efficient energy and hazardous materials transportation. PHMSA's national programs help deliver these results, serve and safeguard the public, and protect the environment. As you know, safety is our high-

est priority. But as Hurricanes Katrina and Rita reminded us, we must also attend to other goals, like improving readiness for natural disasters or terrorism and reducing chokepoints in the transportation system, particularly for pipelines, our energy highways.

Given the importance of our duties and the potentially disastrous consequences if we fail, our collective responsibility at PHMSA must be the unrelenting pursuit of mission excellence. Everyone in PHMSA, no matter what job we perform, must demand and deliver excellent work. We hold the trust of all Americans. The nation deserves our very best. And we are accountable to the American public for results. As Ben Franklin reminded us, "Well done is better than well said."

So, with you, I look forward to emphasizing PHMSA mission outcomes, using solid data to drive smart analyses, effective systems risk management, program standards, education and enforcement. Strong partnerships with other Federal and state agencies, industry stakeholders, the first responder community and the public can help immensely to achieve our goals. Willingness to explore new ideas and take advantage of innovation and new technologies should always be among our hallmarks. And most important to me, we can never forget those around us — we are all in this together. Respect and integrity will always

be part of our defining values.

I am tremendously impressed with the people in PHMSA I have met so far. I look forward to meeting the rest of you soon and working with all of you on the specific actions we will take to turn our goals into reality.

I am deeply honored by the opportunity to lead PHMSA. I pledge to do all I can, along with each of you, to excel at our missions and sustain the public's trust in us every day.

Pipeline Reauthorization

On June 8, Transportation Secretary Mineta forwarded PHMSA's Pipeline Reauthorization package to Congress. With authority under the existing Pipeline Safety Improvement Act (PSIA) of 2002 nearing an end, it is time for Congress to pass reauthorization.

The Pipeline Safety and Reliability Improvement Act of 2006 would build on PHMSA's positive accomplishments in pipeline safety by creating incentives for states to improve their programs. The proposed legislation would help with environmental and infrastructure protection and planning.

Speaking at the Florida State Pipeline Safety Meeting June 20 in St. Petersburg Beach, Fla., PHMSA Deputy Administration Brigham McCown commented..., "The proposed bill would establish a state grant program to provide incentives to states to develop more effective damage prevention programs. PHMSA and state agencies would also gain the authority to conduct civil enforcement."

PHMSA has succeeded in achieving the mandates set forth in the PSIA of 2002, and has done so in a timely manner.

Emergency Preparedness *continued from cover*

covery efforts. A cadre of PHMSA personnel now support response efforts and have completed the required Federal Emergency Management Agency (FEMA) training to give them an understanding of the National Incident Management System.

Schreiber's coordination with other federal agencies helped to define PHMSA's role within DOT and within the Emergency Support Functions managed by

FEMA. Other ongoing efforts are the updating of PHMSA's Continuity of Operations Plan (COOP) to comply with the overall federal plan, improve PHMSA's COOP site capabilities and expand agency support to the U.S. DOT Crisis Management Center. For more information, contact Tonya Schreiber, Acting PHMSA Security and Preparedness Coordinator at (202) 366-1634 or by email at Tonya.Schreiber@dot.gov.

PHMSA Pipeline R&D Program Spawns Innovation



Helicopter-based leak detection seen during a technology demonstration.

Since 2002, PHMSA established and implemented an effective and collaborative pipeline safety research and development (R&D) program through co-funded efforts with relevant Federal and state agencies, as well as pipeline research organizations and industry trade organizations representing hazardous liquid, natural gas transmission and distribution pipelines.

"I am pleased with the success of this program, especially the innovations leading to better pipeline technology for management of the integrity of pipeline systems," said PHMSA Deputy Administrator for Pipeline Safety Ted Willke.

Currently, the R&D program is fostering development of new technologies through 47 projects and

technology demonstrations, and seven U.S. patent applications. The program further strengthens consensus standards and safety regulations through 50 projects contributing to the revision or creation of new standards.

Successful completion of R&D projects is only part of the challenge. To ensure the effective and rapid deployment of technology, PHMSA requires that projects plan for technology transfer and application of project results. Technology or knowledge transfer can be accomplished through targeted application in standards development, tool commercialization and general knowledge.

"Demonstrations are paramount for successful technology development; they remove non-performers and support why PHMSA and the pipeline industry should continue funding successful technology projects," said Willke.

For more information about pipeline safety research, please contact either James Merritt at 303-683-3117 or Robert Smith at 202-366-3814. More PHMSA R&D information is available on-line at <http://primis.phmsa.dot.gov/rd/>.



Edwards Begins Chief Counsel Role

Krista Edwards
PHMSA Chief Counsel

On May 1, Transportation Secretary Norman Y. Mineta welcomed Krista L. Edwards as PHMSA's first chief counsel. Edwards came to the department having served as a partner in the Washington, DC, office of Sidley Austin, LLP, and member of the firm's Employment and Labor, and Transportation Practice groups.

"Edwards brings an ideal blend of private practice experience and in-depth understanding of transportation law to the position as PHMSA's top lawyer," said Secretary Mineta.

Edwards received her Jurist Doctorate (cum laude) from Northwestern School of Law, Chicago, Ill., and her Bachelor of Arts in Political Science from Northern Illinois University, DeKalb, Ill. She is a member of the bars of the District of Columbia and the State of Illinois.

Inspection of Pipelines Affected by Hurricanes Continue

With the advent of hurricane season, PHMSA continues making headway inspecting damage to the nation's energy infrastructure caused by last year's Hurricane Katrina. PHMSA Pipeline Engineer Joseph Mataich completed a routine inspection in June 2006 of the Chevron Pipeline Company's 75-mile Chandeleur Pipeline System that runs from offshore oil production platforms to Pascagoula, Miss., and commented on the enormous efforts to fix the devastation.

"In all the years I've worked with PHMSA, I have never seen so much de-

struction to pipeline infrastructure as I did at the Chevron facilities in Mississippi and Louisiana," said Mataich.

Mataich's pipeline inspection was a routine periodic inspection of pipeline operators, like Chevron as required under the 49 Code of Federal Regulations, Parts 190-199. The inspection includes a review of operator qualifications, personnel training, maintenance schedules and visual inspection of the pipeline.

Of particular note during the inspection was the massive devastation witnessed at Chevron's Empire Terminal complex at the



Chevron Empire Terminal tank damage. Photo: Chevron Inc.

mouth of the Mississippi River. Eight storage petroleum breakout tanks were either in some stage of repair or had been totally destroyed.

Guidance Provided to First Responders on E85 Fuel Fires



Working closely with the International Association of Fire Chiefs (IAFC), PHMSA issued a Safety Alert on April 26 providing guidance for responding to incidents involving fuel mixtures composed of ethanol and gasoline in various concentrations. This action helped ensure that first responders are well-informed on recommended handling practices of new E85 fuels, a mixture of 85 percent ethanol, or ethyl alcohol, and 15 percent gasoline.

The use of alternative fuels is increasing around the country as Americans are looking for ways to reduce petroleum consumption and harmful emissions. Automotive technologies have advanced to accept cleaner agricultural-based fuels. A cousin to "gasohol," a mixture of smaller concentrations of 5 percent to 10 percent ethanol to gasoline, the higher ethanol content E85 is finding a growing market with flexible-fuel vehicles.

Emergency responder safety and preparedness is a primary goal of the U.S. DOT. To help in that effort the agency publishes and distributes free of charge the Emergency Response Guidebook (ERG) as a reference for first responders to use during the initial phase of a hazardous materials transportation incident. The 2004 ERG can be found at: <http://hazmat.dot.gov/pubs/erg>.

For incidents involving gasoline and gasohol, emergency responders are referred to Guide 128 in the ERG. For fires, Guide 128 specifies the use of regular foam, but contains the following warning: *CAUTION: For mixtures containing a high percentage of an alcohol or polar solvent, alcohol-resistant foam may be more effective.*

This caution applies to ethanol-petroleum products with greater than 10 percent concentrations of ethanol such as E85. When responding to transportation incidents involving E85, emergency responders should refer to Guide 127 (Flammable Liquids Polar/Water-Miscible). For fires, Guide 127

specifies the use of *alcohol resistant foam*.

PHMSA is also exploring possible changes to shipping descriptions or other hazard communication requirements for alcohol-gasoline fuel mixtures. These changes may ensure that these mixtures are readily identifiable and refer emergency responders to guidance specifying the use of alcohol-resistant foam. Currently, there is no United Nations (UN) identification number for ethanol concentrations above 5 percent. PHMSA, with the support of Transport Canada, will propose a new proper shipping name and UN identification number be designated for higher concentration ethanol-mixed flammable liquids at the July 2006 meeting of the UN Transport of Dangerous Goods Sub-Committee of Experts on the Transport of Dangerous Goods in Geneva, Switzerland.

PHMSA welcomes suggestions or comments related to E85 to improve the next publication of the ERG. Send comments to ERG2008@dot.gov.

Ontario Trucking Association Representative Visits PHMSA

Ontario Trucking Association Vice President Stephen Laskowski was hosted April 25 by PHMSA's Office of Hazardous Materials Safety and was presented with an outlook of proposed Hazardous Materials Regulations (HMR) changes that could affect the cross-border trucking industry. This was only one of several meetings with other key DOT modal administrations set for the day.

Representing PHMSA at the meeting were Duane Pfund and Shane Kelley from International Standards, and Doug Smith from Enforcement. Each provided personal insight into DOT's ongoing efforts

continued from page 5



(Left to right) Duane Pfund, PHMSA International Standards; Stephen Laskowski, V.P. Ontario Trucking Association; Doug Smith, PHMSA Enforcement; and Shane Kelley, PHMSA International Standards.

Ontario Trucking

continued from page 3

to improve transportation safety and increase hazardous materials safety.

The Ontario Trucking Association is the third largest truck association in North America and Laskowski was anxious to hear first-hand PHMSA's effort to expand harmonization of the HMR with United Nations standards relating to hazmat packaging, marking, labeling and training. Also of particular interest to the Canadian trucking industry was a better understanding of the DOT, Coast Guard and Customs' security and prosperity initiatives related to truck cargo security seals and re-seal policies.

Laskowski said that Transport Canada, DOT's counterpart government regulatory agency in Canada, is working closely with the DOT and Department of Homeland Security on efforts to perfect new identification "fast cards" for use by motor carrier drivers who conduct business across the U.S.-Canada border.

New Hazardous Materials Publications Unveiled



On April 26, the Office of Hazardous Materials Initiatives and Training announced the availability of its new Hazardous Materials Transportation Safety "Infopack." This followed with the availability June 1 of their newly updated "DOT Hazardous Materials Employee Resource Book."

The new "Infopack," like the "Standard Pack" it replaces, is a printed pocket folder version of the most commonly requested publications and information on products and services provided by PHMSA. Included as part of the new design was the addition of the Hazardous Materials

PHMSA Issues Compressed Gas Cylinders Safety Advisory

PHMSA issued a safety advisory May 1 in the Federal Register notifying the public about 6,325 high pressure cylinders that were not tested in accordance with applicable regulatory requirements and are a potential safety hazard. Many of these cylinders are being used as self-contained breathing apparatus in paint ball applications and in aircraft slide service. Although there is no immediate safety concern, PHMSA does require that these cylinders be returned for testing.

PHMSA was recently notified of the manufacture and sale of certain high pressure DOT exemption cylinders that were not autofrettage and hydrostatically tested in accordance with the Hazardous Materials Regulations. These cylinders were manufactured and distributed by Luxfer, Inc. of Riverside, Calif., and its independent inspection agency Arrowhead Industrial Services, Inc. To date, in a joint effort, Luxfer and Arrowhead have re-

trieved 3,976 of the untested cylinders, leaving 2,349 cylinders yet to be retrieved.

PHMSA compiled a list of all model and serial number markings of the remaining cylinders identified by Luxfer and Arrowhead that were not properly tested prior to distribution and posted it on the following website: <http://hazmat.dot.gov/regs/notices/sa/71fr-27307.pdf>.

Any person possessing a cylinder manufactured by Luxfer and marked with one of the serial numbers listed on PHMSA's safety advisory should take the cylinder to a qualified refilling station and have the pressure relieved from the cylinder. The cylinder should be returned to Arrowhead Industrial Services for required testing before further use.

FEW Chapter Start-up

The Departmental Office of Civil Rights (DOCR) is exploring the development of a DOT Chapter of Federally Employed Women (FEW).

Since 1968, FEW has worked to improve the status of women employed by the Federal government. It is a private membership, non-profit, nonpartisan organization with over 100 chapters throughout the United States and overseas, dedicated to promoting equality for women and addressing concerns of women in the Federal workforce. Additional information is available at <http://www.few.org>.

If you would like to learn more, please contact Linda King in PHMSA's Office of Civil Rights at (202) 366-3529 and e-mail at Linda.King@dot.gov, or Grace P. Waters, Departmental Office of Civil Rights, at (202) 366-9361.

Careers in Transportation Emphasized During Public Service Recognition Week



Deborah Frazier (center) and Sabrina Fludd (right) from PHMSA's budget office take the time to highlight pipeline and hazardous materials career opportunities currently available at PHMSA.

PHMSA careers opportunities were center stage May 4-6 as volunteers manned an exhibit booth and greeted thousands of visitors at the Public Service Recognition Week tents on the National Mall in Washington, DC. The general public took advantage of the wealth of information available about government careers.

"We were elated to have the opportunity to shine light on how important our agency's mission is to public safety," said PHMSA volunteer Sabrina Fludd.

Celebrated the first week in May since 1985, Public Service Recognition Week is a time set aside each year to honor the men

and women who serve America as Federal, state and local government employees. Public employees use the week to educate citizens about the many ways the government serves its fellow citizens.

Over 100 Federal civilian and military agencies showcased their programs while taking part in the annual celebration on the mall. The PHMSA exhibit included a pictorial display of day-to-day pipeline and hazardous materials program and regulatory oversight activities, as well as a pipeline emergency response training video.

Railroad Tank Car Transportation of Hazmat Under Review



Director of Hazmat Technology Charles Hochman served as a senior panel member at the joint PHMSA-FRA public meetings.

With the tragic January 2005 Graniteville, S.C., rail car accident that released poisonous chlorine gas and killed nine people still fresh in the minds of Americans, PHMSA and the Federal Railroad Administration (FRA) jointly initiated a comprehensive review of design and operational factors that affect rail tank car safety.

From May 31-June 1, PHMSA and FRA co-sponsored public meetings in Washington, D.C., to give interested persons an opportunity to voice their concerns and comments regarding the safe transportation of hazardous toxic by inhalation materials in railroad tank cars.

The outcome of this review will determine if new or amended Federal Hazardous Materials Regulations promulgated by PHMSA and enforced by FRA are required.

Con-Way Visit

Sponsored by the American Trucking Association and Con-Way Transportation Services, PHMSA staff took advantage of the opportunity on May 2 to learn how the Con-Way freight assembly center in Hagerstown, Md. works and how hazmat is moved in the fast-paced less-than-load trucking business.



Did You Know?

In June, PHMSA Associate Administrator For Management and Administration Edward Brigham announced that Jesse Dobbs accepted the position as Director of the Office of Administration and that Jack Albright accepted the position as Chief Information Officer.

PHMSA Receives Veterans Administration Award



Veterans Affairs Secretary R. James Nicholson (left) presents the Veterans Enterprise Award to PHMSA Administrator Thomas J. Barrett (right).

PHMSA was recognized June 14 by the U.S. Department of Veterans Affairs for exceeding the Service-Disabled Veteran Owned Small Business (SDVOSB) prime contracting goal of 3 percent by committing 29 percent of its contracting to SDVOSB. Attending the Center for Veterans Enterprise Awards Ceremony, PHMSA Administrator Thomas Barrett accepted an award on behalf of the PHMSA Office of Contracting and Procurement staff. The Center for Veterans Enterprise Awards Ceremony is sponsored by the Secretary of Veterans Affairs to recognize Federal agencies that have met or exceeded the 3 percent goal.

For fiscal year 2005, PHMSA easily exceeded the 3 percent SDVOSB prime contracting goal due in great part to its

firm dedication to providing contracting opportunities to the service-disabled veteran owned businesses as encouraged by President Bush in Executive Order 13360.

"It is PHMSA's goal to fully implement the intent of this Executive Order by attaining or exceeding the mandated 3 percent goal for contracts awarded to service disabled veteran-owned small businesses," said PHMSA Director of Contracting and Procurement Tom Scott. "These men and women have earned and deserve consideration within the PHMSA contracting arena, and it is our responsibility to assist the President in achieving his objective."

Two companies under contract to PHMSA, B&W Human Resources Specialists and Catapult Inc., were instrumental in the agency exceeding the President's goal. They consistently displayed the professionalism, stability, and flexibility to meet PHMSA's specialized technological and human resource needs. These unique companies set precedents for providing quality work and have been vital to PHMSA's mission and goals.

Both companies' noteworthy accomplishments were recognized December 1, 2005, in Baltimore at the 2nd Annual National Disadvantaged Business Enterprise Conference and the Secretary of Transportation's Minority Business Awards Ceremony hosted by the DOT Office of Small and Disadvantaged Busi-

ness Utilization (OSDBU) and the Minority Resource Center. At the awards ceremony, B&W was presented with the Small Disadvantaged Business Enterprise Award. The DOT OSDBU Office later recognized Catapult's accomplishment at a separate senior staff meeting.

As a result of PHMSA's success with the SDVOSB program, the agency will continue to demonstrate the same level of commitment in promoting and advocating the use of small and disadvantaged businesses through outreach and participation in small business conferences.

Did You Know?

PHMSA Attorney Anil Mehta has been confirmed as a protégé in the Leaders for Tomorrow Mentoring Program. Kick-off for the program was in May.

On May 31, 1977, the trans-Alaska oil pipeline was completed after three years of work.

Quote of the Day

"The best teams have chemistry. They communicate with each other and they sacrifice personal glory for the common goal."

Dave DeBusschere

Owner of California Firm Sentenced for Hazmat Transport Violations

On May 18, the owner and chief engineer of Global Composites International (GCI) in Ontario, Calif., was sentenced in U.S. District Court, Central District of California, on two guilty pleas for violating the Hazardous Materials Transportation Regulations and distributing compressed gas cylinders which were not properly tested. Without approved testing to ensure integrity, untested cylinders

carry the risk for catastrophic failure and explosion.

Krishna Lal Agrawal was sentenced to ten months home confinement, 26 months probation, ordered to pay \$3,000 in fines, \$6,073 restitution and a \$200 special assessment.

A joint investigation by the FBI and PHMSA disclosed that Agrawal had transported in commerce and distributed 110

non-tested carbon fiber filament cylinders.

PHMSA has suspended GCI's exemption and manufacturer authority and issued a safety advisory notice in the Federal Register to advise the public of a safety risk. The safety advisory can be found at <http://hazmat.dot.gov/regs/notices/sa/70fr-47273.pdf>.

NAAHAC Develops Dealer Hazmat Transportation Training

The North American Automotive Hazmat Action Committee (NAAHAC) recently introduced its on-line web based hazardous materials transportation training program known as HazmatU.

This program was developed as a user-friendly way for dealership employees to train all staff involved in the preparation of hazardous materials shipments in compliance with the Hazardous Material Regulations. A Spanish language version of the current program is planned for release in the near future.

HazmatU was created for individuals working in the automotive industry to gain a clear understanding of the U.S. DOT Hazardous Material Regulations as they apply to automotive products. The program consists of nine comprehensive training modules addressing such topics as general awareness, safety, emergency response, security awareness and function specific responsibilities. A certificate is provided to individuals.

PHMSA applauds the automotive industry's efforts to provide employee hazardous materials training opportunities.

Asian-Pacific American Heritage Month



MGEN Taguba, USA (left), Helen Hagin, PHMSA Director of Civil Rights (center) and Dr. Ashok G. Kaveeshwar, Research and Innovative Technology Administrator (right) take time to meet following Taguba's speech at the heritage month celebration held May 3 at the DOT headquarters.

Welcome New Team Members

Office of Pipeline Safety

Piyali Tuludkar, Statistician

Amy Nelson, IT Project Manager

Office of Chief Counsel

James Curry, Attorney Advisor

Denise Desautels, Attorney Advisor

Duanporn Chiranand, Attorney Advisor

Office of the Administrator

Cynthia Ingrao, Drug & Alcohol

Office of Contracts and Procurement

Eric Hilton, Student Trainee (Contracts)

Office of Administration

T'Mia Vine, Student Trainee (IT Spec.)

Office of Hazardous Materials Safety

Joseph Nicklous, Physical Scientist

Office of Eastern Region

Brigette Burton, Program Assistant

Swearing-In Open House - June 20



(Left to right) Administrator Thomas Barrett, Rita Freeman-Kelly (PHP) and Damon Hill (PHG) and Sheila Barrett.

PHMSA Administrator Barrett enjoys the Open House with staff and regulated industry stakeholders.



Linda Daugherty (PHP) and Ivan Huntoon (PHG).



Pipeline and Hazardous Materials Safety stakeholders meet PHMSA Administrator Barrett.

PHMSA FOCUS

U.S. Department
of Transportation

**Pipeline and
Hazardous Materials
Safety Administration**

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<http://www.phmsa.dot.gov/news/newsletters.html>



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.

Last month, the citizens of this community commemorated the tenth anniversary of this tragic accident, the lives of the three victims Wade King,

Stephen Tsiortvias, 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.

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

Continued on page 2



Photo Courtesy of the City of Bellingham <http://www.cob.org/>

House Subcommittee Holds Hazmat Reauthorization Hearing



Photo Courtesy of www.house.gov

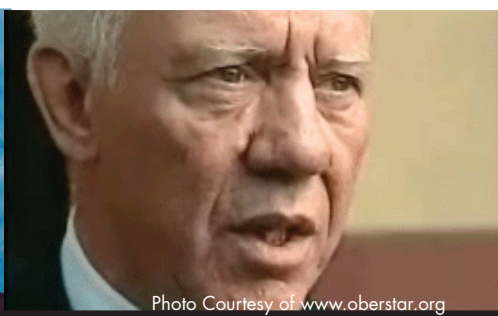


Photo Courtesy of www.oberstar.org

Congresswoman Corrine Brown and Congressman James Oberstar

The spotlight was on PHMSA and eight other Federal agencies and hazardous materials stakeholder organizations as testimony was provided before the U.S. House of Representatives Subcommittee on Railroads, Pipelines 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 National Transportation Safety Board (NTSB) Member 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.

Continued on page 3

Bellingham

Continued from Cover

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 investing more

heavily in 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.

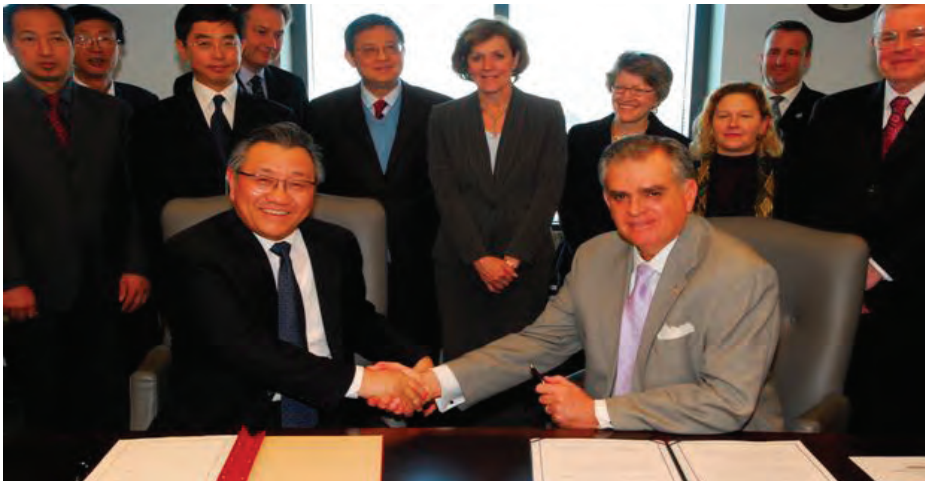
In addition to these improvements,

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, Transporta-

tion 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 transportation - 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;

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Reauthorization

Continued from Cover

Opening questions from the House Subcommittee came from Congressman 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 Member 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 Transportation's Hazardous Materials Safety Program, PHMSA will testify before the House Subcommittee on Railroads, Pipelines and Hazardous Materials on the agency's hazardous materials 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 finalized, 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

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.

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 rule-making progresses.

Cooperative Agreement

Continued from page 2

- 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 through economic stimulus plans, 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.

The next Transportation Forum between the two nations will be held at the end of this year in Washington, D.C.

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 is in the process of reviewing the application and will then proceed to award the grant.

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

Continued on page 5

Federal, State, Local Agencies Conduct MASFO Operation Jaxbox

Sixteen different Federal, state and local agencies 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 Jackbox focused on risk-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 at-

tempting 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 than 20 originating shipper sources for

Continued on page 6

Batteries Incidents

Continued from page 4

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

Continued from page 5

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 participated 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. The bill was transmitted to Alaska Governor's office on May 21 and still awaits signature.

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



The Trans Alaska Pipeline

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.

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.

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-

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



Maier 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 from left), along with representatives from the Chinese Delegation; VOHMA; Maier Terminals; OOCL (USA), Inc.; Hanjin Shipping, Inc.; and COSCO Container Lines Americas, Inc.

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 Maier 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



Maier Terminals, Elizabeth, N.J.

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 about 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.

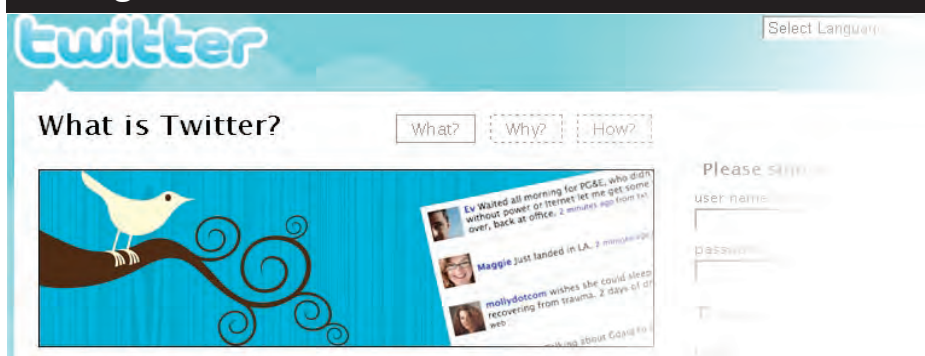
On January 21, in one of his first official acts, U.S. President Barack Obama issued a memorandum for the heads of the executive departments and agencies which read, "All agencies should adopt a presumption in favor of disclosure, in order to renew their commitment to the principles embodied in FOIA, 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 participate 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

Technology Impact Metric	Count	Meter
Technology Projects	55	<div></div>
Technology Demonstrations	26	<div></div>
U.S. Patent Applications	13	<div></div>
Commercialized Technologies ^A	10	<div></div>

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

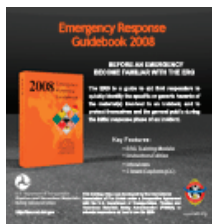
a dozen more probable projects well on their way. Many of the 55 total projects are still active where only completed project impacts are measured. High interest in the program and project leadership is just one of the important measures taken to create innovation and transfer it to the market.

PHMSA remains committed to program transparency and continually posts informa-

tion 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.

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.

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

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 Awareness



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 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."

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 congratulatory 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



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.

format lithium batteries that will be used to power electric and hybrid vehicles.

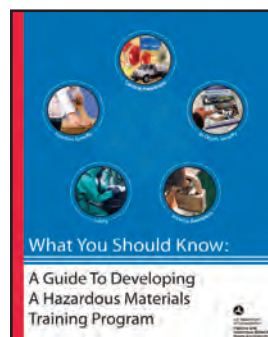
The range for the MINI E is about 150 miles per charge. For charging purposes, the vehicle can be plugged into any standard household outlet. It is estimated that the vehicle can be fully charged in roughly 2.5 hours with installation of the high-amperage wall box included with every MINI E. A limited 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.

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.



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

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 intervals, 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 outstand-

ing 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."



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 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.

New PHMSA Team Members Nov 2008- July 2009

Office of the Administrator

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

Damon Hill	Public Affairs Spec.
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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-	Transp. Spec. (Regs.)
Register	
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.

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

PHMSA FOCUS

U.S. Department
of Transportation

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Hazardous Materials
Safety Administration**
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& Public Affairs
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Editor-in-Chief
Patricia Klinger
Assistant Editors
G.J. Delcambre
Damon Hill
Editor/Design
Ruben Ingram

Check out PHMSA Focus online at
<http://www.phmsa.dot.gov/news/newsletters.html>

US and Canada Sign Pipeline Safety Arrangement



Improving pipeline safety in the United States (US) and Canada was further solidified November 22 with the signing of a joint arrangement between PHMSA and the National Energy Board (NEB) of Canada. This arrangement enhances cooperation and coordination between the US and Canada as both countries share interconnected natural gas and hazardous liquid pipeline infrastructure.

"The arrangement will help ensure the safety of cross-border pipelines," said PHMSA Acting Administrator Brigham A. McCown. "Building a higher level of coordination and cooperation between pipeline regulators in both countries is a win-win scenario."

Both PHMSA and the NEB recognize the importance of cooperation in the development and implementation of regulatory programs which will provide greater regulatory certainty for companies operating transnational pipelines. This infrastructure is

dependent up the adequacy and effectiveness of design, construction, operation, maintenance, and other aspects of pipeline transportation activities in both nations.

Provisions of the arrangement outline cooperation in the form of staff exchanges, emergency management planning and exercises, joint training initiatives, consultative regulatory development, and sharing of compliance data and reports. Joint cooperation may also take place on research and development activities, and the possible co-funding of mutually identified research projects.

Finally, if an Alaskan Natural Gas Pipeline is authorized by law to be designed, constructed, and operated, both countries will coordinate and collaborate in a manner appropriate under the arrangement.

Did You Know?

Mechanical Damage Technical Workshop

PHMSA along with the National Association of Pipeline Safety Representatives and other pipeline industry trade associations are co-sponsoring a Mechanical Damage (MD) workshop in Houston, Texas, February 28 - March 1, 2006. The technical workshop aims at sharing information on MD among pipeline operators and technical experts. The workshop will provide regulators and operators with information useful in pipeline inspection and oversight, and reviewing priorities for research that address problems posed by MD when operating natural gas and hazardous liquid pipelines.



Advanced Welding and Joining Technical Workshop

PHMSA is holding a technical workshop in Boulder, Colo., on January 25 - 26, 2006. The workshop aims at sharing information on recent advancements in welding technologies among operators and technical experts. The workshop will provide regulators and operators with information useful in pipeline inspection and oversight, and setting common goals and strategies to advance the safety and integrity of welding and joining. Also, the workshop will characterize the many technical issues with welding and joining, and identify the technology development, standard strengthening and regulatory changes required to reach identified goals.

For additional information contact David McColskey, National Institute of Standards and Technology, (303) 497-5544.

On the Inside



An Army CH-47 helicopter flown by PHMSA Army Reservist Lt. Col. Mercadante shuttles 26 New Orleans residents and their pets to safety after being rescued from a section of elevated highway in New Orleans on September 6 as part of Hurricane Katrina rescue operations. (*Story on page 3.*)

From the Desk of the Acting Administrator...



Acting Administrator, Bringham McCown

Greetings and Happy New Year.

It is hard to believe but PHMSA turns one year old this quarter. While we look forward to the challenges of 2006, please allow me to take a moment to recap the agency's many accomplishments during 2005.

Starting with Secretary Mineta's vision, and congressional leadership, PHMSA was formed on February 20, 2005. By creating a single safety focused agency composed of the Offices of Pipeline Safety and Hazardous Materials Safety, the Bush Administration signaled its intention to ensure these critical programs receive the attention they deserve.

SAFETEA-LU

Fast on the heels of the agency's reorganization came Congressional reauthorization in SAFETEA-LU. Not only does it provide for unprecedented investment in our Nation's roads, bridges, mass transit systems, and safety programs, it also incorporates significant reforms requested by the Bush Administration. Specifically, SAFETEA-LU gives state and local governments significant discretion and flexibility to invest in and manage their own transportation systems while opening the door to greater private sector investment and innovation. SAFETEA-LU strengthens financial stewardship by ensuring every dollar spent will yield the maximum benefit in terms of saved lives, reduced congestion, and increased mobility.

Closer to home for PHMSA, reauthorization resulted in many positive changes to the

Hazardous Materials Safety Program. Items of interest included the transfer of responsibility under the Safe Food Transportation Act from DOT to HHS; increased criminal and civil penalties for infractions to the Federal Hazardous Materials Regulations; authority for Federal inspectors to open outer packaging; and authority to issue emergency orders to abate imminent hazards. These enhancements to our authority greatly improve our ability to carry out our mission. (For more information on these items, please see page 5, "PHMSA plays integral role with Capitol Hill.")

Protection of Key Infrastructure

No sooner had SAFETEA-LU been signed, the nation was rocked by the devastation of hurricanes Katrina and Rita. Even before the storms came ashore, the DOT team was already at work, pre-positioning assets, establishing lines of communication with federal, state, and local governments, and preparing for our response.

During an emergency, every second can count, so the Department acted promptly to expedite requests for permits and exemptions. PHMSA issued emergency delegations enabling on scene officials to streamline waivers so emergency response work could be completed quickly and safely. By working closely with hazmat and pipeline partners, critical commodities that keep America's economy moving and growing were made available, when and where they were needed most. By collaborating with sister agencies, state and local partners, and stakeholders, these actions saved lives, and resulted in many significant contributions to relief efforts. The quick response in the aftermath of such devastation is perhaps one of the greatest successes of the government's response to the hurricanes.

2006 Priorities

Just as 2005 presented many unique challenges, the agency is preparing for a prosperous 2006. Our top priority for the New Year remains our unwavering commitment to safety. Perhaps it is worth reporting that PHMSA regulates the transportation of almost 1 million daily shipments of hazardous materials — materials moving by plane, train, truck, or vessel, in quantities ranging from sev-

eral ounces to many thousands of gallons. We are also responsible for the safe transportation of approximately two-thirds of all energy products used in our nation which travel through our pipelines. Taken together, all of these shipments frequently move through densely populated or sensitive areas, where the consequences of an incident could be loss of life, serious injury, or significant environmental damage. Our communities count on each and every one of these shipments being safe and secure.

Another top priority for the upcoming year includes reauthorization of the pipeline safety program. Aging pipeline infrastructure and the forecast for increasing demand of energy supplies over the next twenty years are center stage in pipeline reauthorization. PHMSA will also be looking for ways to improve our agency's own internal operations; and the agency will continue to seek ways to perform its regulatory responsibilities more effectively and efficiently. In so doing, the basic operations and synergies of the hazmat and pipeline programs will be evaluated for cost and effectiveness based upon sound metrics. As the agency moves forward, changes in the agency will be tempered by the need to be inclusive and accommodate whenever possible. Whether it is the upcoming move to the new building, or the completion of IT integration, PHMSA will continue to empower all levels of the agency to ensure all concerns are heard and addressed.

The agency will continue to work with all stakeholders to administer a comprehensive, nationwide safety program designed to deliver energy products and hazardous commodities while also protecting our nation from the risks inherent in commercial transportation. Stakeholders for PHMSA include not only the private sector and other federal, state, and local government entities, but also the other modal administrations within DOT.

I look forward to working together in the coming year to meet these challenging but attainable goals with the same dedication and energy we have provided in the past in keeping America safe.

DOT Citizen-Soldier Activated

page 3

Hurricane Rescue and Relief Efforts

Rescuing gulf coast hurricane victims, delivering food, water and ice, and assisting in aerial levee repair operations were all vital mission support tasks assigned on September 3 to US Army Reserve Lieutenant Colonel Vincent F. Mercadante, commanding officer of the 5th Battalion, 159th Aviation Regiment (Heavy Helicopter) as part of the military's relief operations in hurricane ravaged New Orleans, La., and Houston, Texas. When not mobilized as an army reservist, Lt. Col. Mercadante is an inspector with the Pipeline and Hazardous Materials Safety Administration's Eastern Region Office in West Trenton, N.J.

"DOT is proud of all the American heroes who work among us every day and who serve our country in times of need," said Transportation Secretary Norman Y. Mineta at the November 17 statement of support signing ceremony for the National Guard and Reserves at US DOT headquarters. "And it's important that no one underestimates what you, your loved ones, and your co-workers are giving up – or the risks that you are taking, by answering the call to duty."

Lt. Col. Mercadante led a contingent of 19 CH-47 Chinook helicopters and their support personnel drawn from units in Ft. Eustis, Va., and Ft. Lewis, Wash., to provide desperately needed Hurricane Katrina and Rita air rescue and relief support to stranded hurricane victims. The helicopter battalion arrived in New Orleans on September 5, was diverted to Houston, and completed their life-saving mission back in New Orleans on October 12.

"I would like to extend my deepest gratitude to [Transportation] Secretary Mineta for the support that enabled me

to participate in the hurricane relief operations," said Lt. Col. Mercadante. "The impact of our support was so significant that within 48 hours of returning to our home airfield, we were again dispatched to deal with Hurricane Rita and were placed on standby for Hurricane Wilma."

At the conclusion of the 2006 hurricane season, the 5th Battalion of the 159th Aviation Regiment saved hundreds of

A CH-47 helicopter of the U.S. Army 5th Battalion, 159th Aviation Regiment conducts external load operations dropping sand bags to repair one of 21 separate levees in the New Orleans area damaged by Hurricanes Katrina and Rita.



PHMSA's Most Efficient Organization Completes Successful Start-Up

The last of 11 Administration and Management Support (AMS) team member selections was completed at the end of December 2005, thereby solidifying PHMSA's competitive sourcing initiative that supports the President's Management Agenda (PMA). PHMSA moved quickly in the first quarter of fiscal year 2006 to hire an AMS manager, two human resource assistants, one procurement technician, one information technology specialist, one office automation clerk, three administrative support assistants and one program assistant.

"This PHMSA hiring action came out of recommendations from a fiscal year 2004 study that confirmed it was in the best interest of the agency and the taxpayer to keep administrative and management support in-house," said PHMSA Associate Administrator for Administration Edward A. Brigham.

An in-house team, including directly affected employees, proposed an approach to deliver the services and certain PHMSA administrative and management

support activities that were studied. The team's proposal, called the Agency Tender, compared the costs to contract out the same services and found a significant cost savings to keep the work in-house and in the manner the team proposed. A letter of obligation similar to a contract was initiated to both authorize the government's performance of these tasks and to establish the budget baseline to execute these tasks.

A number of processes set this team apart from other administration and management functional areas within DOT. Of significance were the processes established by the PMA's Most Efficient Organization (MEO) initiative that requires and allows the AMS manager the time and flexibility needed to supervise AMS staff and perform quality control checks. This is not the case in most administrative and management offices where supervisors are often challenged by the need to balance supervisor administrative responsibilities with the need to perform more technical du-

ties relative to direct mission operations.

Another process that sets this team apart is the incorporation of a system of checks and balances. Under the MEO initiative there is a requirement that the AMS manager supply reports to a contracting officer on a regular basis to document AMS staff successes, deficiencies and associated corrective actions, customer comments, successful completion of training, and salary levels.

Anyone desiring additional information concerning the roles and responsibilities of the newly formed AMS team may contact the AMS Manager, Lynne Vantran, at (202) 366-4576.



Assistance Given in Two Hazmat Cylinder Enforcement Cases

With PHMSA's help, two separate federal Hazardous Materials Regulations (HMRs) enforcement cases were closed recently in the US District Courts against companies that fraudulently certified the retesting of high pressure gas cylinders. Failure to perform accurate periodic hydrostatic retesting of gas cylinders places the lives of users at risk of injury or death due to explosion or malfunction.

On November 30, the US District Court in Roanoke, Va., found the owner and manager of Fire Safety Products, Inc. of Christiansburg, Va., fraudulently certified that more than 1,700 compressed gas cylinders had been properly retested. The company also agreed to settle a related proceeding brought by PHMSA and

pay an \$80,000 civil penalty. Such cylinders are used for medical oxygen purposes, firefighter air packs, scuba dive tanks, and carbon dioxide fire suppression cylinders.

The company will be on probation for five years. It surrendered its authority to re-qualify cylinders during that period, and it must pay \$14,500 in restitution and a \$48,000 fine which will count toward payment of the civil penalty. The company's owner was sentenced to six months of home confinement, three years probation, and a \$20,000 fine. Its manager received a sentence of two years probation and a \$1,000 fine.

On November 22, the owner of Statewide Fire Protection, Buxton, Maine,

was sentenced in US District Court in Portland, Maine, to six months in prison and ordered to pay \$11,203 in restitution for violating federal HMRs by falsely certifying the hydrostatic retesting of high-pressure carbon dioxide fire extinguishers. The investigation disclosed that from May 2001 until December 2004, the owner fraudulently marked the Retester Identification Number of another company on high pressure cylinders which had not been tested in accordance with the HMRs. Customers for these fire extinguishers included fire departments, numerous public and private schools, hospitals, and the Portsmouth, N.H., Naval Shipyard.

PHMSA Plays Integral Role with Capitol Hill

In recent months, members of the PHMSA Office of Governmental, International and Public Affairs actively worked to provide technical assistance to Congressional staff to explain the Administration's programs, policies and position, as they pertained to the Hazardous Materials Safety and Security Reauthorization Act of 2005 (Title VII of SAFETEA-LU) signed by President Bush on August 10.

Under the new law, regulatory responsibility previously designated to the Secretary of Transportation under the Sanitary Food Transportation Act has been transferred to the Department of Agriculture and Department of Health and Human Services' Food and Drug Administration. Also, the bill made revisions to the Hazardous Materials Registration Program by allowing higher penalties for hazmat violations and allowing a rise in annual registration fees to certain offerors and transporters of hazardous materials registration fees from \$14 million to \$28 million per year for use by the Hazardous Materials Emergency Preparedness Grants Program.

Currently, the PHMSA Government, International and Public Affairs team is helping to propose amendments to the pipeline safety statute to better equip the agency to respond to emergencies. Two possible amendments being considered would allow PHMSA to issue an emergency waiver of pipeline safety regulations without notice and comment and clarify authority to expend pipeline user fees in furtherance of activities promoting the restoration of pipelines that have been or are anticipated to become disrupted by an emergency.

The PHMSA team is also out front in providing technical drafting assistance in response to H.R. 3893, "Gasoline for America's Security Act of 2005." The

bill would, among other things, require Federal Energy Regulatory Commission authorization to site, construct, expand or operate a crude oil or refined petroleum product pipeline facility in interstate commerce.

The PHMSA team will continue to look out for the Administration's interests in the areas of pipeline and hazardous materials safety and continue to work on several pieces of legislation that have been introduced by Congress in the last several months that would impact the agency.

FY06 Budget Approved by Congress

On November 30, President Bush signed into law H.R. 3058, the Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006 (Public Law 109-115) which included \$130.3 million fiscal year (FY) 2006 budget authority for the Pipeline and Hazardous Materials Safety Administration (PHMSA).

The budget was sent to Congress on February 7, 2005, and over the last several months the PHMSA Office of Governmental, International, and Public Affairs facilitated and participated in briefings with Congressional staff as well as provided responses to all of the questions and concerns they had about the agency's programs.

PHMSA requested \$130.8 million from Congress and received \$130.3 million in budget authority. This budget represents a net increase of \$4.6 million over PHMSA's FY 2005 enacted budget. The appropriation consists of \$73.0 million for Pipeline Safety, \$26.1 million for Haz-

ardous Materials Safety, and \$16.9 million for Administrative Expenses. The budget included seven additional full-time employee positions in Pipeline Safety, three in Hazardous Materials Safety, and six in Administrative Expenses.

TRB Annual Meeting Scheduled for January

The Transportation Research Board's 85th Annual Meeting is expected to attract approximately 9,000 transportation professionals from around the world to Washington, D.C., January 22-26, 2006, at the Marriott Wardman Park, Omni Shoreham and Hilton Washington Hotels.

The TRB Annual Meeting program covers all transportation modes, with more than 2,600 presentations in 500 sessions addressing topics of interest to all attendees—policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. This year's spotlight theme is "*Transportation 2025: Getting There from Here*". Also highlighted will be "*The Interstate Highway Systems 50th Anniversary - What Have We Learned?*", and "*SAFETEA-LU: What it Means for Research and the Transportation Community*".

For meeting registration information, contact TRB Customer Service at (301) 694-5243.

Did You Know?

On December 15, the PHMSA Office of Governmental, International and Public Affairs team was the recipient of two Office of the Secretary of Transportation 2005 Public Affairs Awards: Best Crisis Response – Hurricanes Katrina & Rita; and Best Campaign Teamwork – Transportation Week Bus Tour.

Progress Reported at UN Sub-Committee Meetings



UN headquarters building in Geneva, Switzerland.

In the case of the United States, the decisions at the 28th Session of the United Nation's Sub-Committee of Experts on the Transport of Dangerous Goods held in Geneva, Switzerland, affect an international trade volume in hazardous materials estimated at more than \$160 billion annually. From November 28 through December 6, PHMSA's Bob Richard, Director, Office of International Standards; Dr. Charles Ke, Office of Hazardous Material Technology; and Duane Pfund, Office of International Standards, represented the US.

"The meeting was a success for the US delegation. We were able to realize significant progress in many areas that we have been negotiating for some time," said Bob Richard. "The Sub-Committee was able to come to a general agreement to introduce 'excepted quantities' provisions into the UN Model Regulations. These provisions will ease the inter-modal transportation of packages containing very

small amounts of hazardous material that are packaged in very good quality packaging."

The Sub-Committee also moved to include certain explosive items under the security provisions of the UN Model Regulations that were previously not included, such as detonators, thus enhancing the safeguards of these critical items in transport.

Other issues on the meeting agenda included the transport of compressed gases; requirements for intermediate bulk containers; hydrogen fuel cell systems; the construction and testing of packagings for Division 6.2 infectious substances; harmonization with the International Atomic Energy Agency Regulations for the safe transport of radioactive materials; options to facilitate global harmonization of dangerous goods transport regulations; and miscellaneous proposals related to listing and classification of materials.

PHMSA's Employee Quality Council Sets Election of Representatives

On December 1, the PHMSA Employee Quality Council (EQC) set into motion a timetable for the election of new representatives. The first election milestone was a one-week nomination period for field and headquarters staff representatives to fill the 17 elected positions.

The new representatives are:

Office of Chief Counsel

Anil Mehta

Office of Administration

John Bonkowski

Nauman Ansari

Office of Civil Rights

Scott Holland

Office of Governmental, International, and Public Affairs

Joe Delcambre

Office of Hazardous Materials Safety

Scott Simmons

Vince Mercadante

Shane Kelley

Eileen Edmonson

Charles Betts

Chevella Smith

Office of Pipeline Safety

Buddy Sheets

Harold Winnie

Allan Beshore

Brent Brown

Melanie Barber

Anne Marie Joseph

The first meeting of the EQC is scheduled for January 10 to elect an EQC co-chair and is a closed meeting for EQC members only.

The election of new representatives coincides with the council's ongoing efforts to update the EQC charter and align it with the new PHMSA organization.

The EQC is an internal agency sounding board designed to allow supervisors, managers, and elected employees the opportunity to gather together to discuss issues that affect the high quality service and performance of all PHMSA employees.

For more information, contact your EQC representative listed above.

Did You Know?

PHMSA's Office of Hazardous Materials Exemptions and Approvals (OHMEA) has been renamed the Office of Hazardous Materials Special Permits and Approvals (OHMSPA). The Hazardous Materials Safety and Security Reauthorization Act of 2005 amended § 5117 of Federal hazmat law to change the term "exemption" to "special permit." On December 9, PHMSA hazmat final rulemaking HM-240 was published in the Federal Register and included the renaming of the PHMSA office.

The DOT Secretary's 38th Annual Awards Ceremony

"The year has been full of challenges, but each and every time, you have met those challenges head on, answering your Nation's call, in times of tragedy and calm. I want to take this opportunity to thank each of you for your hard work, commitment and professionalism. Each of your contributions help the Department serve the American people better. It is a privilege for me to work with such a talented group of employees."



*Transportation Secretary
Norman Y. Mineta*

The following employees received awards at this year's Secretary's Award Ceremony held on November 10:

Secretary's Award for Meritorious Achievement (Silver Medal)

Joy O. Kadnar, Office of Pipeline Safety

Secretary's Award for Excellence

John E. Williams, Office of Administration

Anthony H. Murray, III, Office of Hazardous Materials Safety

Secretary's Team Award

Exercise Pinnacle Team

(PHMSA participation)

Joe Ahern Stacey Gerard

John Lambert Dave Lehman

Ed Mazzullo Dave Sargeant

Hazardous Materials Safety Assistance Team

David Lehman Reggie Dunn
Walter Rucker Barbara Waller
Anthony Murray Pat Romero
Aubrey Campbell

Secretary's Partnering for Excellence Award

Federal Payroll and Personnel System Team

Lisa Kleiner, Office of Human Resources

Pipeline R&D Program Office: The Office that Roars!



PHMSA Office of Pipeline Safety employee Robert Smith (standing) and members of the pipeline industry recently participated in a coatings workshop in Gaithersburg, Md., sponsored by the National Institute of Standards and Technology.

Small in size yet tasked with a big job, PHMSA's Pipeline Research and Development (R&D) Program Office is moving into a new phase of technology support to improve pipeline safety and integrity of the existing natural gas and hazardous liquids pipeline infrastructure. Along with its industry partners,

PHMSA's Pipeline R&D Program is focusing in on a series of topical workshops that could help to bridge gaps in fundamental or scientific knowledge, develop new inspection tools for industry and the regulators, and provide critical data in support of standards.

The first pipeline workshop was sponsored this past June by the National Institute of Standards and Technology and covered pipeline coating issues. Pipeline welding and mechanical damage workshops are planned for early 2006. These workshops provide critical insight into the pipeline industry's needs and challenges while coping with the demanding operating conditions needed to meet future energy supply requirements.

"The R&D Program continues to raise the bar on research while solving technical barriers allowing the pipeline industry to meet regulatory requirements," said

PHMSA Pipeline Safety Program Development Director Jeff Wiese.

The PHMSA Pipeline R&D Program Office continues to work hard to understand what its industry partners reveal about the pipeline technology gaps and other challenges requiring investment. Pipeline technology investment is needed now, more than ever, to complement the projected growth in the nation's demand for more energy. PHMSA is contributing to technology investment by awarding 71 R&D projects valued at \$18.5 million to date through Broad Agency Announcements.

For additional information contact James Merritt in the PHMSA Pipeline R&D Program Office by e-mail at james.merritt@dot.gov or by calling (303) 683-3117.

PHMSA FOCUS



CFC Chili Cook-off Winners and Heroes



A great turnout at the December 6 Chili Cook-off raised \$557.16 in contributions that went towards meeting PHMSA's 2005 Combined Federal Campaign goal. The CFC deadline to contribute was December 30. The Chili Cook-off contest winners were 1st Place - Kevin Leary; 2nd Place - Stacey Gerard; 3rd Place - "Bernie" Williams; and Honorable Mention - Mr. & Mrs. Charles Turner. Also included was a big pot of gumbo provided by James Wiggins.

New Hires

Office of
Pipeline Safety
Gabriel Hodill

Office of
Administration
Glenda Marshall

Office of
Human Resources
Nicole Taylor



Commander Brigham McCown, U.S. Navy Reserve (top left) joined a number of other DOT military members at Secretary Mineta's statement of support signing ceremony for the National Guard and Reserves held in the DOT headquarters courtyard on November 17.

"Standing behind me are some of the finest, bravest men and women I've ever had the pleasure of knowing. And you know what's so special about having them here? It's getting to cross paths with them every day in the hallways. They work here at the Department of Transportation. And, in their 'free time,' these citizen soldiers are serving this great Nation with honor and distinction as Guardsmen and Reservists."

*Transportation Secretary
Norman Y. Mineta*

Did You Know?

After a 5-month hiring freeze was lifted in mid-April 2005, PHMSA's Office of Administration placed 48 people into positions throughout the new agency, two thirds of which were in mission-related jobs such as inspectors and transportation specialists. That was 13 percent of PHMSA's total authorized FY05 positions!

New DOT Headquarters Building on Track for 2006



New DOT headquarters building SE, Washington, DC

derground parking garage. The M Street side will feature an outdoor DOT "walking museum" which is planned to bisect the two buildings. The new site is west of the Washington Navy Yard and east of a newly proposed site for a Washington Nationals baseball stadium.

In preparation for the move, PHMSA employees should begin following their office's record management procedures to remove unnecessary or outdated records and files before the move. For assistance with office record retention schedules, contact PHA-10, Edward Alexander, at telephone number (202) 366-5573.

For any additional inquiries or concerns about the new DOT Headquarters, call the hotline number at (202) 366-2643 or email thetransporter@dot.gov. The official new building website is <http://newhq.dot.gov>.

PHMSA will be one of the first DOT administrations to relocate to the new US DOT headquarters building in September 2006. Currently, PHMSA is scheduled to move into the East Building and occupy the second floor and portions of the third floor. The facility, still under construction, is located in Southeast Washington, D.C., and will house 5,500 DOT employees when completed.

Located on an 11-acre site at the Southeast Federal Center on the corner of New Jersey Avenue and M Street Southeast, the new facility will consist of two buildings (West and East), connected by a 230-ft pedestrian concourse and a two-level un-

PHMSA FOCUS
U.S. Department
of Transportation
**Pipeline and
Hazardous Materials
Safety Administration**

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Check out PHMSA Focus online at
<http://irm.phmsa.dot.gov/phmsafocus.pdf>

Pipeline Reauthorization Passes

“Your bill addresses the most important safety concern we face — the growing rate of construction-related pipeline accidents, driven by a growing economy. These accidents, the leading cause of pipeline-related injuries and deaths, can and must be prevented. To do so, we need to strengthen the ability and authority of the states and ourselves to address these safety issues. That is why we need reauthorization now.”

*PHMSA Administrator Barrett Testimony
U.S. Senate Committee on Commerce,
Science and Transportation
November 16, 2006*



Damage to pipelines resulting from a crowded underground infrastructure is a major problem pipeline operators and regulators continue to face. The photo above shows an operator's discovery of newly installed fiber optic lines directly over natural gas pipeline.

Ensuring the safety of 2.3 million miles of pipelines is an enormous task. The Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006 was approved by Congress on December 7. The Act builds on U.S. Department of Transportation

accomplishments in pipeline safety by creating incentives for states to improve their damage prevention programs. It also improves oversight of low-stress pipelines like those that were an issue in the BP oil spill on the North Slope of Alaska earlier in the year.

PHMSA's state partners oversee 90 percent of operator compliance with pipeline safety regulations. The new law raises the cap on grants provided to state pipeline agencies over 6 years from 50 percent to 80 percent to offset the in-

continued on page 3

PHMSA/COSTHA Partner on Reverse Logistics Initiative



(L to R): PHMSA Deputy Associate Administrator for Hazardous Materials Safety Bob Richard; Procter & Gamble Distributing LLC, Hazardous Materials Manager Sean Broderick; PHMSA Administrator Thomas Barrett; PHMSA Associate Administrator for Hazardous Materials Safety Robert McGuire; and Eli Lilly and Company Associate Environmental Consultant Richard Lattimer look on while COSTHA Administrator John Currie, signs the partnership agreement between DOT and COSTHA regarding reverse logistics.

PHMSA signed a partnership agreement on November 30 with The Council on Safe Transportation of Hazardous Articles (COSTHA) to work together on transportation issues involving vendor returns or “reverse logistics.” The purpose of the partnership is to obtain vital industry input through open and candid disclosure at organized workshops, discussion groups, and meetings.

“We all know regulation alone is not enough to fulfill our safety mission. So we rely on partners like COSTHA to help protect the public and the environment. The partnership we are entering will de-

continued on page 3

From the Desk of the Administrator...



Administrator Barrett spoke with firefighters from the City of Guadalupe and Tempe Fire Departments after a training exercise at the Southwest Gas training facility in Tempe, AZ. Guadalupe is a Native American and Hispanic community founded by the Yaqui Indians around 1900 and incorporated as a city in 1975.

As we wrap up the year, I continue to be amazed at how much you have accomplished.

One recent success was that through an "enterprise" approach involving industry, public interest groups, the Congress, and the Administration, the Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006 was passed. I am very appreciative of the strong personal support the bill received from Secretary of Transportation Mary Peters, and bipartisan support in the Congress led by Senators Ted Stevens, Daniel Inouye, Pete Domenici, and Jeff Bingaman, Representatives Don Young, James Oberstar, Joe Barton, John Dingell, and many other Members of Congress and both their personal and committee staffs. Within the Department, from the Office of the Secretary to the PHMSA team, dozens worked tirelessly to provide support and

counsel on this key proposal. Next year, we will initiate development of a Hazardous Materials Reauthorization Bill.

I am also very proud of many other actions you have taken. The hazmat program is greatly expanding early stakeholder outreach and intermodal coordination. The Office of Pipeline Safety managed multiple British Petroleum (BP) incidents that occurred this year. We will continue tight oversight to ensure safe operations and continual product flow from

America's largest oil field at Prudhoe Bay. We also expanded partnerships with first responders, federal, state, and local agencies, industry, the public, and other groups

such as the Pipeline Safety Trust. Through collaboration between PHMSA and the Common Ground Alliance (CGA), we are moving forward with the 8-1-1 One-Call program, which will be used nationwide to reduce the risk of excavation damage to pipelines. We also signed an MOA with the Transportation Security Administration, which has improved our coordination for the transportation of hazardous materials.

In the past several months, I had the opportunity to meet with local emergency responders across the country to see first hand how our grants to states are being used to train emergency responders on how to respond to hazardous materials accidents.

Looking forward, we will emphasize risk mitigation and enterprise approaches. We

will focus on safety effectiveness, transportation efficiency, leadership excellence in programs and public outreach, and support for energy independence.

We initiated a strategic and business planning process to facilitate our transition from a very good agency to a great one.



Administrator Barrett presents President of Southwest Gas, James Kane, with an Appreciation Award for Southwest Gas commitment to pipeline safety education at the corporation's "Leakerville, USA" training facility in Tempe, AZ in October 2006.

This time of year as we look back on our accomplishments and forward to our goals, it is clear that your unwavering mission dedication makes communities across America safer, the environment cleaner, and transportation systems more efficient. This was a terrific year and I look forward to an even better one in 2007. I wish you and your families the best for a joyous, peaceful, and safe holiday season.



(L to R): Emergency Response Specialist, Inter-Tribal Council of Arizona, Inc., Cynthia Naha, and President of Southwest Gas James Kane, listen in as Administrator Barrett announces the 2006 Hazardous Materials Emergency Response Grants offered to the Inter-Tribal Council of Arizona and to the State of Arizona in October 2006.



Administrator Barrett and Chief Safety Officer Gerard with Association of General Contractors representatives Vic Weston (also a Common Ground Alliance boardmember) and Stuart Magaw following discussions on construction damage initiatives.

Pipeline Reauthorization *continued from cover*

creasing cost of the programs they execute. It authorizes emergency response management and training grants to state and local governments for the training of emergency responders in protecting the public and environment from pipeline accidents.

The bill also focuses on ways to prevent damage to pipelines from construction activities. Construction related damages on gas distribution systems have increased 50 percent from 1996 to 2005. The law establishes a state grant program to provide incentives to states to develop more effective damage prevention programs. Several states, including Virginia and Minnesota, have led the way with strong damage prevention programs and have seen up to 50 percent reductions in construction-related damages.

With the new law in place, PHMSA and state agencies gain authority to conduct civil enforcement actions against anyone who fails to contact "One-Call" prior to digging. The agency is looking for ways to leverage affordable technologies, like GPS, to prevent incidents and to cover the rate of required call-outs for opera-

tors. To help in this area, the law also increases the pipeline research and technology development budget by \$10 million over the life of the bill.

Lastly, it authorizes over four years a phased addition of 45 Federal inspection and enforcement personnel to the Department's pipeline safety program.

PHMSA
wishes
you and yours
a
safe, joyous and
peaceful
holiday season.

PHMSA/COSTHA Partner *continued from cover*

velop and introduce practical safety solutions that work for the public interest and the regulated industry," said PHMSA Administrator Thomas Barrett.

COSTHA Administrator John Currie stated, "The industry has established an excellent record for regulatory compliance and safety in the distribution of hazardous materials, including consumer commodities, from the manufacturer and distributors to the consumer. We now need to candidly examine the reverse logistics process where the person packing the returns may not be a trained hazmat employee, the packaging may not be the same as when it was originally shipped,

and the person preparing the returns may not even be aware of the hazards associated with transportation. Through this partnership COSTHA and PHMSA can openly discuss the issue and provide solutions to enhance transportation safety."

COSTHA is a not-for-profit industry association devoted to promoting regulatory compliance and safety in the international and domestic transportation of hazardous materials. COSTHA represents shippers, carriers, container manufacturers, training companies, and related businesses and associations responsible for more than \$740 billion in international commerce.

PHMSA Deputy Departs



(L to R): The McCowns, Brigham, Charles, Jackie, Tucker, and William at a PHMSA farewell reception honoring Brigham McCown.

PHMSA Deputy Administrator Brigham McCown said farewell to staff and friends during a reception held in his honor December 1 in the PHMSA headquarters suite. Ending 17 months as the agency's first deputy administrator, twelve of which he was acting administrator, McCown reflected on the progress made by the organization and some highlights during his tenure.

"I came here to serve the President..., to carry out his policies..., to ensure government responsiveness, and to be a good steward of the public trust," said McCown. "I firmly believe that together, all of us lived up to the goals of serving the President, the Secretary, and the American people. I am so proud of the folks here in PHMSA, they are the ones who have made this the best agency in all of DOT. I look forward to watching the agency, and tomorrow's accomplishments under Administrator Barrett's leadership."

Did You Know?

In November, DOT and its operating administrations, to include PHMSA, received the 2006 Presidential Award for Management Excellence for outstanding efforts in budget and performance integration and competitive sourcing.

U.S. DOT Secretary's 39th Award Ceremony

"I am delighted to have this opportunity to recognize the dedicated and professional employees who are the soul of our Nation's transportation network.

...In every mode and every office throughout this Department, ordinary people are doing extraordinary things.

...I join President Bush and Vice President Cheney in congratulating you on your contributions to the Department and to our Nation. It is truly a privilege to work with you."

*Mary E. Peters
Secretary of Transportation*

Secretary's Award for Outstanding Achievement (Gold Medal) Team Award

Hurricanes Katrina and Rita Relief/Recovery Team:
Joy Kadnar Stacey Gerard
Brigham McCown

Secretary's Award for Meritorious Achievement (Silver Medal)

Christopher Hoidal Jeffrey Wiese

Secretary's Award for Excellence

Linda Wise Nauman Ansari

Secretary's Award for Volunteer Service

Bernadyne Williams
DOT Pro Bono Services Committee (PHMSA, et al)

Secretary's Partnering for Excellence Award

Hazardous Materials Hurricane Response Team:
(PHMSA, et al)

Jack Albright	Wayne Lemoi
Del Billings	Frank Licari
Renita Bivins	Jon Manning
Marilyn Burke	Ann Mazzullo
Pat Burke	Brigham McCown
Jesse Dobbs	Robert McGuire
Karin Christian	Sherrie Nelson
Michelle Ford	Ryan Posten
Ben Fred	John Rea

Secretary's Partnering for Excellence Award

<i>Hazardous Materials Hurricane Response Team:</i>	
Stacey Gerard	Hans Shieh
Damon Hill	Elizabeth Skalne
Billy Hines	Larry White
Joy Kadnar	James Wiggins
Michael Khayata	Harold Winnie
Diane LaValle	

Secretary's Partnering for Excellence Award

DOT Congestion Initiative Working Group
PHMSA Team Member: Stacey Gerard

Louisiana Recovery Assistance Team
(PHMSA, et al)
PHMSA Team Member:
Aaron (Buddy) Sheets

PHMSA Pipeline Capacity Increase Team:

Pat Burke	Joy Kadnar
Denise Desautels	Alan Mayberry
Steve Nanney	



CGA Reviews National One-Call Progress



Common Ground Alliance partners share status update on the 8-1-1 national "One-Call" public awareness campaign. (L to R): CGA President Bob Kipp; CGA Director of Operations and Administration Erika Adreassen; PHMSA Assistant Administrator and Chief Safety Officer Stacey Gerard; Executive Director, CGA Board of Directors, J. D. Maniscalco; Co-Chair, CGA DIRT Committee; Steve Blaney; President, Aref Consulting Group, LLC, Dr. Susanne Aref; and PHMSA Administrator Thomas Barrett.

On November 29, PHMSA Administrator Thomas Barrett met with members and officers of the Common Ground Alliance (CGA) to receive an update on programs designed to further reduce construction damage to underground facilities, including pipelines. Although CGA's committees are working on numerous programs to enhance safety, the meeting focused on the roll-out of 8-1-1 National "One-Call" Campaign and recent enhancements of the Damage Information Reporting Tool (DIRT).

"Through PHMSA's support, the Common Ground Alliance is making strides in developing and deploying a national 8-1-1 awareness campaign," said PHMSA Administrator Thomas Barrett.

A key tool in the fight against third-party damage to underground utilities is DIRT. DIRT is a secure web application used for collecting and analyzing data on underground facility damages. Stakeholder confidence in the anonymity of the data has fostered a recent increase in the number of companies reporting damages. DIRT turns data into knowledge and allows users to identify gaps in

damage prevention programs. A wealth of information about DIRT is available at <http://www.cga-dirt.com>.

In March 2005, the Federal Communications Commission designated 8-1-1 as the nationwide number for contractors and others to call before conducting construction activities. This nationwide abbreviated dialing code was established to provide an effective replacement for an array of numbers used across the nation to connect to communication systems operated by underground utility operators and state and local governments. One-Call notification systems enable contractors to give advance notice of their plans to excavate so that utility companies can mark underground facilities prior to excavation to prevent damage to these facilities.

In May 2007, by dialing 8-1-1 a caller will be connected to the appropriate One-Call center to report their plans. Soon after, 8-1-1 will be advertised at the national, regional, and local level as the number to call before you dig. More 8-1-1 information and campaign materials can be accessed at <http://www.call811.com>.

Development of Pipeline Inspection Integration Program

To become a more performance-based, data-driven organization, PHMSA recently launched the Pipeline Inspection Integration Program. The program will combine the best aspects of PHMSA's current inspection program, and the best available pipeline data, to identify and focus resources on the highest risks while enhancing the efficiency of the inspection program.

Pipeline Inspection Integration will give PHMSA the ability to capture better information from inspections, efficiently allocate agency resources, and respond to stakeholders, as well as provide tools for measuring operator performance. With improved risk analysis, PHMSA will be able to extract information from pipeline inspections that will allow it to support regulation improvement, research and development, and other PHMSA pipeline safety functions. Also, the program will eliminate overlap in the current inspection programs, thereby allowing the use of operator and PHMSA resources more efficiently.

PHMSA's Inspection Integration Development Team is led by Acting Deputy Associate Administrator for Pipeline Safety Jeff Wiese, and Pipeline Safety Southern Region Director Linda Daugherty. Members of the team, consisting of engineers and managers from both PHMSA headquarters and the regional offices, are beginning the design phase of an integrated inspection program to include supporting analysis tools. PHMSA hopes to begin implementing the Pipeline Inspection Integration Program by 2009.

Bob Richard Elected Chairman of UN Sub-Committee



(L to R): PHMSA's Bob Richard, Duane Pfund and USCG Liaison Rick Bornhorst at work. (PHMSA's Shane Kelley also participated but not pictured).

During the 30th session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (TDG Sub-Committee) meeting held recently in Geneva, Switzerland, PHMSA Deputy Associate Administrator for Hazardous Materials Safety Bob Richard was elected as the new Chairman of the Sub-

Committee. This is a very prestigious position since the TDG Sub-Committee provides leadership in internationally harmonizing regulations on the transportation of hazardous materials or dangerous goods.

The TDG Sub-Committee develops an internationally agreed upon regulatory framework set out in the United Nations Recommendations on the Transport of Dangerous Goods (UN Model Regulations). The UN Model Regulations form the basis for international modal regulations on the transport of dangerous goods prepared by the International Maritime Organization and the International Civil Aviation Organization. The UN Model Regulations are also used as a basis for the development of

regional regulations, like the North American Free Trade Agreement and European Road and Rail Regulations, and national transport regulations to include the U.S. Hazardous Materials Regulations.

Participants in the TDG Sub-Committee include 27 countries with voting status and numerous countries and non-governmental organizations with observer status. The work of the TDG Sub-Committee has become increasingly important to both international and domestic transportation of hazardous materials to, from and within the United States. Virtually all hazardous materials imported to or exported from the United States are transported in accordance with international regulations based on the UN Recommendations.

PHMSA CFC 2006 Campaign "Over the Top"



In a group photograph, Transportation Secretary Peters takes time out to give thanks to some of the PHMSA employees who contributed 1 percent or more of their income to the CFC effort. (L to R) Warren Osterberg, Joe Delcambre, Blenda Perez, Florence Hamn, DOT Secretary Mary E. Peters, Ruby Thompson, Nauman Ansari, and Ted Willke.

The 2006 PHMSA Combined Federal Campaign (CFC) was a rousing success! PHMSA employees contributed \$52,333.51 in assistance to over 3,000 charitable non-profit organizations and the people they support. The final total

this year was 115 percent of the \$45,320 target goal set for PHMSA. Employee participation was 55 percent and showed an inspiring level of commitment of neighbors helping neighbors.

Harmonization of Hazmat Regulations Important as International Commerce Grows

Newly revised editions of the major international hazardous materials transportation codes and instructions, including standards and regulations promulgated by the United Nations, the International Civil Aviation Organization, and the International Maritime Organization, go into effect on January 1, 2007. To ensure regulatory consistency, the Pipeline and Hazardous Materials Safety Administration issued a final rule to harmonize the U.S. Hazardous Materials Regulations (HMR) with international standards. Harmonization helps to minimize the costs and other burdens of complying with multiple or inconsistent safety requirements when shipping hazmat to and from the United States.

"Uniformity promotes better understanding of the regulations and leads to an increased level of industry

continued on page 7

Did You Know?

The U.S. Army Corps of Engineers requested and was approved a one-year renewed extension of the PHMSA hazardous materials special permit originally issued to allow continued State of Louisiana clean-up operations from Hurricanes Katrina and Rita. The reissued permit will expire November 30, 2007.

Harmonization *cont'd from page 6*

compliance, a smooth flow of hazardous materials from their points of origin to their points of destination, and better emergency response in the event of a hazardous materials incident,” said PHMSA Administrator Thomas Barrett.

In the latest in what is usually a biennial effort, PHMSA recently incorporated various amendments into the HMR to include changes to proper shipping names, hazard classes, packing groups, special provisions, packaging authorizations, air transport quantity limitations and vessel stowage requirements. Notable changes include:

- Adoption of a single shipping paper description sequence consisting of a hazmat ID number, proper shipping name, hazard class or division and packing group,
- Revision of the organic peroxide label and placard,
- Revision of the classification criteria and packing group assignments for Division 6.1 materials otherwise known as “Poison-Inhalation Hazard” materials, and
- Requirements for the transportation of fuel cells containing flammable liquid.

Other amendments to the international regulations were not adopted into this final rule for various reasons but will be considered later, or will be addressed in separate rulemakings.

DOT Proposes Rules for Safe Routing of Hazmat Based on Rail Safety and Security Risk Analysis

The DOT and the Department of Homeland Security (DHS) published in December separate *Federal Register* notices of proposed rulemaking (NPRM) that would improve the safety and security of rail shipments of certain high-risk hazardous materials, including explosives, radioactive materials and materials that present health risks if inhaled.

The joint Departmental initiative, a collaborative effort between the DOT’s Federal Railroad Administration and Pipeline and Hazardous Materials Safety Administration (PHMSA), and the DHS’s Transportation Security Administration (TSA), provides a national, more uniform and more consistent standard for the safe and secure movement of hazardous materials in commerce.

“These materials are fueling our economy and vital to the prosperity of our nation, which is exactly why we want to establish a clear and stronger baseline for determining the safest, most secure way to move them by rail,” Secretary Peters said noting that the type and quantity of hazardous materials covered by the pro-

posed rule present the greatest potential safety and security risks.

The proposed DOT NPRM would require rail carriers to compile annual data on certain shipments of hazardous materials and use the data to analyze safety and security risks along specific rail transportation routes where those materials are currently carried. These assessments will allow railroads to make informed decisions on possible alternate routes for the hazardous shipments.

The NPRM also would clarify the current requirements governing security plans to address en route storage, delays in transit, delivery notification and additional security inspection requirements for hazardous materials shipments.

TSA’s NPRM would require that rail carriers and certain facilities handling hazardous materials be equipped to report location and shipping information to TSA upon request and ensure a positive and secure exchange of specified hazardous materials.

The NPRM is on our website at <http://www.phmsa.dot.gov/>

PHMSA Strategic Planning an Ongoing Process

On December 4, PHMSA Administrator Barrett kicked off the first of a series of Strategic Planning workshops the agency will hold over the next several months. The agency is developing strategic and business plans designed to move PHMSA from its current position as a successful and well-respected agency toward the vision of becoming a model agency — a recognized custodian of the public trust.

During the two-day meeting the leadership of PHMSA engaged in discussions to energize and elevate current thinking; to align the agency to deal effectively with big issues; and to begin filling out the higher-level elements of our business

plan.

To accomplish these ambitious goals, Rick Kowalewski called together executives and managers from all of PHMSA’s major organizational elements. Barrett was pleased both with the degree of honest engagement by participants and with the quality of ideas generated. He will work with the new executive planning team to identify and expedite actions needed to complete the Strategic Plan, to produce a business plan linked to the strategic plan, and to achieve our strategic goals. The plan will be submitted to PHMSA’s stakeholders early in 2007.

AMPC Improves Hazmat Public Awareness



PHMSA applauds the Associated Mail and Parcel Centers (AMPC) for its *Ship Responsibly* awareness program. The program provides tools to raise the awareness of individual shippers to help reduce unidentified or undeclared hazardous materials from entering the transportation system. Key to the *Ship Responsibly* program is package content disclosure by customer shippers.

"We know that the overwhelming

majority of our customers do not intentionally ship dangerous goods. Our intent is to 'gently' remind them of those items considered hazardous, illegal, prohibited, dangerous or restricted goods," says AMPC President Brandon Gale.

For more information on this important hazardous materials public awareness program, visit the AMPC website at www.ampc.org.

Story Contributors:

Susan Gorsky Patricia Klinger
Tom Scott Dan Halberstein
Bob Richards Jeff Wiese
Lisa Kleiner Ruby Thompson
COSTHA CGA

Associate Administrator of Hazmat Safety Retires



Robert McGuire

PHMSA Associate Administrator for Hazardous Materials Safety Bob McGuire will retire from government service January 3, 2007.

Asked for his impression of over 30 years of Federal service, including the 23 years spent at DOT Bob said, "The variety, complexity, and importance of our responsibilities are second to none, and my tasks have been made not only manageable, but indeed even possible, only because of the outstanding cadre of past and present hazmat employees that have shared their knowledge, enthusiasm, good cheer, and total dedication to the safety of the public," said

McGuire. "I know already I will miss you."

Welcome New PHMSA Team Members

Office of Hazmat Exemptions and Approvals

Shelton, Arthur P. Transportation Specialist (Regs)

Office of Hazmat Standards

Der Kinderen, Dirk F. Transportation Specialist (Regs)

Office of Budget and Finance

Smith, Cassandra D. Systems Accountant

Office of the Administrator

Gaskins, Kia D. Executive Administrative Assistant

Office of Human Resources Mgmt

Beltz, Alison C. Human Resources Specialist

Office of Chief Counsel

Ellard, Steven M. Attorney-Advisor (General)

Did You Know?

The Office of Hazardous Materials Initiatives and Training has released "Transporting Agricultural Products Safely: Hazardous Materials Regulations and Agricultural Operations," a new safety brochure geared to farmers who may transport hazardous materials in the course of their operations. You can view or download the brochure on the web at http://hazmat.dot.gov/pubs/agricultural_transport.pdf.



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<http://www.phmsa.dot.gov/news/newsletters.html>



PHMSA's newly appointed Chief Safety Officer and Assistant Administrator M. Cindy Douglass receives congratulation from PHMSA Administrator Carl T. Johnson.

M. Cindy Douglass Begins Role as New Pipeline and Hazardous Materials Safety Administration Chief Safety Officer and Assistant Administrator

Pipeline and Hazardous Materials Safety Administrator Carl T. Johnson is pleased to announce the appointment of a new Chief Safety Officer, M. Cynthia Douglass.

"Ms. Douglass has an extensive and well rounded background in safety and public policy and a well-established commitment to public service," Administrator Johnson said.

She began her career as Counsel to the U.S. Senate Commerce Committee where she had responsibility for transportation and safety related legislation including trucking safety, airbags, truck size and weight, whistleblower protections for truck drivers and hazardous materials transportation. She served as the Administrator for the Research and Special

Continued on page 2

DOT Grants \$21.1M to First Responders, Emergency Workers to Improve Hazardous Materials Planning and Training

Congresswoman Corrine Brown of the 3rd District of Florida announced November 10 that \$774,750 in hazardous materials (hazmat) training funding for the state of Florida would be available for use by first responders. Flanked by fire fighters at the Jacksonville Fire Training Academy, Representative Brown, Chair of the House Transportation Subcommittee

on Railroads, Pipelines and Hazardous Materials, stated that these grants are of extreme importance, not only for the City of Jacksonville, but to cities nationwide.

Putting national focus on a local problem, the Pipeline and Hazardous Materials Safety Administration (PHMSA) advanced the Secretary of Transportation's Rural Initiative with the issuance of grants

totaling \$21.1 million to states, territories and Native American tribes for planning and training to improve the nation's response to both rural and urban hazmat transportation incidents. The grants will help train first responders to react to incidents involving hazmat and to meet the safety challenges posed by new chemicals

Continued on page 2

Southern Region Hazmat Investigator Robert Burns Honored with DOT Award for Valor

Hazardous Materials Investigator Robert Burns of PHMSA's Office of Hazard-



The cryogenic argon cargo tank involved in the May 2008 hazardous materials release was transferred to the U.S. Coast Guard facility in Port Everglades for closer inspection.

ous Materials Safety, Office of Hazardous Materials Enforcement, Southern Region was honored in November with the Department of Transportation's (DOT) Award for Valor for actions taken during a May 2008 investigation in Port Everglades, Florida.

Investigator Burns responded to an incident involving an intermodal cargo tank of argon gas that had been loaded in the lower hold of a cargo vessel for shipment to South America. Three individuals perished aboard the ship after being asphyxiated by argon gas.

After determining that the pressure in

the tank was nearly double the allowable maximum working pressure, and that the tank's safety pressure relief devices were not functioning properly, investigator Burns instructed technicians to relieve pressure in the tank to a safe level. As the incident lead, Investigator Burns demonstrated exceptional leadership with his decisive action.

It has since been determined by several engineers and safety specialists from DOT and private industry that Investigator Burns' actions may have averted further loss of life or injury. The tank could have

Continued on page 4

M. Cindy Douglass

Continued from Cover

Programs Administration (a predecessor agency to PHMSA) where, among other safety initiatives, she implemented performance standards for hazardous materials transportation and created a successful federal/state partnership for hazardous materials transportation. She also served as the Deputy Assistant Secretary for Occupational Safety and Health in the U.S. Department of Labor with responsibility for coordinating interagency safety issues including legislation establishing process safety management at chemical facilities, improving employee safety at government owned nuclear facilities, as well as coordinating policy on indoor air quality, asbestos and lead paint protections among federal agencies. She then worked for the EPA to assist in the establishment of the Chemical Safety and Hazard Investigation Board and the National Environmental and Training Foundation.

From 1994 to 2002 she worked for two private sector trade associations involved in hazardous materials transportation safety. First as an Executive Vice President at the Institute of Makers of Explosives and later as an Executive Director for the Steel Shipping Container Institute. As Executive Vice President, and later as an Executive Director, she worked with DOT, OSHA, the Bureau of Alcohol, Tobacco and Firearms and the United Nations Committee of Experts on the Transportation of Dangerous Goods and the hazardous materials industry to further safety regulations for the hazardous materials transportation industry.

For the last seven years she has served as the Chief Judge of an appellate board in the U.S. Department of Labor Administrative Review Board with responsibility for issuing final decisions for the Secretary. The Board has jurisdiction over about 50 different statutes including

whistleblower protections for employees in the trucking, pipeline, environmental, railroad, aviation safety and security, and securities industries.

This breadth of career experience in safety regulation and enforcement, public policy, government and private sector management, legislation and judicial analysis will serve the agency as it works with Congress, sister agencies, the states and the private sector to administer a vibrant and effective pipeline and hazardous materials transportation safety program.

DOT Grants

Continued from Cover

and alternative energy products such as ethanol.

"This hazmat grants program enhances the foundation of local emergency response capabilities and serves a vital role in a comprehensive hazmat safety program," PHMSA Administrator Carl T. Johnson said. "Although prevention is our first priority, preparing communities to respond safely and effectively to those incidents that do occur provides important protection to all Americans."

The PHMSA grants are funded by user fees paid by shippers and carriers of certain hazardous materials.

Since 1993, over 2.2 million emergency responders and others have received training assistance nationwide using Hazardous Materials Emergency Preparedness (HMEP) grants.

According to United States Fire

Administration (USFA) statistics, there are approximately 824,000 volunteer fire fighters, many of whom are rural hazmat responders. USFA estimates that as many as 80 percent of rural fire service hazmat responders are not trained to the minimum hazmat operations level.

In support of the Secretary's Rural Initiative, the HMEP grants program will:

- Help re-establish Local Emergency Planning Committees in rural communities.
- Identify rural hazmat challenges: PHMSA, working in partnership with the USFA and emergency response organizations, will help volunteer emergency responders plan and train for hazmat transportation incidents.
- Develop curriculum and technical assistance programs: Working with other federal

agencies, including the USFA National Fire Academy, PHMSA will help develop innovative new curricula and technical assistance programs that specifically target improving rural community hazmat planning and response capabilities.

All 50 states, three U.S. territories, and many North American tribes received funding this year.



“Call Before You Dig” Wins Coveted Silver Anvil Award National 8-1-1 Public Awareness Campaign Honored in Times Square

On June 5, 2008, Common Ground Alliance (CGA), with PHMSA as one of its National Launch Partners, received distinction as a Silver Anvil Award recipient from the Public Relations Society of America (PRSA) for the *8-1-1 Call Before You Dig* campaign during a reception in Times Square in New York City.

The Silver Anvil Award represents excellence in influencing public opinion and is awarded to talented, resourceful, and ingenious organizations that execute strategic public relations planning and implementation. Since 1946, the award program has grown in scope and stature to cover 59 total category and subcategories. The PRSA is headquartered in New York City and is the world's largest organization for public relations professionals.

CGA President Bob Kipp stated,

“We succeeded in earning this achievement against business and organizations that had significantly more resources, time and staff. Hats off to our sponsors and members, the National Launch Partners [PHMSA, Associated General Contractors of America, John Deere, Traveler's Insurance, and Cox Communications], and our committee volunteers for achieving a truly remarkable award.”

CGA provides guidance for applying safe and successful damage prevention for underground utilities, and it represents all underground utility stakeholders. “Call Before You Dig” is the first rule before conducting any type of underground related digging activity.

May 1, 2008, marked the first anniversary of the launch of the 8-1-1 national campaign highlighting the requirement for all private owners and commercial entities to phone the “One-Call” center at 8-1-1 at least two days prior to performing any form of digging activity. This notification provides utility operators the sufficient amount of time needed to mark any underground utilities located in the area and dramatically reduces the possibility of personal injury. For more information, visit <http://www.call811.com/>

Two PHMSA Attorneys Get Trial Experience and More Through SAUSA Detail

Within the past year, PHMSA attorneys Renita Bivins and Tom Seymour have completed the demanding U.S. Department of Justice Special Assistant United States Attorney (SAUSA) Program offered through the District of Columbia Superior Court. This invitation-only program for Federal service attorneys has over the past two decades earned the reputation as an exciting and professionally stimulating training opportunity. This was the first time that members of the PHMSA Office of Chief Counsel participated in the program.

There are significant benefits to those agencies that allow their attorneys to participate in the six month detail. The attorneys gain a wealth of knowledge in criminal law, judicial and administrative procedures, and in some instances gain experience in jury-demandable cases.

With a mix of approximately 40 assigned cases per attorney, either in the District of Columbia Superior Court Division's Domestic Violence or Misdemeanor Sections, or Civil Division, Bivins and Seymour quickly expanded their trial and oral advocacy skills in areas like pre-trial litigation, discovery process, plea-bargaining, expert witness preparation, opening and closing arguments, cross-examination, and sentencing recommendations. Most of the prosecuted cases involved drug possession, prostitution,



Renita Bivins

assault, weapons possession, threats, and theft-related offenses.

The attorneys learned how to effectively develop prosecution strategies, how to assess the sufficiency of evidence, and how to cross-examine witnesses and challenge evidence



Tom Seymour

presented by the defense – all transferable skills useful in counseling and representing PHMSA.

“I gained immediate and varied criminal trial experience,” highlighted senior attorney Renita Bivins. “The ability to process a

Continued on page 4

PHMSA Sponsored Roundtable on Emergency Response to Anhydrous Ammonia Held in Hillsborough County, FL

Anhydrous ammonia is a chemical compound used as an agricultural fertilizer because it is rich in nitrogen, and according to John Hess, PHMSA Planning and Preparedness Manager, it is the reason our nation has an abundant food supply. It can also be used as an industrial refrigerant for agricultural retailers.

Anhydrous ammonia is normally stored as a liquid under pressure, but becomes a toxic gas if released into the environment.

PHMSA is actively involved in the regulation of anhydrous ammonia both from the hazmat perspective and in the

transportation of this vital commodity through pipelines.

The Tampa Bay, Florida, region is home to a nexus of pipelines carrying this vital commodity to distribution points across the nation. Given the large concentration of anhydrous ammonia production facilities in the area, Hillsborough County, Florida was chosen to host the *Roundtable on Emergency Response to Anhydrous Ammonia Transportation Incidents*. In late August, an audience of emergency response management personnel, anhydrous ammonia industry stakeholders, and transportation industry representatives gathered to dis-

cuss and share their safety perspectives and expertise in handling this hazardous material. Key objectives of the roundtable were to further advance public knowledge of anhydrous ammonia and to understand the appropriate responses to accidents and incidents should they happen.

Relationship-building, clarification of roles and responsibilities, emergency response issues, identification of resources to enhance current programs, and expand opportunities for improving collaboration of information for emergency responders were agenda items brought before the group.

Williams Pipeline Explosion Warrants PHMSA Investigation



Five people were injured and two homes destroyed when a Williams pipeline exploded outside of Appomattox, VA, leaving a 50-foot crater.

On Sunday, September 14, a natural gas pipeline explosion outside of Appomattox, Va., destroyed two homes and injured five people. PHMSA immediately dispatched two senior inspectors from its Eastern Region office. Arriving several hours after the incident, PHMSA inspectors Clyde Myers and Stephen Hovarth began their investigation of the incident. They provided daily updates to the PHMSA senior leadership team. Three days after the explosion, PHMSA Administrator Carl T. Johnson and PHMSA Deputy As-

sociate Administrator for Governmental, International, and Public Affairs Patricia Klinger arrived at the scene to see firsthand evidence of the devastation caused by the Williams Natural Gas transmission pipeline. While the agency continues its investigation, it has issued a corrective action order to Williams. The order outlined several steps the operator must take before it can resume normal operating pressure. In the meantime, the three pipelines that share the common right-of-way will also undergo a series of tests.

Award for Valor

Continued from Cover

ruptured violently had the pressure problem not been identified and resolved.

Multi-agency enforcement actions are still pending against the vessel operator and cargo holding company on hazardous materials violations related to improper storage, employee training, and in responding to other freight containers of hazardous materials stowed on the same ship.

Lawyers

Continued from page 3

substantial volume of work within the required deadlines in a high-pressured, demanding environment with changing priorities was a must."

PHMSA Chief Counsel David Kunz had nothing but praise for the SAUSA program and the experiences gained by Bivins and Seymour. He noted that the program "provides an exceptional opportunity for professional and personal development, and the agency will also benefit greatly from the knowledge and skills that they acquired and honed."

"It reinforced that my job as a government lawyer truly is... to serve justice," said PHMSA attorney Tom Seymour. "You are in front of the judge everyday, arguing your case, working with defense attorneys, serving the citizens and working toward a just resolution."

In the end, PHMSA is the beneficiary of attorneys returning with expanded legal knowledge, skills and abilities that can be put to use representing the agency in judicial and administrative proceedings.

Hazardous Materials Intelligence Portal Launched

An initiative to consolidate all DOT hazardous materials enforcement, registration, special permits and approvals data, as well as data from other Federal, state, and local agencies, and the private sector was announced October 31 with the formal launch of the Hazardous Materials Intelligence Portal – HIP, at DOT headquarters. Flanked by industry representatives from Guident Technologies and Oracle, along with officials from FAA, FRA, and FMCSA, PHMSA Administrator Carl T. Johnson praised the benefits of the new portal.

“Information overload will give way to easy and orderly integration of hazmat information,” said Johnson. “Government leaders will now have a new safety tool..., a DOT intelligence fusion center, to improve hazmat transportation safety across the United States.”



PHMSA Administrator Carl T. Johnson (right) enjoys lunch at the PHMSA CFC Kickoff event held October 15. The agency goal this year is \$45,000. See your PHMSA CFC Keyworker to make a donation.



PHMSA's Office of Hazardous Materials Enforcement held its 2008 National Enforcement Conference in Chattanooga, TN, September 8-12. PHMSA's team of nearly 50 Hazmat Investigators from all over the nation met to plan, train and communicate the office's goals and objectives. The conference experience also enables inter-office collaboration and operational uniformity and consistency. PHMSA Administrator Carl T. Johnson, back row-center, participated.

Rule Increases Maximum Allowable Operating Pressure for Gas Pipelines

In mid-October, PHMSA issued a final rule that allowed for more natural gas to flow to needed markets and amends the pipeline safety regulations to prescribe safety requirements for the operation of certain gas transmission pipelines at pressures based on higher operating stress levels. The result is an increase of maximum allowable operating pressure (MAOP) for pipelines built and maintained to the new safety standards.

The MAOP is the highest safe operating pressure of the pipeline and refers to the pressure inside the pipeline pushing against the wall of the pipe. This inter-

nal pressure transfers to the wall of the pipe. The stress acting upon the wall is limited by the design to no more than 72 percent of Specified Minimum Yield Strength (SMYS) for traditional designs, or 80 percent of SMYS for designs under the new regulation.

Allowing operators to design and operate pipelines at 80 percent versus 72 percent of SMYS allows them to design the pipe with a slightly thinner wall thickness. New and existing pipelines are eligible to operate under the new regulations if they meet the stringent requirements prescribed in the regulation. PHMSA

anticipates that mostly the long haul interstate transmission operators will take advantage of this regulation.

Improvements in pipeline technology assessment methodology, maintenance practices, and management processes over the past 25 years have significantly reduced the risk of failure in pipelines and have necessitated updating the standards that govern the MAOP. This rule will generate significant public benefits by boosting the potential capacity and efficiency of pipeline infrastructure.

Meetings

PHMSA Operator Qualification Committee (OQC) Meeting

October 28-30, the OQC conducted a meeting in San Antonio, Texas. Work groups discussed covered tasks updates, standard revisions, API 1161, and development of supplemental criteria as they apply to operator qualification. The Committee addressed the American Petroleum Institute Pipeline Inspector's Certification Program project and pipeline control room management issues.

PHMSA Pipeline Safety Technical Advisory Committee Meetings

December 11-12, PHMSA conducted meetings of the Technical Pipeline Safety Standards Committee (TPSSC) and of the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC). The purpose of the meetings was to discuss two important regulatory proposals and future initiatives. The two proposals for presentation for Committees' votes and publication as final rules were the Integrity Management Program for Gas Distribution Pipelines, and the Pipeline Safety: Control Room Management/Human Factors. The TPSSC met on December 11 and both Committees on December 12.

to incorporate amendments addressing the safe transportation of batteries and battery-powered devices and maintain alignment with international standards. The new rule published on January 14, 2009.

Improving the Safety of Railroad Tank Car Transportation

HM-246 is a significant final rule. PHMSA, in coordination with the Federal Railroad Administration, revises the Hazmat Regulations to establish an interim standard for railroad tank cars designed to transport poison inhalation hazard (PIH) materials. The new rule published on January 13, 2009.

Hazardous Materials: Enhancing Rail Transportation Safety and Security for Hazardous Materials Shipments

HM-232E is a significant final rule. PHMSA, in coordination with the Federal Railroad Administration and the Transportation Security Administration, requires rail carriers to compile annual data on certain shipments of hazmat. These requirements were adopted in an interim final rule published April 16, 2008. The final rule published on November 26, 2008.

the inspection and opening of packages to identify undeclared or non-compliant shipments; 2) the temporary detention and inspection of suspicious packages; and 3) the issuance of emergency orders (restrictions, prohibitions, recalls, and out-of-service orders) to address unsafe conditions or practices posing an imminent hazard.

Standards for Increasing the Maximum Allowable Operating Pressure for Gas Transmission Pipelines

October 17, PHMSA published in the Federal Register a final rule that amends the pipeline safety regulations to prescribe safety requirements for the operation of certain gas transmission pipelines at pressures based on higher operating stress levels. The result is an increase of maximum allowable operating pressure over that currently allowed in the regulations.

Pending Rulemaking

Registration and Fee Assessment Program

HM-208G is a significant final rule that amends the registration and fee assessment program for persons who transport, or offer for transportation, certain categories and quantities of hazardous materials. The expected date of publication is Spring 2009.

Minor Editorial Corrections and Clarifications

HM-244A is an annual non-significant direct final rule that was published in the Federal Register on October 1, 2008. The final rule corrects editorial errors, makes minor regulatory changes and, in response to requests for clarification, improves the clarity of certain provisions in the Hazmat Regulations.

Enhanced Enforcement Authority Procedures

PHM-7 is a notice of proposed rulemaking (NPRM) that was published in the Federal Register on October 2, 2008. The NPRM proposes to issue rules implementing certain inspection, investigation, and enforcement authority conferred on the Secretary of Transportation by the Hazardous Materials Transportation Safety and Security Reauthorization Act of 2005. The proposed rule would establish procedures for: 1)

Recently Published Rulemakings

Hazardous Materials: Revision to Requirements for the Transportation of Batteries and Battery-Powered Devices and Harmonization with International Standards

HM-224D/HM-215J is a significant final rule that amends the Hazmat Regulations

(See associated story, "Rule Increases MAOP," page 5)

DOT Secretary's 41st Annual Awards Ceremony

"This will be my final opportunity to participate in our annual Award's Ceremony as your Secretary. It has been an honor and a privilege to work with the wonderful men and women who make this Department one of the most effective and most respected in government."

"On behalf of President Bush and the American people, thank you for your commitment to excellence and your many, many contributions to making sure America has the finest transportation system in the world."

THE SECRETARY'S

41st

ANNUAL AWARDS
CEREMONY

November 6th, 2008

1:00pm

West Atrium

1200 New Jersey Avenue, N.E.

Washington, D.C. 20590

Mary E. Peters

Secretary of Transportation

Secretary's Award for Meritorious Achievement (Silver Medal)

Shawn Daniels
Ryan Posten
Richard Sanders

Secretary's Award for Excellence

Laura Birkhimer
Jeannie Denman
Del Sidbury

Secretary's Award for Equal Employment Opportunity/Affirmative Action Individual Award

Tom Scott

DOT Management Civil Rights Accountability Program

Helen Hagin

Secretary's Award for Volunteerism

John Hess

Secretary's Award for Valor

Robert Burns

Secretary's Award for Operation Enduring Freedom and Iraqi Freedom

Joe Delcambre

Secretary's Award for Partnering for Excellence

Department-wide Performance Management Team

Richard Kowalewski

Interagency Rail Safety and Security Team

Susan Gorsky
Frazer Hilder
Charles Hochman
Vincent Lopez

Edward Mazzullo
Joseph Nicklous
Ben Supko

Secretary's Award for Partnering for Excellence

Multi-Modal Safety Review Team

Charles Betts
Felicia Boyd
Patricia Burke
Ronald Digregorio
Stacey Gerard

Richard Kowalewski
Frank Licari
Vincent Mercadante
James Reynold

Secretary's Team Award

Emergency Response Capability Building Team

George Cushmac
Eileen Edmonson
Suezett Edwards
John Hess
Steve Hwang
Blaine Keener
Thomas Kiddy
David Lehman

Sherri Pappas
Ryan Paquet
Charles Rogoff
David Sargent
Tonya Schreiber
Candace Simon
Robert Smith
Eileen Wentland

PIH Tank Car Rulemaking Team

Cheryl Freeman
Susan Gorsky

Charles Hochman
Michael Stevens

Secretary's Award for Transportation Safety

Pipeline Operator Safety Rehabilitation Project

David Barrett
Gerhardt Bauman
Allan Beshore
Terri Binns
Karen Butler
Bill Flanders
John Haddow
Gabriel Hodill
Judith Johnson
Peter Katchmar
Jon Manning

Theron McLaren
Hossein Monfared
Clyde Myers
Steven Nanney
Huy Nguyen
Phillip Nguyen
Gregory Ochs
Roger Sneegas
Lawrence White
Harold Winnie
Alan Mayberry

• Achievement • Excellence • Teamwork • Dedication

PHMSA 2nd Annual Awards Ceremony

"I have been extremely impressed with the quality and professionalism of the work that PHMSA employees do. All in PHMSA can be proud of the important role we play in helping to ensure the safety and reliability of the transportation system on which the American public depends."

Carl T. Johnson
PHMSA Administrator

Peer of the Year

Chris McLaren

Peer Awards – Category II

Eric Hilton
Chris McLaren
Amy Nelson
Ryan Paquet

Peer Award – PHMSA Inreach Team

Ryan Paquet
Robert Smith

Federal Career Service Awards

25-Year Career Service

Phillip N. Archuleta
Kevin W. Boehne
David R. Clark
Thomas J. Lynch

30-Year Career Service

Delmer F. Billings, Jr.
William H. Gute
Charles H. Ke
Rhonda K. Malloy
Gary P. McGinnis
Roger D. Quillinan

35-Year Career Service

Sandra K. Cline

40-Year Career Service

Junia J. Denman
George E. Cushmac

Superior Achievement Awards

Individual Awards

Charles Betts
Michelle Glode
Ruben Ingram
Joy Kadnar
Joan McIntyre
Blenda Perez
Fred Simmons
Robert Smith

Team Awards

Electronic Reading Room

Certification Team

Laura Barhydt
Marilyn Burke
Karin Christian
Mark Kyriss
James Reynolds
T'Mia Vines

Hazardous Materials Information Center Team

Deborah Boothe
Dirk Der Kinderen
Eileen Edmonson
Kurt Eichenlaub
Helen Engrum
Glenn Foster
Jackie Herrera
Kevin Leary
Arthur Pollack
Michael Stevens
Ben Supko

Hazardous Materials Intelligence Portal Team

Jack Albright
Felicia Boyd
Adrian Carter
Steve Grewal
John Heneghan
Mark Kyriss
Raymond LaMagdelaine
David Lehman
Roger Little
Ryan Posten
Glen Vierk

Maximum Allowable Operating Pressure Team

Alan Mayberry
Steve Nanney

Team Awards Cont'd

Hazardous Materials International Standards Team

Ruben Ingram
Shane Kelley
Duane Pfund
Ryan Paquet
Eileen Wentland

PHMSA Advocate Award

Deborah Hinz
Patricia Klinger

Guardian Award

James Anderson

Exemplary Achievement (Eagle) Award

Billy Hines Jr.
Chris McLaren

Recently Retired Employees

Barbara Betsock
Edward Brigham
Stacey Gerard
L. E. Herrick
Richard Huriaux
Rebecca Key
Raymond LaMagdelaine
Ronald Martin
Donald McCoy
Carol Monroe

Chief Safety Officer Takes on Role as English Teacher



Stacey L. Gerard

PHMSA Assistant Administrator and Chief Safety Officer Stacey L. Gerard transitioned this past fall from her duties as a high-powered Federal official in order to teach English to West Virginia high school freshmen. Gerard's other interests include the restoration of an 1860's farm house near Antietam Battlefield as a bed-and-breakfast/working farm growing organic vegetables and free range eggs. Her final day as a government employee was November 30.

"I do think teaching is a good thing to do post federal life, but freshmen are a real challenge," said Gerard.

Playing an active role in pipeline safety since 1992, Gerard's career at DOT culminated with her selection as PHMSA's first assistant administrator and chief safety officer. In that role, she provided policy direction and leadership for PHMSA in ensuring the safe transportation of nearly 1 million daily shipments of hazardous materials and the safety of America's energy infrastructure of 2.3 million miles of liquid and gas pipelines.

During her tenure, she was credited with reorganizing the Department's pipeline safety program into a more effective organization focused on building partnerships to solve safety problems. Gerard

focused on cleaning up the agency's record on outstanding Congressional mandates and recommendations from oversight agencies.

Gerard was the winner of two Presidential Rank Awards, the most recent was the Distinguished Senior Executive Award in 2007. In 2004, Gerard received a Meritorious Executive Award.

"Stacey's departure leaves a big hole to be filled, and I look forward to announcing the appointment of her successor," said PHMSA Administrator Carl T. Johnson.

New PHMSA Chief Financial Officer Shares Her Vision and More



Monica Jemio Summitt

Returning to the U.S. Department of Transportation this past July, Monica Summitt became PHMSA's first Associate Administrator for Finance, Budget, and Performance Integration/Chief Financial Officer (CFO). She began her federal career in 1992 as a financial management intern with the then Research and Special Programs Administration (RSPA). Since leaving RSPA in 1998, Summitt has expanded her professional credentials in senior management positions most recently with the Department of Justice and earlier on with the Equal Employment Opportunity Commission.

Some of Summitt's responsibilities at

PHMSA include advising the Administrator on all budget, financial management, and performance integration issues; working closely with the executive team to understand how changing risks affect the agency mission and stakeholder expectations; and serving as the agency's chief advocate on financial matters with the Government Accountability Office, the Office of Management and Budget (OMB), and the authorizing and appropriating committees of Congress.

"I am excited to be at the table to help ensure PHMSA meets its mission..., to make sure the Administrator knows the budget impact on the mission..., to integrate more with the program offices and to be more customer service oriented," said Summitt.

When asked what goals she has set for herself, Summitt commented that she wished to open a dialogue with the hazmat and pipeline stakeholders on

budget issues. She plans to look for innovative ways to promote public-private partnerships that share the costs of certain program activities. Yet, her main effort will be to enhance the comfort level the Congress, OMB and OST have with PHMSA's financial management on its programs.

Summitt points out her fierce competitive nature and strong ethics as notable qualities that got her where she is today. As a visually impaired runner, she recently completed her first marathon with the assistance of other runners.

"Each day was a win for me," Summitt noted of her marathon training.

PIPA Moves to Create Guidance Envisioned by the Transportation Research Board

The Pipelines and Informed Planning Alliance (PIPA) continues to move forward in completing a study of land use practices, zoning ordinances, and preservation of environmental resources with regard to pipeline rights-of-way and their maintenance, and in creating the risk-informed land use guidance envisioned in a 2004 Transportation Research Board (TRB) report. The final study is expected in February, at the earliest.

Over the past seventy years, a nationwide transmission pipeline system has been constructed to transport natural gas and petroleum products. Many portions of these pipelines were constructed in sparsely populated areas. Due to suburban expansion and population growth, some of these areas are becoming housing developments, shopping centers, and business parks. Construction activity near transmission pipelines increases the risk of excavation damage. Also, the closer a structure is to a pipeline, the greater the risk of being affected by a transmission pipeline incident.

In 2005, PHMSA developed a plan to

bring together organizations representing local government, land developers, and the pipeline industry in the PIPA to create the guidance envisioned in the TRB report. Many of the local government and land developer associations, such as the National Association of Counties, the National League of Cities, and the National Association of Home Builders, had limited exposure to pipeline safety issues. PHMSA met with the staff of these associations to provide background information and encouraged their membership on a PIPA Steering Committee. In late 2007, PHMSA worked with the PIPA Steering Committee to refine the goals and framework for the PIPA effort.

In January 2008, 35 organizations participated in the inaugural PIPA meeting and formed three Task Teams. The Protecting Communities Task Team focused on the question, "What should stakeholders do, or avoid doing, adjacent to transmission pipeline rights-of-way to enhance both community and pipeline safety?" The Protecting Transmission Pipelines Task Team sought to develop

stakeholder guidance for actions within the rights-of-way. The Communications Task Team examined how and when the risks to communities and transmission pipelines should be communicated among the stakeholders.

During 2008, frequent teleconferences and a July face-to-face meeting led the Task Teams toward consensus on recommended practices for each of the major audiences who can take actions affecting the safety of both communities and transmission pipelines. This past November, PHMSA combined the work of all three Task Teams and issued a draft report for stakeholder review. The consensus on recommendations and best practices has not fully emerged yet. PHMSA is currently compiling comments to the report for review by stakeholders in January 2009. PHMSA plans to format the final report for Internet use and gain feedback from stakeholders to refine and improve the recommended practices.

PHMSA Participates in China World Logistics Conference



(Left to right) PHMSA Director of International Standards Duane Pfund; PHMSA Assistant Director of International Standards Ryan Paquet; and Hua Yang Transportation Co., Ltd., Vice General Manager Yulu Hu are shown a fireworks freight shipping container at the Port of Shanghai.

In November, representatives from PHMSA's Office of International Standards traveled to the China World Logistics Conference held in Nanjing. PHMSA's Director of International Standards Duane Pfund spoke on U.S. and international hazardous material regulatory requirements and the organizational structure of the U.S. DOT and PHMSA. Conference attendees learned how the U.S. creates, manages and enforces hazardous material regulations throughout the 50 states and across all modes of transportation.

As part of the conference, PHMSA at-

tended a working group on the Strategic Economic Dialogue (SED) Transportation Forum. The SED is an ongoing government-to-government effort to strengthen economic relations between the U.S. and China. The top three China logistical challenges expressed in discussions were: regulatory environment and enforcement; infrastructure limitations; and lack of a properly trained workforce.

Also, PHMSA hosted an open-forum workshop to discuss intermodal (IM) tanks and general international hazardous

Continued on page 10

China World Logistics

Continued from page 10

material regulations. The forum further focused on (1) the concern that Chinese trucking companies are not using the proper equipment to transport IM tanks and not using proper tie-down practices; (2) the use of U.S. and international regulations by Chinese companies shipping hazardous material to the U.S.; and (3) that China is allowing only a finite number of hazardous material licenses to transport companies.

An over-riding sentiment conveyed to

the PHMSA team during their trip was that most issues pertaining to transportation within China are due to inconsistent, or lack of enforcement of, existing regulations.

"As the SED and other agreements between the U.S. and China mature, the opportunity to share U.S. enforcement practices and protocols could have a great impact on the transport of hazardous material between both countries," said Pfund.

During a tour of the Port of Shanghai, PHMSA's International Standards team learned that only Explosive 1.4 fireworks are allowed through the Port of Shanghai, and that the port authority only allows 75 fireworks containers per ocean-going vessel. Ninety-five percent of all fireworks containers loaded at the Port have been packed, sealed and cleared through customs prior to boarding a river barge, which is directly offloaded at the port to an ocean-going vessel.

Rail Safety Highlighted in Recently Published Hazmat Rules

In a move to enhance safety on the nation's railroads, U.S. Transportation Secretary Mary E. Peters announced January 12, 2009, a final rule to improve the crashworthiness of railroad tank cars used to transport some of the most dangerous hazardous materials.

"Strengthening rail hazmat tank cars will reduce the risk of spills and increase public safety should a train accident occur," Secretary Peters said. She noted the final rule is focused on poison inhalation hazard (PIH) materials like chlorine and anhydrous ammonia heavily used in water treatment, agricultural, and industrial applications.

The final rule requires PIH tank cars to have better puncture resistance from a side impact with a combination of thicker inner shells where the hazmat is held and/or thicker outer jackets depending on

the specific hazmat being transported. In addition, each end of the tank car is to be protected with a full head shield where not already mandated by existing regulations and strengthened valves, top fittings and nozzles used to load and unload the tank car are required to prevent a release in a rollover accident.

Peters said the final rule provides an increase in safety over existing rail hazmat tank car designs pending further technological and manufacturing advancements. Adoption of these interim design standards will ensure the ongoing availability of PIH tank cars with improved safety while DOT completes longer-term research, testing, and validation of advanced tank car designs for a more stringent performance-based standard to further increase rail hazmat tank car crashworthiness.

In 2008, PHMSA published two final rules that significantly enhance the safety and security of high-hazard materials transported by railroads. In an interim final rule (IFR) published April 16, PHMSA established regulations to require railroads to use the safest most secure routes to transport certain explosive, radioactive, and PIH materials. The final rule, published November 26, addressed comments

on the IFR and built on the requirements it established.

The rail routing regulations apply to railroads transporting the following security-sensitive materials:

- More than 5,000 lbs in a single carload of Division 1.1, 1.2, and 1.3 explosive materials.
- Bulk shipments of PIH materials. PIH materials such as chlorine and anhydrous ammonia pose special risks during transportation.
- Highway Route Controlled Quantity (HRCQ) radioactive materials. Shipments of HRCQ of radioactive materials are large quantities of radioactive materials requiring special controls during transportation.

Beginning July 1, 2009, each railroad transporting security-sensitive materials must annually collect and maintain data on the numbers of these shipments along its routes; seek relevant information from state, local, and tribal officials, as appropriate, regarding security risks to high-consequence targets along or in proximity to these routes; and use the data to conduct a risk analysis of the routes used. Additionally, each carrier must identify and analyze alternative routes.



HM-ACCESS Road Map Takes Shape

PHMSA's Office of Hazardous Materials Safety is collaborating with other DOT modal administrations, industry representatives and emergency response organizations to evaluate the feasibility and potential benefits and challenges in allowing the use of electronic shipping papers in lieu of paper documents. In an effort to proceed efficiently in this endeavor, PHMSA has drafted the Hazardous Materials Automated Cargo Communication for Efficient and Safe Shipments (HM-ACCESS) Road Map.

The HM-ACCESS Road Map outlines PHMSA's vision of how leveraging the power of personal computing, wireless infrastructure, and web-based technologies will enhance the safety of the American people, enhance national security, and reduce risk, congestion and the potential of shipments becoming diverted, lost, or misused. The HM-ACCESS initiative aims to identify and eliminate barriers to the use of paperless tracking and hazard communications technologies.

Spurred by competitive demands, just-in-time delivery requirements, and the globalization of supply chains, the transportation and logistics industries have embraced modern communication technologies. Yet, hazardous materials transport remains in a world of paper.

The hazmat sector has harnessed many of the same technologies for streamlining commercial interchange, but information about shipments and packages is conveyed by markings on the package, placards on the vehicle, and shipping

a transportation incident.

PHMSA expects the integration of electronic transfer of shipping information to be generational. Among hazardous materials carriers, the vessel, rail, and air transport organizations have stated that they are ready to begin utilizing electronic shipping paper technology, subject only to regulatory authorization. In the highway mode, the larger, technologically-advanced companies are prepared to implement electronic systems, but widespread use among the industry is a longer-term proposition. In any case, however, PHMSA will not transition any part of the hazmat transportation sector to new hazard communication systems without assuring that emergency response officials are prepared and equipped to receive the hazard information at least as quickly and reliably as under the current system. PHMSA will continue to work with all modes and safety groups to facilitate this transition.

The plan is expected to be finalized by the end of 2008 and posted on

PHMSA's Sharepoint and HMPubs for wide dissemination.





HAZARDOUS MATERIALS –

Automated Cargo Communications

Efficient and Safe Shipments

Office of **International Standards**

Office of Hazardous Materials Safety
Pipeline And Hazardous Materials
Safety Administration (PHMSA)



U.S. Department of Transportation
Pipeline and Hazardous Materials
Safety Administration

papers. Paper-based communication is slow, limits the information available, and is fraught with the potential for error. Moreover, paper-based communication may be least effective at the very time when hazard communication is most critical – in the immediate aftermath of

Process for Enabling New Hazmat Technologies Clarified

New technologies come in many forms. A new technology may be a physical product, such as a lithium battery or a fuel cell, or an improved method for testing, such as ultrasonic and acoustic emission testing to detect structural deficiencies in a packaging or container. For many new products related to hazardous materials, the DOT approval necessary to transport the product in commerce is the only safety approval required to bring the item to market. Under current law, if a new technology is not adequately addressed in the current hazardous materials regulations, a proponent of the new technology has one of two routes for seeking DOT approval: (1) obtain a Special Permit, demonstrating an equivalent level of safety to an existing standard governing a comparable material or product; or (2) petition for rulemaking to establish standards of general applicability.

PHMSA is continually interested in improving its ability to anticipate future transportation safety needs for new and emerging technologies in order to facilitate their introduction into the marketplace. The agency has been discussing the issue with a number of industry representatives in order to better describe the process by which new technologies are approved. Some of the challenges are related to technology companies that are not familiar with the hazardous materials transportation regulations, and therefore are unaware of the requirements necessary for DOT approval. In response to these articulated concerns, PHMSA is considering short-term and long-term actions to both clarify and evaluate the process of new technology review and approval.

PHMSA is in the process of developing a two-phased approach to improve the efficiency of the process applicable for reviewing and approving the trans-



PHMSA's PROCESS FOR **ENABLING NEW TECHNOLOGIES**

port provisions for new technologies containing hazardous materials:

Phase 1 -- PHMSA has drafted a document that clearly articulates the current new technology review and approval process. This guidance document addresses how to apply current hazardous material regulations to new products/articles, and for instances where existing provisions are not applicable, the document defines the Special Permit or Approval process. This document will be posted on the PHMSA website and possibly in the Federal Register; therefore making it fully available for companies not familiar with the hazardous materials transportation regulations. The intent of the document will be to take the mystery out of the current review and approval process. This plan is expected to be finalized by the end of 2008 and posted on PHMSA's Sharepoint and HMPubs for wide dissemination.

Phase 2 -- PHMSA intends to reach out to hazmat industry partners and other concerned parties to improve the agency's ability to anticipate new and emerging

technologies in order to ensure regulatory and other transport approvals help facilitate and not hinder the timely transport of these products. The agency is considering and seeking comment on how best to continue this initiative during this second phase in an open and transparent environment that provides maximum opportunity for participation (i.e., through public meetings or the PHMSA website). Through these actions, PHMSA hopes to better anticipate the future needs of the hazardous materials industry.

Emerging Global Economy Triggers Hazmat International Strategic Plan

Over the last 50 years, the U.S. DOT's hazardous material safety program has been influenced in a substantial and steadily increasing manner by its role in international standard-setting. With external influences set to increase in the coming years as economically-emerging countries, such as China and India, continue to produce and transport hazardous materials worldwide, PHMSA's

Office of International Standards has drafted an "International Strategic Plan" as a guidepost to its future activities.

Current projections indicate that the economies of China and India will surpass the U.S. by 2035 and 2050, respectively. The increasing globalization of markets and supply chains will most certainly shape the future direction of PHMSA's program, which will inevitably



include assisting developing economies in regulatory development to ensure the safety of hazardous materials movements around the globe. To address this evolving world market for hazardous materials, PHMSA will continue to focus resources on promoting safety improvements, maintaining

global competitiveness for U.S. interests, and enforcing compliance with all U.S. government guidelines for coordination on international issues. The term "international harmonization" is often used to describe efforts to establish harmonized or compatible transport provisions which enhance the safety of the U.S. public, strengthen environmental protection, and support U.S.

manufacturing and transport industries. In the broadest sense, harmonization relates to nearly every aspect of the PHMSA regulatory program: identification of risks; development of appropriate safety controls; projecting those provisions forward to the applicable regulatory body; and ensuring regulatory consistency for both domestic and international transport. To this end, the draft Plan discusses PHMSA's overall mission, global vision, challenges faced in the international standards arena, and describes the international forums in which the agency participates. An annex to the Plan includes a 5-year list of global strategic priorities and initiatives. The Plan is expected to be finalized by early 2009 and posted on HMPubs Review for wide dissemination.

Continued progress requires improved collaboration with our trading partners as well as a recognition of the forces that drive technological and international regulatory changes. How PHMSA adapts its focus and evolves its priorities will determine the ability of the program to achieve future success at the level that stakeholders.

Golden Key International Honour Society Inducts Yolanda Y. Braxton



Yolanda Y. Braxton displays her Golden Key International Honour Society certificate of membership following the recent induction ceremony at Howard University.

Yolanda Y. Braxton of Houston accepted membership in the Golden Key International Honour Society and was

honored December 5 during an induction ceremony and reception at Howard University in Washington, DC. Braxton is currently a student trainee with PHMSA's Office of Hazardous Materials Planning and Analysis working on hazmat unreported incidents and trends.

"It is only fitting that a top academic achiever like Yolanda be recognized by Golden Key," said John W. Mitchell, Golden Key's Chief Executive Officer. "Our members are inspired and motivated not only to achieve exceptional academic accomplishments, but also to make a positive impact on our world through the Society's commitment to service."

"Yolanda brings fresh ideas and a fresh

perspective to the office," said PHMSA Director of Hazardous Materials Planning and Analysis Dave Lehman. "She is a valued contributor to the work we do."

Golden Key International Honour Society is the world's premier collegiate honor society, with more than 1.7 million members and over 360 chapters in the United States, Australia, Canada, Malaysia, New Zealand, South Africa and the United Arab Emirates. The global nonprofit organization provides academic recognition to top-performing college and university students, as well as scholarships and awards, career and internship opportunities, networking, service and leadership development opportunities.

Associate Administrator for Administration Retires



PHMSA Administrator Carl T. Johnson congratulates PHMSA Associate Administrator for Administration Edward Brigham during his retirement ceremony.

PHMSA Associate Administrator for Administration Edward Brigham closed out over 30 years of government service on October 3, 2008.

Brigham was selected as the Associate Administrator for Management and Administration for the Research and Special Programs Administration (RSPA) in August, 1999. RSPA was reorganized in 2005 into the Pipeline and Hazardous Materials Safety Administration (PHMSA). From January to September, 2001, Brigham served as Acting Deputy Administrator for RSPA with responsibility for the entire agency.

Brigham's first Federal position was as a budget examiner in the Housing Branch of the Office of Management and Budget, Executive Office of the President, from 1974 to 1980.

Alaska Trip Provides the "Big Picture"

The last week of August found PHMSA Administrator Carl T. Johnson in Alaska receiving background briefings on pipeline operations within the state. On the agenda was a trip to Prudhoe Bay to better understand PHMSA's jurisdiction over the oil transit lines as well as the Trans Alaska Pipeline.

During a planned stop in Anchorage, Administrator Johnson met with officials from the Joint Pipeline Office, the President and CEO of Alyeska, and others on the leadership team. The trip also included a stop in Valdez to tour the marine terminal and loading facilities that make up the end of the Trans Alaska Pipeline system.



At the Trans Alaska Pipeline from left to right, Dennis Hinnah, Deputy Director, PHMSA Anchorage Office; Tony Brock, BP; Patricia Klinger, PHMSA Deputy Associate Administrator for Governmental, International and Public Affairs; Carl T. Johnson, PHMSA Administrator; Doug Suttles, President BP Exploration (Alaska); and Bill Gute, PHMSA Deputy Associate Administrator for Pipeline Safety.

PHMSA FOCUS

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of Transportation

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Check out PHMSA Focus online at

<http://www.phmsa.dot.gov/news/newsletters.html>

New PHMSA Team Members Jan-Oct 2008

Office of Budget and Finance

Monica Summit Assoc. Admin. for Budget
and Performance
Integration/CFO

Office of Administration

Andrew Breza Office Automation Clerk
Ignacio Tous Contract Spec. (Intern)
Adrian Carter IT Spec.

Office of Hazardous Materials Safety

Refaat Shafkey Gen. Engineer
Bryan Hsu Chemist (Intern)
Nancy White Training & Info. Spec.
Arthur Pollack Training & Info. Spec.

Office of Pipeline Safety

Gabriel Kotsis Gen. Engineer (Insp.)
Kay McIver Admin. Program Spec.
Todd Delvecchio IT Program Manager

Alvin Schoen Jr. Gen. Engineer (Insp.)
Karen Gentile Gen. Engineer (Insp.)
Ricky Gulstad Gen. Engineer (Insp.)
Vincent Holohan Gen. Engineer
Robert Lee Program Analyst
Lori Hutwagner Program Analyst
Rodney Dyck Dir. Enforcement
Sara Depaula Program Analyst
Tewabe Asebe Transp. Spec. (Regs)
Darren Lemmerman Gen. Engineer
Cameron Satterthwaite Transp. Spec. (Regs)
John Gale Dir. Regulations

Office of Chief Counsel

Christina Tackett Attorney – Advisor
Keith Coyle Attorney
Brienne Kurdock Attorney



RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

University Transportation Centers Churn Out New Ideas, Technology and Future Transportation Professionals



Established in 1987 from initial federal support for 10 regional University Transportation Centers (UTCs), the UTC program has blossomed into a comprehensive network of over 80 colleges and universities in 42 states. This robust program is fueling innovative transportation education and research that builds on the unique strengths of institutions of higher learning, and the special transportation needs of specific regions of the nation.

"We are excited about the results being generated in the UTC program," said RSPA Deputy Administrator Samuel Bonasso. "In the past year, UTCs have conducted cutting-edge research, helped to transfer new and exciting transportation technologies to the marketplace, and attracted numerous and diverse students and faculty to the transportation workforce—all key goals of the program."

Research conducted at UTC colleges and universities embraces the entire range of challenges faced by the private sector and by all levels

of government in development, operation, and maintenance of essential transportation services.

Last year, the UTC colleges and universities graduated over 1,000 students with advanced transportation-related degrees, offered almost 2,000 undergraduate and graduate transportation courses, conducted over 400 research projects, and trained over 25,000 practicing transportation professionals.

(UTC New Ideas continued on page 3)

UTCs Advance Animal-Vehicle Crash Safety

Statistics for 2000 show that 750,000 annual animal-vehicle collisions accounted for over 120 human deaths, tens of thousands of injuries and an estimated cost of \$1.2 billion. How to address this growing problem fell to Montana State University's Western Transportation Institute

(WTI) two years ago. The end result was the Roadway Animal Detection System or "RADS."

RADS grew from a WTI initiative and was designed by Sensor Technologies Systems, Inc. of Scottsdale, Arizona. System effectiveness is still under evaluation at Purdue University's Institute for Safe, Quiet and Durable Highways, another UTC.

WTI researchers determined that drivers often became desensitized to static animal warning signs. The RADS system utilizes low-power radio frequency sensors connected to a wireless communications network. Any animal taller than three feet entering the roadway would automatically trigger a flashing signal. The warning light would then time out after a designated period.



RADS system being tested along a Montana highway.

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The Deputy Administrator's Office

From the Desk of the Deputy Administrator...



Deputy Administrator Sam Bonasso

We often use the word “connections” in referring to transportation activity. We hope our plane will be on time, because we must make a connection. The cargo containers in our intermodal transportation enable us to connect air, sea, rails and roads to efficiently move materials so important to our economy. Our pipeline transportation systems connect our homes, industries and vehicles with sources of energy. Without connections, our transportation systems would not perform effectively.

This time, **RSPA Results** focuses on a connection to the future. RSPA connects DOT and the operating administrations with the academic transportation research community—the University Transportation Centers (UTC) program. The UTC program supports *safety* and all our strategic and policy goals. It also contributes to the advancement of knowledge and to transportation workforce development.

The UTC program was established in 1987 as a regionally based program with an emphasis on research and technology transfer. Today the UTC program has grown to \$33 million per year, advancing U.S. technology and expertise at university-based centers of excellence. UTCs provide:

- **Research:** basic and applied research, the products of which are judged by peers to advance the body of knowledge in transportation
- **Education:** programs that include multidisciplinary course work and participation in research
- **Technology Transfer:** an ongoing program that makes research results available to users in a form that can be implemented.

The UTC Program is funded through our partners at the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). They work closely with RSPA to acquire the research, workforce and technology transfer results that America’s transportation systems need. The research and other activities span a broad range of modes and multi-modal issues and technologies.

The UTC program has seen many successes, but more can be done. RSPA is focusing on improving the results that the taxpayer sees from the UTCs, and they will be asked to do more to help us shape the future of transportation. For example, we’ve all heard about the aging of America’s transportation workforce. We need to develop the transportation leaders of the future through a multidisciplinary learning experience that integrates research into education, and supports lifelong learning. This is exactly what the UTCs were created to do, and we are calling on the UTCs to do more to deliver on this promise.

While we expect to link the UTCs to DOT’s own expanding corporate recruitment efforts, the UTCs can assist state DOTs, transportation operators, and the consulting engineering community in meeting their future workforce needs.

This challenge highlights another push that RSPA is making with the UTCs —increasing private sector partnerships. While each federal dollar granted to UTCs is matched at least dollar-for-dollar, much of that match currently comes from our state DOT partners. While these partnerships remain crucial, we can transfer technology more efficiently and effectively if private sector initiatives can be partnered with the federal and state activities.

The UTC highlights you see here are only a fraction of the many research and education results that the UTCs are delivering to the American people. I encourage you to visit RSPA’s UTC website at <http://utc.dot.gov/> to find out more about the individual UTCs and the many ways in which they are helping us to make our connections with the future.

RSPA in Action

University Transportation Centers in the News

The UTC Program has attracted significant public attention in recent months, a key indicator that the program has come into its own as national newsmakers seek out transportation experts to provide context for current events. Be it a newspaper article in the *New York Times* reporting on analysis done by the City University of New York on the benefits of a new commuter rail hub in New Jersey, or a *CNBC* piece on Intelligent Transportation Systems sponsored by the University of Minnesota, UTCs around the country are getting noticed.

During the August blackout that darkened most of the northeastern United States, *ABC World News Tonight* interviewed the UTC Director David F. Schulz at Northwestern University regarding transportation infrastructure issues.

ABC World News Tonight also

interviewed Purdue University's UTC director about equipment designed and built by the UTC to test pavements in order to reduce road noise.

As PBS' *Nova News Minute* program found out, if you need to know about cutting-edge bridge technologies and the use of advanced carbon composites as bridge "band aids," you search out UTC Director Dr. Antonio Nanni, at the University of Missouri-Rolla.

The Intelligent Transportation Systems Institute at the University of Minnesota was featured in the *ITS International* magazine with an in-depth interview of Director Max Donath, and several of the Institute's partners. The article highlighted the Institute's Intelligent Vehicles Initiative, along with several other technologies that have been deployed throughout Minnesota.

UTCs Focus on President's Management Agenda for Human Capital

The Center for Urban Transit Research (CUTR) at the University of South Florida funded the Summer Transportation Education Program (STEP). STEP has introduced 40 local high school students to career opportunities in public transportation, since its inception last year, and plans to expand in the future. This effort supports the President's Human Capital goal to expand entry-level opportunities in government, and also gets kids interested in transportation as a career field.

"The Summer Transportation Education Program is one of the

initiatives developed by the Center for Urban Transit Research to get students interested in the industry," said CUTR Research Associate Chandra Foreman.

This type of recruitment effort, which focuses on engaging middle- and high school students in transportation-related activities, is in place at many UTCs. At CUTR, students are recruited through local Hillsborough and Pasco County schools' science classes and take part in field trips to the Tampa port and airport to see how urban transit works.

UTC New Ideas (from page 1)

UTC grants are administered annually by RSPA and must be matched by recipients on a dollar-for-dollar basis at a minimum, leveraging the value of the federal investment. Much of the research conducted by UTC institutions is done in collaboration with state transportation agencies, many of which provide matching funding well in excess of UTC program requirements.

UTC | Snowmobile Technology



University of Idaho participant during uphill trace.

UTC-sponsored research in snowmobile technology helped ensure top honors for the University of Idaho (UI) for the second straight year at the Society for Automotive Engineers (SAE) Clean Snowmobile Challenge held in Houghton, Michigan. The SAE point system rewards engineering teams for producing a snowmobile that is quieter, more fuel efficient, and cleaner than current trail models. UI also won 5 of 11 category awards during the four-day event: best emissions, best fuel economy, quietest, best performance, and best value.

Pipeline Safety

Office of Pipeline Safety Zeros-in on Encroachment Dilemma

OPS statistics show that pipeline failures due to encroachment and excavation activities have decreased by 59 percent over the last ten years. Yet, these impressive results are sometimes overshadowed by a singular pipeline incident.

Just such an incident happened when a Kinder Morgan gasoline pipeline ruptured in Tucson, Arizona, this past July. Developers in Tucson built homes less than 40 feet from a high-pressure gasoline transmission pipeline. The pipeline leak sprayed over 10,000 gallons of gasoline, destroying two newly constructed homes. The incident focused attention on a hotly-contested issue for OPS in many areas of the country—increased public encroachment upon gas and oil pipelines and their rights-of-way.

Following this summer's pipeline rupture in Tucson, RSPA **Deputy Administrator Samuel Bonasso** toured the incident site to get a first-hand glimpse of the pipeline encroachment problem.

"As the nation grows, we will continue to see a greater number of



RSPA Deputy Administrator Sam Bonasso (rt-center), OPS Associate Administrator Stacey Gerard (lt-center), and OPS Deputy Associate Administrator James O'Steen (rt) view the site of the Arizona pipeline rupture.

pipelines being encroached upon by new communities," Deputy Administrator Bonasso stated. "To address this issue, we must develop new ways to ensure communities and pipelines can coexist without incident."

Excavation damage, resulting from encroachment, continues to be the single greatest cause of pipeline failures.

RSPA's OPS is providing leadership in managing the risks of encroachment on pipeline rights-of-

way. OPS spent the last three years building a more comprehensive approach to identifying and managing the risks pipelines pose to communities through integrity management. OPS has raised federal standards for operator safety during testing and repair of pipelines, public education, and damage prevention.

Along with its Integrity Management Program, OPS incorporated a partnership with the National Association of State Fire Marshals to gain the additional resources necessary for effective community education,

(Encroachment continued on page 7)



Contractors replace high-pressure pipeline in right-of-way recently encroached upon by new community.

Recommended Practice 1162 Raises Public Awareness, Reduces Pipeline Risks

American Petroleum Institute (API) Recommended Practice (RP) 1162 is a new, industry consensus standard and public awareness program for pipeline operators. The program is expected to raise the bar for pipeline operators' evaluation of the effectiveness of their pre-existing public education programs.

The growing number of communities encroaching upon pipelines in what once were rural areas led RSPA's OPS to co-sponsor RP 1162

as a way to ensure public safety and reduce associated risks. In September, OPS co-sponsored two public awareness workshops with its state partners and pipeline industry trade associations, highlighting RP 1162 to audiences in Houston and Baltimore.

Since 2001, OPS has been working with its state partners and pipeline trade associations to develop a new risk-reducing strategy of enhancing the awareness and education of all parties that could be af-

ected by pipeline failure. The affected groups include municipalities, school districts, businesses, and residents located near existing or future pipeline facility locations.

The Pipeline Safety Improvement Act of 2002 mandates all pipeline operators review their existing public education and awareness programs by December 17, 2003, for their effectiveness, and to modify

(Recommended Practice 1162 continued on page 6)

Emergency Transportation

Crisis Management Center Activates for Northeast Power Grid Failure



RSPA Deputy Associate Administrator for Pipeline Safety Jim O'Steen manned the RSPA post in the CMC during the power outage.

The northeast United States power outage of August 14 will be ranked among the largest electrical grid failures to hit the country. Yet, minutes after the grid failure was realized, the DOT Crisis Management Center (CMC) was activated to a higher level of response in order to process the wave of reports received from all modes of transportation.

The call went out to all DOT ad-

ministrations to activate the CMC Surge Cadre and to man their respective monitoring watch stations within the CMC. This effort kept Secretary Mineta and the White House informed of the status of the transportation infrastructure in the region.

"I was the RSPA representative responsible for providing a clear picture on the status of pipeline operations in the region," said **Jim O'Steen**, Deputy Associate Administrator for Pipeline Safety. "Some were shutdown as a condition of the power outage."

During a national emergency, DOT Office of Emergency Transportation Program Manager **Tom Sachs** shifts to his collateral watch standing duties with the Federal Emergency Management Agency (FEMA). Filling the Emergency Support Function-1 requirement at FEMA's National Emergency Operations Center, Sachs became a

conduit for transportation systems status between DOT, the Department of Homeland Security and the White House.

"One of my first actions at FEMA was to confirm the number of people that were stranded on the subway system in New York City," said Sachs. "A quick call to the Federal Transit Administration desk person at the CMC got me the answer I needed."

Those who were old enough remembered the previous times that New York City and sections of the northeast United States went dark on November 9, 1965, and again on July 13, 1977. Then, as now, a series of events triggered the collapse of the Consolidated Edison system for several hours. The scope of the most recent blackout extended throughout New England to the Great Lakes and into portions of Canada.

RSPA in the Eye of the Storm

On September 18, Hurricane Isabel slammed into the mid-Atlantic coastline on a deadly track that took it through Virginia, Maryland, and Washington, D.C., before being downgraded to a tropical storm. When it was all over, DOT had been responsible for moving 390 support vehicles on 98 shipments at a cost of approximately \$1.9 million in its emergency transportation role under the nation's disaster response plan.

RSPA's Office of Emergency Transportation (OET) provided continual monitoring of the massive disruptions to the nation's transporta-

tion systems caused by Isabel. As Washington, D.C., and the federal government shutdown, RSPA's Crisis Management Center (CMC) went into action.

The CMC automated notification system was used to alert the Operating Administrations' Emergency Coordinators of the projected activation of CMC Surge Cadre. OET provided up-to-date transportation status through FEMA for the state and federal decision-makers. DOT staff were the first to provide pictures and details on the breach in Highway 12 on North Carolina's Outer Banks to FEMA staff, and co-

ordinated repair efforts spearheaded by the U.S. Army Corps of Engineers and the Federal Highway Administration. This interagency cooperation ensured that there would be a smooth and swift transition from rebuilding the dunes to replacing the road.

The Regional Emergency Transportation Coordination Center in Atlanta provided transportation and coordination of emergency supplies, e.g., water, disaster field office equipment, personal hygiene kits, cots, blankets, plastic sheeting, toilets using DOT's national contract.

(Eye of Storm continued on page 7)

Hazardous Materials Safety/OET

RSPA Advances Hazmat Security Initiatives



Deputy Associate Administrator for Hazmat Safety Frits Wybenga (rt), accepts the DOT Partnering for Excellence Award from Secretary Mineta on behalf of the DOT Multi-Modal Hazmat Placard Study Team at the DOT Secretary's 36th Annual Awards Ceremony.

RSPA's Office of Hazardous Materials (Hazmat) Safety made progress with several hazmat security initiatives in its continued efforts to prevent terrorists' use of hazmat moving in legal commerce as a weapon. These initiatives took the form of hazmat reports, studies, and rulemakings.

The RSPA report on placarding entitled, *The Role of Hazardous Materials Placards in Transportation Safety and Security*, was undertaken to address concerns cited by the Department of Homeland Security. The key concern was that placards posed a security problem by highlighting the nature of the material being transported.

"The development of the placarding report included participation of all stakeholders, security experts, and the technology community," said Deputy Associate Administrator for Hazmat Safety **Frits Wybenga**. "It concluded placards should be retained, since the danger to the public and emergency response community of removing

them far outweighed the potential security threat posed by their use."

The team of RSPA and Volpe employees that prepared the report was recognized at the DOT Secretary's 36th Annual Awards Ceremony.

The final rule for HM-232, *Security Requirements for Offerors and Transporters of Hazardous Materials* (HM-232) took effect on September 25, 2003. It requires that any shipper or transporter of select hazmat and toxic agents must develop and implement security plans, and ensure that employee training includes a security component.

Another RSPA rule still under development is HM-232A, *Security Requirements for Motor Carriers Transporting Hazardous Materials*. A working group composed of RSPA, other DOT administrations, and the Department of Homeland Security's Transportation Security Administration continue to meet to discuss potential enhanced security requirements for the motor carrier industry. Some of the measures being dis-

cussed include escorts, vehicle tracking with emergency alert capability, and remote vehicle shut-offs.

At the request of the White House Homeland Security Council, RSPA has undertaken a study of the transportation of 13 toxic inhalation hazard materials. The focus materials include such recognizable chemicals as chlorine and anhydrous ammonia. Key components of the study include the hazards posed by these materials and the means to mitigate those hazards. A first draft of the study is still being worked.

Recommended Practice 1162 (from page 4)

as necessary. To meet the mandate, RP 1162 has been endorsed by government and industry as the new benchmark for pipeline public awareness programs.

Pipeline operators can expect OPS to publish a notice of proposed rulemaking that proposes to incorporate RP 1162 by reference by the end of the year. A final rule could follow late next year.



Did You Know?

RSPA in the media: On October 30, Pipeline Safety AA Gerard was featured in a Discovery Channel documentary covering the June 1999, Olympic Pipeline accident in Bellingham, Washington.

Innovation, Research and Education

UTC Partnership Develops Montana's STARS System

The Montana Department of Transportation, in conjunction with Montana State University's Western Transportation Institute, recently evaluated a system called "STARS," or the State Truck Activities Reporting System, which uses weigh-in-motion and automatic vehicle classification data to coordinate the department's weight enforcement program. Statewide, the number of overweight vehicles on the network of highways covered by STARS dropped by 22 percent, with the average amount of overweight vehicles decreasing by 16 percent. As a result, approximately \$700,000 in pavement damages was prevented.

The STARS system is meant to improve the efficiency of the Montana Department of Transportation's commercial-vehicle enforcement program and to reduce overweight vehicles on Montana's roads. State motor-carrier services enforcement officers spent up to 70 percent of their time providing enforcement on roads and highways. STARS provides hard data to help them better identify problem areas.

The overweight vehicle hot spots were identified using baseline data. Enforcement resources were then directed to the targeted sites



Montana state motor-carrier services enforcement patrol officer on STARS-directed enforcement.

-Photo courtesy Montana State University

around the same time of year that the greatest overweight vehicle activity had occurred in the previous year. The goal was to prevent pavement damage by getting more overweight vehicles off Montana highways.

According to Montana State University's conclusions in a Montana DOT report, *An Evaluation of Montana's State Truck Activities Reporting System*, if pavements were designed with weigh-in-motion-based fatigue information, the design would be more in-line with actual demand. This would decrease pavement construction costs by about \$0.7 million annually on the Interstate system and by \$3.4 million annually on the non-Interstate National Highway System.

Encroachment (from page 4)

awareness and response when dealing with pipelines.

The OPS is also conducting a study of actual land use practices associated with pipeline rights-of-way encroachment. The study will research ways to minimize the hazards and risks to the public, utility workers and the environment.

Eye of Storm (from page 5)

This was the first major disaster where Emergency Support Function-1 transportation used solely commercial transportation instead of a combination of commercial and military. This supported the President's Management Agenda and likely saved the taxpayers money.

Not only did DOT provide commercial transportation for all the civilian assets, it also provided transportation for military missions, supporting the U.S. Army Corps of Engineers' delivery of ice and water, which was another first.

OPS Considers Tribal Nations Partnership for Pipeline Awareness and Response Assistance

RSPA's Office of Pipeline Safety (OPS) continues to identify ways to enhance the safety and education of all communities living near pipelines and is considering a partnership with the Council of Energy Resource Tribes (CERT).

In August, OPS staff met with members of the CERT to discuss a possible partnership that, if established, would enhance citizen protection within all tribal communities containing natural gas and hazardous liquid pipelines.

The agreement would allow OPS to foster tribal safety and environmental protection on tribal lands, as well as improve communications between each of the Tribes, OPS, the

(Tribal Nations continued on page 10)

RSPA's Volpe Center

At Home and Abroad**Volpe Secures Milk and Food Supply Chains**

The Volpe Center is supporting two projects to analyze food and milk supply chains, identify vulnerabilities, propose and demonstrate improvements, and evaluate the effectiveness of the demonstration technologies and business practices in the U.S. and abroad. These projects support the Technical Support Working Group (TSWG), an interagency group whose mission is to provide for rapid research and development of counterterrorism technology, which is managed by the Department of Defense (DoD) Combating Terrorism Technology Support Office.

The first of the two projects identifies food and milk vulnerability

and provides an assessment of the security of fluid Grade-A milk transport in the U.S. During the analyses phase of the project, a review of the security measures in place was performed to assess transports within and between the supply chain nodes: dairy farms, transfer/receiving stations, processing plants, central distribution (warehouses), and retail facilities in places like Massachusetts, Wisconsin, Florida and California, and other sites along the transport chain. The Volpe team of **Dawn Lopez Johnson, Robert Hoaglund, and Joseph Koziol** tested recommendations during the demonstration phase of the project.

The second project has an inter-

national scope; it improves the security of food and food supplies moved from U.S. suppliers and distributors to U.S. military forces in Europe, Japan, Korea, Southwest Asia, and other locations. It, too, has two phases: the first is an end-to-end supply chain analysis to identify and define each element in the supply chain. During the second phase, the Volpe team consisting of **Kenneth Troup, Alex Blumenstiel, and Joseph Koziol** will coordinate with the suppliers, carriers, and government agencies to develop plans for, and then conduct, a demonstration of supply chain security improvements.

FAA Air Tour Management Plans for National Parks

RSPA's Volpe Center is supporting the Federal Aviation Administration (FAA) development of Air Tour Management Plans (ATMPs) for over 100 National Park Service (NPS) units. The ATMP initiative is in response to the National Parks Air Tour Management Act of 2000, which Congress enacted to regulate commercial air tour operations over NPS units.

The plans will help mitigate or prevent significant adverse impacts from air tours on natural and cultural resources, visitor experience, and tribal lands.

Since spring 2001, Volpe has provided environmental management and technical support to the FAA Western Pacific Region for the ATMP Program. The Volpe team, led by **Dr. Paul Valihura**, integrated



Hawaii Volcanoes National Park, established in 1916, displays the results of 70 million years of volcanism.

Photo courtesy NPS

staff from several RSPA Volpe divisions. The team completed the initial programmatic phase that developed the foundation for developing and implementing ATMPs, and started working with the FAA, NPS, and other stakeholders in fall/win-

ter 2002 at Haleakala National Park and Hawaii Volcanoes National Park.

The implementation phase includes the development of air routes and schedules; noise measurement, modeling, and analysis; and public outreach efforts.

Transportation Safety Institute

Student Programs Offer Career Opportunities

As part of the President's Human Capital Strategy, the Transportation Safety Institute (TSI) is making strides to identify mission-critical occupations and competencies needed in the current and future workforce, and is developing strategies to identify, recruit, and retain a high performing workforce. As part of this effort, TSI is mentoring an aspiring local student, **Aaron Marshall**, under the Student Temporary Employment Program.

"This is a win-win situation for both TSI and Aaron," said **Linda Gulley**, TSI Associate Director.

Marshall began working for TSI in July 2001, as a clerk for the Operations Support Division. He worked part-time while studying computer science at the Moore/Norman Technical Center. Due to a strong desire to enhance his computer skills, he began assisting the information technology specialists and showed exceptional aptitude in the computer field.

TSI signed an agreement with Marshall's school for him to be converted to a Computer Trainee under the Student Career Experience Program (SCEP). Under SCEP, students are hired to work in their academic



Aaron Marshall (rt) gives software demonstration to Frank Tupper, TSI Director (lt).

field and given an opportunity to utilize their studies in the workplace. Once the students complete their academic course work, they are eligible for non-competitive conversion to a permanent federal position.

This December, Marshall will complete the requirements for Microsoft Certified Systems Engineer Certification, and five months later will complete the Cisco Certified Network Associates Program and receive his Associate's Degree in Network Technology.

100th Transit Safety and Security Program Certificate Recipient Honored



David Roush

TSI's Transit Safety and Security Program reached a milestone in August when **David Roush** was presented an honorary award for being the 100th student to attain the program certificate. This accomplishment reflects DOT's top priority to increase safety in transportation.

The award was presented at the close of TSI's Transit System Security class conducted in Atlanta, Georgia.

Roush is currently employed as the Transit Services Training Supervisor for C-Tran, a public transit provider in Vancouver, Washington, and its surrounding area. He is also an active member of TSI's Associate Staff Program, which utilizes subject matter experts to teach some of its courses throughout the year.

TSI's Transit Safety and Security Division established this certificate program in 1998 to increase professionalism of the transit safety and security workforce. This is accomplished by providing a broad-based knowledge of safety and security principles applicable to transit system safety, operations, and management. Participants must complete five specified courses within a three-year timeframe to be eligible for the Transit Safety and Security Program Certificate. The certificate is a continuing education goal for many in the transit industry.

TSI | Research Facility

Boeing 747 Aircraft Environment Research Facility (AERF) Begins Service at TSI

Dick Rodine, Deputy Director, MMAC; **Christine Lawrence**, Manager, Aviation Safety Division, TSI; and Frank DelGaudio, Manager, Recommendation and Analysis Division, Office of Aircraft Accident Investigation, attended the ribbon cutting ceremony. All played key roles in bringing about the full utilization of the AERF's 747 aircraft by multiple agencies.



Chief Counsel/Management and Administration

O'Berry Recognized for U.S. Coast Guard Transition Support

U.S. Coast Guard Transition Team Leader and RSPA Senior Attorney **Donna O'Berry**, was recently recognized by the Commandant of the U.S. Coast Guard, Admiral Thomas H. Collins, for her outstanding service earlier this year which resulted in the seamless transition of the USCG from DOT to the Department of Homeland Security.

"I was so honored to be presented this award from Admiral Collins," said O'Berry. "It was truly a team effort within DOT and the Coast Guard that contributed to a smooth transition."

Admiral Collins presented O'Berry with the Coast Guard Meritorious Public Service Award. The citation read, "Ms. O'Berry's efforts ensured there would be no disruption in service to DOT or Coast Guard employees, nor any reduc-



RSPA Senior Attorney Donna O'Berry shows the Coast Guard Meritorious Public Service Award.

tion in service to the nation's maritime transportation system despite the transition of the Coast Guard to the new Department on March 1."

Also receiving recognition for their work on the USCG Transition Team were former RSPA Administrator **Ellen Engleman**, former RSPA Special Assistant **Matthew Mueda**, former RSPA Assistant to the Administrator **David Clark**, and OST Attorney Jane DeCell.

Tribal Nations (from page 7)

National Association of Pipeline Safety Representatives and the pipeline industry.

Additional benefits of an established agreement include the identification of high consequence areas on tribal lands, pipeline emergency response and inspection awareness training, and a Native American internship program with the agency.

Tribal lands contain a large number of high-pressure transmission pipelines of all types. With tribal populations on the rise, their dependence on energy resources and the ways in which they are received is growing as well. Through a partnership, tribes will gain additional resources in pursuing energy development on tribal lands while keeping associated risks to a minimum.

Currently, over 6,000 miles of hazardous liquid and natural gas transmission pipelines exist within tribal areas.

RSPA Focuses on President's Management Agenda Charter



DOT Special Recognition Award recipients

The DOT Assistant Secretary for Administration's Special Recognition Award was presented to the RSPA human resources staff in recognition of excellent performance and teamwork in implementing the President's Management Agenda for Human Capital. Over the past year, (photo left to right) **Barbara Mulcahy**, **Shenita Wells**, **Lamar Porter**, **Lisa Kleiner**, and **Rhonda Malloy** made significant contributions in several key departmental human resource initiatives that included workforce planning, performance and awards, learning and development, and the migration to a new payroll system. All of these initiatives will eventually be reflected in new DOT policy.

ognition of excellent performance and teamwork in implementing the President's Management Agenda for Human Capital. Over the past year, (photo left to right) **Barbara Mulcahy**, **Shenita Wells**, **Lamar Porter**, **Lisa Kleiner**, and **Rhonda Malloy** made significant contributions in several key departmental human resource initiatives that included workforce planning, performance and awards, learning and development, and the migration to a new payroll system. All of these initiatives will eventually be reflected in new DOT policy.

The President's Management Agenda for improving government performance contains five government-wide management initiatives, including the Strategic Management of Human Capital. This initiative focuses on citizen-centered service and the value of a diverse workforce in achieving performance results. It calls for an adaptable workforce that leverages resources and technology and stresses the need for lean, delayed organizations, where the workforce is closer to the customer and expedites decision-making.

Management and Administration/Policy

DOT Secretary's 36th Annual Awards Ceremony

"I am very proud of the remarkable dedication to duty that I see every day from the men and women of the U.S. Department of Transportation," said **Secretary Mineta**. "This commitment is evident across every mode and extends into every office."

Meritorious Achievement (Silver Medal)

Glenda S. Holiday
Donna O'Berry
Ryan Posten

Excellence Award Carmen L. Rickenback Linda C. King Emilie J. Betz

Team Award Crisis Management Center Expansion and Renovation Team

Partnering for Excellence Award

Corporate Average Fuel Economy Team (OST/NHTSA/RSPA)

DOT Multi-Modal Hazmat Placard Study Team (RSPA)

Operation Enduring Freedom and Operation Iraq Freedom Service Award Darryl Dent (Deceased)



Pictured (lft to rt) DOT Secretary Mineta, Glenda S. Holiday, RSPA Deputy Administrator Sam Bonasso.



Pictured (lft to rt) DOT Secretary Mineta, Carmen L. Rickenback, RSPA Deputy Administrator Sam Bonasso.



Pictured (lft to rt) DOT Secretary Mineta, Emilie J. Betz, RSPA Deputy Administrator Sam Bonasso.



Pictured (lft to rt) DOT Secretary Mineta, Linda C. King, RSPA Deputy Administrator Sam Bonasso.

DOT Secretary's 9-11 Awards Ceremony

"Your around-the-clock attention to the American transportation infrastructure from the Crisis Management Center was protecting Americans," said **RSPA Deputy Administrator Bonasso**. "The work of the people of RSPA, in keeping hazmat movement safe and secure, and maintaining the Department's readiness to respond to crises in transportation, is vital."

DOT Secretary's 9-11 Medal Ellen G. Engleman NTSB Chairman

DOT Secretary's 9-11 Ribbon DOT HQ Crisis Management Team Brian Carney

DOT Federal Response Plan Team Gale Hines

DOT Continuity of Government Program Team John Hess

DOT CMC Shift Operations Chiefs Marie Savoy

DOT CMC Extended Support Team Tom Sachs

DOT Hazmat Safety Security Team Dave Sargent

DOT CMC Duty Operations Administration Team Delphine Sidbury

Team RSPA

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performance, and performance equals
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American Indian Heritage Month Observance November 20th

Oklahoma City
Memorial Room
Nassif Building 2230

10:30 – 11:30 a.m.

Special Guest:
Mary Sunbeam, Native
American Story Teller
Remarks by:
Secretary Mineta

Did You Know? “RSPA Plans and Policy Support staff was successful in sponsoring the Department of Defense to become a full partner in the California Fuel Cell Partnership, as well as engaging DOT’s National Highway Traffic Safety Administration with the partnership.”

New Hires from 6/1/03 – 10/30/03

Office of the Administrator

Tina Jackson
Kimberly Hughes

Office of Human Resources

Linda Rhoads

Office of Contracts & Procurement

Robyn Zellars

Office of Policy and Program Support

James Wiggins
John Bonkowski

Office of Chief Counsel

Fred Benjamin

Office of Emergency Transportation

Roger Bohnert

Office of Pipeline Safety

John Pepper
Bill Flanders

Office of Hazardous Materials Safety

Craig Genievich

Volpe National Transportation Systems Center

Sarah Dammen

Carson Poe

Lisa Engblom

Rania Davis

Kevin Cummins

Malachi Hul

Kyle McGillicuddy-Penna

Suleika Martinez

Elida Smith

Tashi Ngamdung

Transportation Safety Institute

Kelly Teague

RSPA Help Desk Takes Quick Action to Protect Computer System

In early August, RSPA began to receive reports from the Department of Homeland Security of a new mass-mailing virus, now referred to as W32/Mimail, which was spreading on the Internet. **Jack Albright** and his dedicated RSPA Help Desk team of information technology experts quickly jumped into action to stop the virus from invading the RSPA computer network by applying a Microsoft software patch.

This new mass-mailing worm quickly spread across the U.S. and Europe. The MiMail worm takes advantage of vulnerabilities in the Microsoft Windows Explorer to harvest email addresses and propagate itself. The worm arrives disguised as a message from the network administrator with an attached zip file. It then proceeds to clog up email systems. It resulted in the temporary shutdown of Internet connections at several government agencies.

Hats Off to RSPA

RSPA Appreciation Day Picnic



This year the RSPA Appreciation Day (picnic) was held at Bolling AFB on October 19, and featured a “different hats” contest, which yielded many winners; here Tina Jackson accepts her prize from RSPA Deputy Administrator Sam Bonasso.



RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

President Bush Signs Into Law Norman Y. Mineta Improvement Act

Research and Special Programs Administration realignment pushes for heightened focus on important transportation priorities



This is an historic time for RSPA and the U.S. Department of Transportation (DOT). On November 30, 2004, the President signed into law the Norman Y. Mineta Research and Special Programs Improvement Act of 2004 (H.R. 5163). This legislation creates two new agencies in the DOT. RSPA's Office of Pipeline Safety and Office of Hazardous Materials Transportation will become the Pipeline and Hazardous Materials Safety Administration (PHMSA). Secondly, the Act establishes, for the first time, an administration solely dedicated to transportation research activities, the Research and Innovative Technology Administration (RITA). In RITA, DOT has the opportunity to realize greater collaboration, information-sharing, coordination support, and advocacy for its myriad transportation research, development and deployment efforts.

"The placement of the Office of Pipeline Safety and Hazardous Materials Safety in one new administration ensures these issues get the attention they deserve," said

U.S. Transportation Secretary Mineta. "This approved legislation will, for the first time, help keep us at the forefront of new technologies, while also strengthening our important regulatory and operational responsibilities."

The creation of RITA is one step closer to Secretary Mineta's vision of an organization that is part Silicon Valley entrepreneurial company and part university research lab. It will be responsible for coordinating and facilitating partnerships to produce innovative technologies and would integrate into its operations the statistical and research functions of the BTS.

Since the tragic events of September 11, 2001, the transportation of hazmat by truck, rail, and through the nation's 2.3 million miles of national pipelines, has become a significant safety and security concern for the Department.

"Combining these two critical transportation safety programs into one dedicated administration

places greater emphasis on the effective management and enforcement of safety regulations, codes, standards, and penalty collections," said **RSPA Deputy Administrator Samuel Bonasso.**

The newly created research arm, RITA, will emphasize innovative technology partnerships and leadership in coordination, review, and analysis of DOT's myriad research programs. As envisioned, RITA would be responsible for the R&D functions now performed by RSPA. It would also integrate into its operations the current DOT Office of Intermodalism and all functions currently assigned by statute to the Bureau of Transportation Statistics (BTS). RITA would retain RSPA's Volpe National Transportation Systems Center, Transportation Safety Institute, and Office of Innovation, Research, and Education.

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OPS' Stacey Gerard Selected for Presidential Meritorious Executive Rank Award

The second highest honor given to Federal government career civilian employees was recently bestowed upon RSPA Associate Administrator for Pipeline Safety **Stacey Gerard.** Transportation Secretary Mineta awarded Gerard the Presidential Meritorious Executive Rank Award during his annual awards ceremony

on November 5.

Under Gerard's leadership, the Office of Pipeline Safety (OPS) team worked tirelessly to protect the public, environment, and the pipeline infrastructure that provides two-thirds of the nation's energy. She has pushed for more efficient and effective use of *Gerard, Executive Rank (cont'd on page 3)*



The Deputy Administrator's Office

From the Desk of the Deputy Administrator...



Deputy Administrator Samuel Bonasso

This is an historic time for the Research and Special Programs Administration (RSPA) and for the U.S. Department of Transportation (DOT). Soon RSPA will cease to exist. In its place will be two brand new DOT operating administrations. Each administration will contain some of the elements of the old RSPA. One of them will also contain activities and functions previously part of other DOT offices.

Other articles in this issue of RSPA Results provide the detail of this realignment and its purpose. Here, I will offer a broader perspective on the importance of this effort and its meaning to the affected agencies and their employees, to the stakeholders these organizations serve, and to the Department.

Simply stated, this realignment reflects the extremely positive way in which RSPA employees are viewed. You and your work are held in high regard. Your new credibility and the success of your tireless and dedicated efforts have left a positive impression in the minds of both the DOT and Congressional leadership. These two new DOT organizations will now be given the opportunity to build on RSPA's success and create new, higher levels of performance and service.

For example, a higher visibility future awaits the employees of the new Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA will have its own Senate-confirmed administrator and a mission dedicated solely to these two vital transportation safety arenas. PHMSA employees will have the opportunity to develop new, innovative approaches to safety and to solidify their significant recent accomplishments.

Similarly, the staff of the Office of Research, Innovation and Education; the Volpe National Transportation Systems Center, and the Transportation Safety Institute will join together with their colleagues from the Bureau of Transportation Statistics, the Secretary of Transportation's Office of Intermodalism, and eventually the Federal Highway Administration's Intelligent Transportation Systems Joint Program Office to form the new Research and Innovative Technology Administration (RITA). RITA will also have a Senate-confirmed administrator and organizational mission dedicated solely to research and the technology innovation needs of our nation's transportation systems. In RITA, DOT has the opportunity to realize greater synergy, collaboration and coordination in its myriad research efforts. "Part Silicon Valley entrepreneur and part academic researcher" is how Secretary Mineta summed up RITA's mission. America's transportation systems now face, and will continue to face, safety and mobility challenges that must be efficiently and creatively addressed.

Very rarely in a career are we presented with an opportunity to start a new enterprise. Even rarer is the realization of such an opportunity for an entire organization, be it in the private or public sector. It is usually as a result of high performance that spinoffs and new divisions are started. The realignment of RSPA comes from new transportation enterprise needs and the remarkable can-do spirit and leadership of RSPA employees.

RSPA employees have done an exemplary job of building appropriate partnerships with the industries and companies they oversee and regulate. In part, it was these industries and organizations that communicated strong support to Congress for the DOT reorganization. To RSPA stakeholders, this reorganization makes sense. They see the benefits of having their issues, concerns, and needs addressed in an even more effective manner.

Congratulations to the outstanding men and women who are today's RSPA. I know you will continue to build on your achievements and give new energy and purpose to RITA and PHMSA. Thanks, too, to all the stakeholders who supported RSPA. You will now have the opportunity to help DOT's new administrations grow to maturity.

The first steps of a new journey take courage and commitment. Working collectively through RITA and PHMSA, the Department of Transportation and America's transportation systems will make that journey safely, efficiently, and creatively.

RSPA in Action



Gerard, Executive Award

(cont'd from page 1)

new technologies to solve problems, such as developing and implementing the National Pipeline Mapping System, which provides information on pipeline locations.

Other OPS results include completion of most of the 59 new Congressional mandates tied to the Pipeline Safety Improvement Act of 2002 and the implementation of the Natural Gas Pipeline Integrity Management regulations. With the implementation of these regulations, the Department has seen double-digit drops in pipeline leaks, incidents, and spills.

Every year the President recognizes only five percent of the career senior executives government-wide. This year, Gerard was one of only 293 who received the award.



Stacey Gerard receives award from Secretary Mineta at the 37th DOT Annual Award Ceremony.

DID YOU KNOW?

The Research and Special Programs Administration's new and improved website is now available. Enhancements include color, format and navigational upgrades, creating a more userfriendly and easily researchable site. Visit the new site at www.rspa.dot.gov

RSPA Goes Public in Support of Nation's First Responders



(Pictured from left to right) Shown accepting USDOT HMEP Grant checks are Don Scott, Bernalillo County Emergency Management Coordinator; Kenneth Tiller, Pueblo of Laguna Tribe Emergency Management Coordinator; Congresswoman Heather Wilson (R-1NM); and Governor Fred Vallo, Sr., of the Pueblo of Acoma Tribe.

Over a two-month period beginning in September, **RSPA Deputy Administrator Samuel Bonasso** took to the road promoting DOT's Hazardous Materials Emergency Preparedness (HMEP) Grants Program and the distribution of the revised 2004 Emergency Response Guidebook (ERG) to the nation's first responder community.

Bonasso began his campaign in Philadelphia, PA, then traveled to New Orleans, LA; Albuquerque, NM; and finished in Charleston, W VA. This year, all 50 states, territories and Native American Tribes received a total of \$12.8 million in annual HMEP grants for local community hazardous materials training and over two million copies of the ERG were distributed free of charge to first responders.

"These grants help the nation's local first responders better protect

their citizens by assuring that they have all the tools available to respond to hazardous materials incidents," said Deputy Administrator Bonasso. "DOT's goal with the new ERG is to make it available to every first responder unit as a ready reference so they know what they are dealing with before responding to an incident."

"Our firefighters and first responders deserve the support and training to do the job," said U.S. Representative Heather Wilson. "When the call goes out, they are the first to go in and the resources they need include preparation and information."

More than 1.5 million emergency responders, as well as 3,000 local emergency planning committees from across the nation, have received training and support under HMEP since the program began in 1993.



Pipeline Safety

Advancing Technology to Fight Pipeline Failures



Photo Courtesy of Pipeline & Gas Journal

Contractor conducting a pipeline inspection using a long-range ultrasonic inspection tool.

The most difficult challenge in protecting people and the environment from pipeline failures continues to be damage to pipelines from human activity. Increased damage prevention efforts conducted by state pipeline safety agencies and operators alike provide a considerable amount of pipeline protection, but in the eyes of the Office of Pipeline Safety (OPS) these efforts are still not enough.

In October, OPS invested over \$7.4 million in pipeline research and development (R&D) efforts to establish new technologies that provide near-term solutions in increasing the safety, cleanliness, and reliability of the nation's pipeline transportation system. These R&D efforts are the result of consultations with industry and other Federal agencies in which certain focus areas were identified



Photo courtesy of Pipeline & Gas Journal

Pictured above a robot conducts an external pipeline inspection of multiple pipelines.

as needing special attention for increased reliability and risk reduction.

Since 2002, the OPS has invested a total of \$15.8 million for 58 R&D projects that offer new methods of inspecting, assessing and strengthening pipe conditions. These projects also expand the industry's ability to combine pipeline data gathered from varying methods to provide a more complete picture of pipe integrity.

The Federal commitment to improve pipeline safety, efficiency and integrity is not held by OPS alone. In September, OPS and the Department of Energy (DOE) hosted emerging technology demonstrations on remote sensing of natural gas leaks and internal inspections of non-piggable gas pipelines in Wyoming and Ohio. These demonstrations provided legitimate testing for the establishment of effective benchmarking and the facilitation of technology transfer.

Working with other agencies such as the National Institute of Standards and Technology, and Minerals Management Service, OPS shares the foresight and

responsibility to develop advanced technologies that will allow the pipeline industry to grow in tandem with the nation's energy needs while maintaining a cleaner environment.

Communities Grow Where Pipelines Flow

To many, the increased growth of America's population symbolizes a prosperous economy. To the OPS, a growing population brings new challenges to protecting the public and the environment from pipeline failures.

The development of new communities in previously rural areas brings people and underground activity closer to pipelines once considered "out of sight, out of mind."

As a remedy, OPS sought the assistance of some of the best minds in the country devoted to transportation strategic planning and research. Through the Transportation Research Board (TRB) of the National Academies of Sciences, OPS conducted a study of actual land use practices associated with encroachment upon the rights-of-way of high pressure transmission pipelines. The result was TRB Special Report 281, "Transmission Pipelines and Land Use: A Risk Informed Approach."

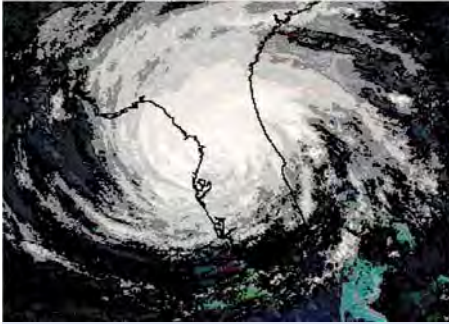
The report provides research on ways to minimize hazards and risks encountered by the public, utility workers, and surrounding environments when in close proximity to pipelines. For OPS, the

Pipelines Flow (continued on page 9)

Emergency Transportation



U.S. DOTs ESF-1 Meets Support Requirements During Record '04 Hurricane Season



Hurricane Charley takes aim at Florida.

(Photo courtesy of NOAA)

During an intense 34-day period that began August 13, the staff of the U.S. DOT Office of Emergency Transportation (OET) and other DOT personnel worked long hours to meet the transportation support needs of local, state, and national emergency agencies caused by hurricanes Charley, Frances, Ivan, and Jeanne. In response to the four major hurricanes that struck Florida, Emergency Support Function-1 [Transportation] (ESF-1)

created FEMA's Aviation Resource Coordination Center (ARCC) to address the aviation support requests received.

Under the FEMA Response Division, ESF-1 identified the manpower requirements for an ARCC; the availability of commercial, Department of Defense and Federal agency aviation assets; and how these assets could be coordinated to meet the aviation support requested in Florida. Within hours of being tasked, the ESF-1 planning team identified FEMA office space to house the ARCC, confirmed aviation assets, and prioritized and began filling the vast number of aviation resource requests to FEMA. DOT transported over 1,000 emergency relief workers and coordinated more than 800 flight hours of helicopter and other aircraft support through the ARCC.

"Clearly, we have much to be proud of in our response to this extraordinary series of hurricanes. Our team performed in a stellar fashion under considerable stress and hardship for extended periods of time," said OET Director **Roger Bohnert**. "Through ESF-1, we moved over 10,000 shipments of essential items, transported over 1,000 relief workers and coordinated hundreds of flight hours of aircraft service."

Under ESF-1, over 4,400 truckloads of relief supplies were moved into the affected areas. A sampling of goods and products moved included: 8,245,000 gallons of potable water; 12,520,000 pounds of ice; 23,268,000 meals and over 100,000 rolls of plastic sheeting.

OET Provides Airlift Capability and Airport Services Input to NATO



Development of the 2005-06 Crisis Management Training Plan for Civil Aviation,

and finalization of a civil aviation insurance agreement, were key topics of discussion at the November 2-5 North Atlantic Treaty Organization (NATO) Civil Aviation Planning Committee (CAPC) meeting held in Brussels, Belgium. OET's NATO Program Manager **Lloyd Milburn** was the Acting U.S. Representative at the CAPC meeting and provided input on U.S. airlift capabilities and airport services for use by the military in developing their deployment

plans. "We gain immeasurable experience, through our close working relationship with the NATO member and partner nations. This experience can be applied to DOT civil emergency preparedness, response, and recovery activities," said Milburn.

Among the other issues discussed at the CAPC meeting was the civil aviation industry's support to the military's short- and long-term strategic planning efforts. A majority of CAPC's planning efforts inform other committees and the military in finalizing their strategies. This collaborative planning could prove

beneficial to the success of significant NATO military operations, such as the global war on terrorism.

DID YOU KNOW?

The process of relocating the Office of OET from RSPA moved forward another step with the President's signing of the Omnibus Appropriations bill on December 8. Upon the issuance of new delegations of authority and necessary revisions to the DOT Organization Manual, OET will complete its merger with the Office of the Secretary's Office of Intelligence and Security.



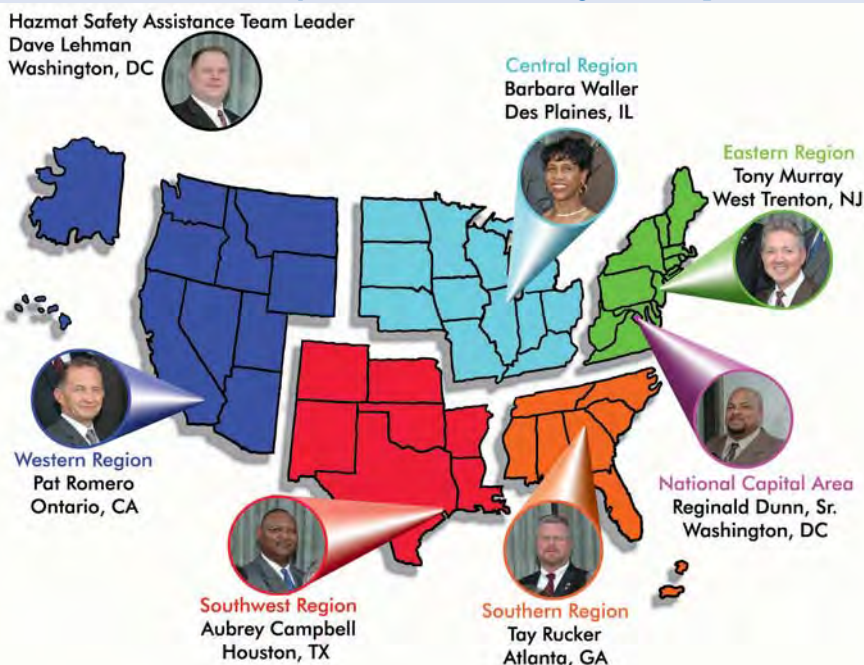
Hazardous Materials Safety

RSPA's Best Kept Secret

RSPA established a Hazardous Materials Safety Assistance Team (HMSAT) in 2000 to increase industry awareness of Hazardous Materials Regulations (HMR). The HMSAT helps businesses locate resources needed to comply with the HMR and provides technical assistance to the emergency response and planning community. The HMSAT was created with the belief that regulatory compliance and emergency preparedness begin with awareness and training.

The team is now fully staffed with members in each of the Hazmat Regional Offices and here at headquarters. From its humble beginnings, the seven-member HMSAT is beginning to gain national recognition. Over the last year, the HMSAT staff was on the road more than 50 percent of the time. This small

Hazmat Safety Assistance Team Regional Map



mobile team has reached over 10,000 individuals in the hazmat community, provided over 270 hazmat awareness

presentations, and was responsible for distributing nearly 30,000 standard information packets.

RSPA Keeps Abreast of International Civil Aviation Organization Activity at UAE Meeting Before Issuing Harmonization Final Rule

On December 20, RSPA published its final rule entitled "Harmonization with the United Nations (UN) Recommendations, International

Maritime Dangerous Goods Code and International Civil Aviation Organization's (ICAO) Technical Instructions" to further align the U.S. Hazardous Materials Regulations (HMR) with several international standards and regulations, including the 2005-2006 ICAO TI. U.S. and international hazardous materials regulations are periodically harmonized through such RSPA rulemaking. With this final rule RSPA did not strive to make the HMR identical to the international regulations but rather strove to remove or avoid potential barriers to international transportation.

One of a series of activities that preceded this rulemaking included RSPA International Standards Coordinator **Bob Richard's**

participation in the ICAO Dangerous Goods Panel (DGP) Working Group Meeting held this past October in Abu Dhabi, United Arab Emirates (UAE). That meeting was hosted by the UAE General Civil Aviation Authority (GCAA) and initiated work on the "2007-2008 edition of the International Civil Aviation Organization Technical Instructions on the Safe Transport of Dangerous Goods by Air (ICAO TI)".

Virtually all international shipments and a majority of U.S. domestic shipments of hazardous materials transported by air are in accordance with the ICAO TI. The HMR authorizes transport in accordance with the ICAO TI.



UAE Civil Aviation Authority Security Inspector Abdulla Al Housani, RSPA International Standards Coordinator Bob Richard, UAE Civil Aviation Authority Dangerous Goods Safety Specialist Leslie Armand, and UAE Civil Aviation Authority Director of Dangerous Goods Safety and Cargo Operations Osama Al-Ameri take a break during the recent ICAO DGP meeting in Abu Dhabi.

Volpe Center



Appointment of Volpe Director of Management Improvement Initiatives Part of “New Vision” of Center’s Performance

U.S. Transportation Secretary Norman Y. Mineta recently appointed **Dr. Curtis J. Tompkins** as Director of Management Improvement Initiatives at the Volpe National Transportation Center. Dr. Tompkins is supporting Volpe senior management in implementing DOT-initiated improvements and facilitating Volpe-initiated innovations.

With the advent of the Research and Innovative Technologies Administration (RITA), Tompkins is coordinating the creation of a new vision for the Volpe Center as an integrated contributor to DOT-wide strategic thinking. In addition, Volpe will continue to work closely

with DOT modal clients to promote and encourage increased use of state-of-the-art technologies throughout the transportation enterprise.

“Our vision is for the Volpe Center to be a high-performing organization of increasing value to DOT and our nation’s transportation enterprise,” said Tompkins. “We see the advent of RITA as a golden opportunity to work closer than ever with DOT leadership to assure that innovations are conceived and implemented systemically.”

Dr. Tompkins’ appointment came in the wake of several ongoing initiatives including improvements in project management,

restructuring Volpe’s organization, and developing a high-level Volpe Board of Advisors. Working with Volpe Center leadership, Dr. Tompkins is facilitating collaborative development of Volpe’s leadership agenda. That agenda currently focuses on strategic leadership, management control, business development and marketing, and integrating with RITA and DOT clients.

Volpe Staff Receives the FAA Safe Flight 21 Team Achievement Award

A 10-person team from the Volpe Center recently received the FAA Safe Flight 21 Team Achievement Award. Led by **Dr. Michael Geyer** of the Surveillance and Assessment Division, and **Sarasina Suljoadikusumo** of the Airport Surface Division, the team earned the award for developing and demonstrating improved aircraft surveillance-related capabilities.

Safe Flight 21 is a government and industry joint effort to improve the safety, efficiency, and capacity of the National Airspace System. It uses a variety of technologies that provide real-time traffic information and flight-related data, such as weather conditions to both air traffic controllers and flight crews. To accomplish these goals, the FAA Safe Flight 21 Program is developing new communications,



[Pictured from left to right] Volpe staff Sarasina Suljoadikusumo, Steve Nuzzi, Angelo V. Rallo, Dr. Mike Geyer, and Allen Mackey accept the FAA Safe Flight 21 Team Achievement Award. Not pictured: Ray Lambert, Brent Midwood, Theofilos Papadopolous, Chris Daskalakis, Patrick Martone, and Khang Nguyen.

navigation, and surveillance technologies for use on the airport surface, in terminal areas surrounding major airports, in the en route domain between destinations, and in oceanic operations.

The Volpe Center has supported

the Safe Flight 21 program since its inception in 1998. Volpe’s accomplishments include: deployment of a multilateration Automatic Dependent Surveillance-Broadcast (ADS-B) surface surveillance system in Louisville, KY; deployment of a multilateration ADS-B terminal area surveillance system in Memphis, TN; development of a prototype surface automation system; and development, deployment, and evaluation of a prototype oceanic surveillance system in the Gulf of Mexico.

See the additional Volpe Story on page 8.

Human Factors in the Design and Evaluation of Electronic Flight Bags



Innovation, Research and Education

University of Minnesota Advances Bridge Design



Deck and girders of a bridge strengthened with MF-FRP system.

Transportation researchers at the Center for Infrastructure Engineering Studies at the University of Missouri-Rolla, a U.S. DOT-supported University Transportation Center (UTC), are advancing the use of strong, lightweight, composite fiber-reinforced polymers (FRP) for making needed bridge repairs on the

nation's decaying bridges. The use of this lower cost space-aged material could spell relief to states with limited funds earmarked for new bridge construction or for those bridges in need of rehabilitation.

Over the past six years, the Center for Infrastructure Engineering Studies has engaged in numerous advanced materials and non-destructive testing technologies like FRP that are now reaping real world benefits.

In a project that will result in the rehabilitation of several bridge structures made of concrete, a newly-developed strengthening technique is being implemented that consists of attaching FRP strips to the concrete using closely-spaced steel expansion anchors (see photo). The method, known as the Mechanically-Fastened Fiber-Reinforced-Polymer (MF-FRP) is rapid, uses available hand-tools, lightweight materials and unskilled labor. It also appears to be very economical and suitable in situations where the externally-bonded FRP cannot be used due to the poor condition of the existing concrete.

Another University of Missouri-Rolla UTC project involved K-12 grade students and faculty from a local vocational school, Rolla Technical Institute. The problem they faced was to come up with a device that would allow easy bridge access for sensor installation during periods of construction that normally precluded the use of a cherry-picker or other vehicle to access the desired locations along the steel girders. To overcome this problem, the university and vocational school participants designed and constructed a modular cart that could move along the whole bridge, rolling over the bottom flanges of two adjacent girders, using a set of built-in devices to by-pass the vertical stiffeners, cross frames and diaphragms at the pile locations. In addition to the scientific value of the project, this was an unprecedented opportunity to involve K-12 grade students in research related to transportation.

Human Factors in the Design and Evaluation of Electronic Flight Bags



A pilot conducts flight performance calculations using the Teledyne Controls AvVantage EFB.

At the request of the Federal Aviation Administration (FAA) Human Factors Research and Engineering Division, the Volpe Center began examining the human factors considerations of Electronic Flight Bags (EFBs). The Center's goal was to assist the FAA in developing advisory material for EFBs. In September, the Volpe team submitted their final EFB draft report to FAA for approval and release.

EFBs are small information-management devices that can help pilots and aircraft operators conduct flights more efficiently and safely. They can support a variety of functions such as electronic documents, flight performance calculations, cabin surveillance, surface moving map displays, electronic charts, and even display of weather information. EFBs are fast becoming a reality in all types of aircraft operations because of their flexibility and relatively low cost.

Human Factors Design (cont'd on page 12)

Transportation Safety Institute



TSI Begins Development of New Rail Training Center



The Metra-donated commuter rail car undergoes transport to the TSI facility in Oklahoma City, Okla.

In August, Transportation Safety Institute (TSI) Transit Safety and Security Division accepted the first of what is hoped to be several rail cars that will make up its new Rail Training Center (RTC). TSI began development of the rail training center at its training facility in Oklahoma City, OK to provide

training to rail incident investigators and other safety and security trainees. Working with several transit organizations to procure donated rail cars and equipment, TSI expects the training center to be operational for the pilot of its Advanced Rail Incident Investigation course in September 2005.

The first car is a bi-level commuter rail car manufactured by Pullman. It was donated by the Northeast Illinois Regional Commuter Rail Corp. (Metra), Chicago's commuter rail authority. Transportation of the 95-foot long, 120,000-pound car from Chicago to Oklahoma was provided courtesy of the Burlington Northern and Santa Fe Railway Company, which also

donated the gates and signals for the RTC. TSI is awaiting delivery of its next car, a light rail vehicle donated by Metra.

The RTC will provide students with invaluable and realistic accident simulations and will have a functional grade crossing complete with working gates and lights that will allow training staff to recreate train-on-bus and train-on-automobile collisions.

NTSB Chairman Visits TSI

National Transportation Safety Board (NTSB) Chairman, and former RSPA Administrator, Ellen Engleman Conners, made her first visit to the Transportation Safety Institute (TSI) and the FAA's Mike Monroney Aeronautical Center in Oklahoma City, OK in early October. Her visit coincided with other NTSB-related meetings being held in Oklahoma.

"I am inspired by the work your team is doing at TSI in the area of transportation safety and investigator training," said Chairman Engleman Conners. "The training of transportation accident investigators is very important to the NTSB mission."

The NTSB Chairman toured TSI's main campus as well as their Pipeline Safety Lab, National

Automotive Sampling System Crashed-Car Lab, Aviation Safety Boneyard, and new Rail Training Facility.



TSI Aviation Safety Division Manager Christine Lawrence (right-center) briefs NTSB Chairman Ellen Engleman Conners (right) at TSI's Aviation Safety Boneyard on aspects of aircraft accident investigation, as NTSB Special Assistant Patrick McCarthy (left), and TSI Director Frank Tupper (left-center) look on.

Pipelines Flow (cont'd from page 4)

report is an important first step in providing local officials and others involved in managing the risks of encroachment access to pertinent information, ability to develop better guidance, and to make better decisions surrounding land use near pipelines.

In the final report, the TRB provided recommendations for OPS to consider when establishing effective practices to assist Federal agencies and state and local governments in making decisions affecting pipeline safety.

Immediately following the completion of TRB Special Report 281, OPS developed a response plan to address short, intermediate and longterm activities designed to reduce the risks associated with encroachment. Included in the plan are highlights on how OPS, in conjunction with other federal agencies, will develop a decision framework and guidance that balances the need to protect pipelines and the public.



Chief Counsel/Civil Rights

Chief Counsel Makes Impact at Annual Hazmat Enforcement Conference

Building a stronger hazardous materials enforcement team within RSPA was the goal of a handful of attorneys invited to participate in this September's annual Enforcement Conference hosted by the Office of Hazardous Materials Enforcement (OHME) in Solomons, MD. Team building and cooperation dominated the opening remarks of new Assistant Chief Counsel for Hazardous Materials Safety **Joe Solomey** and transitioned into an agenda filled with focused discussions on legal requirements.

The attorneys from the Office of Chief Counsel provided two days of legal presentations to better educate the regional hazmat inspectors on a range of enforcement topics. One key topic was the authority, jurisdiction and exception to Fourth Amendment unreasonable search and seizure warrant requirements in a heavily regulated industry. Other topics covered included an update on current hazardous materials criminal investigations, witness testimony, sensitive security information and ethics.

Attorneys **Bob Kern** and **Donna O'Berry** provided an extensive overview concerning sensitive security information, a topic generated from the HM-232 Security Plan Final Rule that went into enforcement just over a year ago. OHME regional inspectors and Office of Chief Counsel attorneys are initiating enforcement actions based on the new Hazardous Materials Regulation (HMR) security plan and training requirements for the hazardous materials industry.

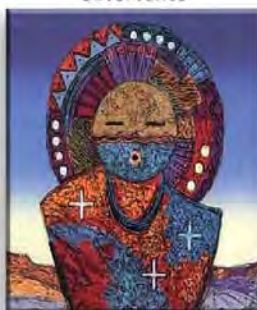
DID YOU KNOW?

New RSPA Deputy Chief Counsel Selected

Joseph F. Ahern is the new Deputy Chief Counsel and comes to RSPA by way of the United States Coast Guard.

Retiring with the rank of Captain, Ahern served as Chief of the Office of Maritime and International Law. He has experience working Department of Homeland Security issues and will now take a more focused role in supporting the pipeline safety program.

The U.S. Department of Transportation
Presents
2004 American Indian
Heritage Month
Observance



Jeff Ball filled the room with soothing contemporary Native American flute music.

RSPA Chairs American Indian Heritage Month Committee

Scott Holland of the RSPA's Office of Civil Rights led the Department's committee in charge of this year's November observance of American Indian Heritage Month. The event was hosted by Secretary Norman Mineta and Director of the Departmental Office of Civil Rights, Michael Trujillo. Filling DOT's Oklahoma City Room, attendees experienced the beauty and uniqueness of the Native Indian culture.

"This year's event was well received and combined exceptional musical entertainment by Jeff Ball on the Native American flute, followed by informative remarks by Michael Nephew, President of the American Indian Society of Washington, DC," said Holland. "For an hour we were fully immersed in American Indian culture and music."

Musician Jeff Ball is largely self-taught on the Native American cedar flute. He is able to blend the best of both Anglo and Native styles without losing the highly prized organic voice of the cedar flute. Ball was a past Native American Music Awards nominee for best flutist of the year.

Michael Nephew, a member of the Eastern Band of Cherokee Indians, lives in the Washington, DC, area. He is active in several American Indian social and cultural organizations that focus on educating the public on American Indian culture and teaching young American Indians traditional crafts, music, and dance.



(lft to rt) Michael Nephew, Secretary Mineta, and Jeff Ball cut the cake at the official American Indian Heritage Month ceremony.

Management & Administration



DOT Secretary's 37th Annual Awards Ceremony

“Many of you work quietly behind the scenes, but the work that you do for this Department, and for this great nation, is deeply appreciated. Together, we have built an enviable record of accomplishment in which we can all take pride.”

— DOT Secretary Norman Y. Mineta

Presidential Rank Award

Stacey Gerard

Outstanding Achievement Gold Medal

Roger Bohnert

Meritorious Achievement Silver Medal

Doug Reeves

Ann Markman

Partnering for Excellence Award

The President's Management Agenda
Team-RSPA

Edward Brigham

James Taylor

Jack Albright

Karen Cronin

Paul Stieger

Lamar Porter

Linda Rhoads

Sue Connors

Laura Birkhimer

Thomas Scott

Marie Savoy

Lakewood Relocation

Team-RSPA

Christopher Hoidal

War on Terrorism Ribbon

Christine Figueroa

John C. Hess

Donna L. O'Berry

David K. Lehman



Pictured (left to right) RSPA Deputy Administrator Samuel Bonasso, Hai Ja Curtis, Secretary Norman Mineta.



(Pictured left to right) RSPA Deputy Administrator Samuel Bonasso, Aurea Ortiz, Secretary Norman Mineta.

30-Year Government Service Recognition

Marie Savoy

“To these exceptional public servants, on behalf of President Bush and Vice President Cheney, I thank you for your contributions and congratulate you on your well-deserve recognition.”

— DOT Secretary Norman Y. Mineta



(Pictured left to right) RSPA Deputy Administrator Sam Bonasso, Alan Kaprelian, Secretary Norman Mineta.

Operation Enduring Freedom and Operation Iraqi Freedom Service Award

DOT U.S. Military Reservists and civilian employees called to service in the Middle East theatre

Secretary's Team Award

DOT Hurricane Emergency Response
Team-RSPA

Reginal Jones

Gale Hines

William Medigovich

Lloyd Milburn

Tom Sachs

Lamar Porter

Helen Hagin

Nauman Ansari

Ronald Straythorne

Robert O'Neil

Mandamus Regulatory Development
Team-RSPA

Mike Hilder

Joe Solomey

Secretary's Volunteer Service Award

David Daley

Award for EEO/Affirmative Action

Alan Kaprelian

Secretary's Award for Excellence

Hai Ja Curtis

Aurea Ortiz



(Pictured left to right) RSPA Deputy Administrator Sam Bonasso, Ann Markman, Secretary Norman Mineta.



Team RSPA

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RSPA...Where preparation equals
performance, and performance
equals RSPA RESULTS...!

Human Factors (cont'd from page 8)

However, government regulators, customers, and industry developers all agree that EFBs pose a host of human factors challenges. Without careful design, EFBs could increase workload and distract the flight crew from higher priority tasks.

In November 2003, a report entitled Human Factors Considerations in the Design and Evaluation of Electronic Flight Bags (EFBs) Version 2 was released. This report was authored by **Dr. Divya C. Chandra** and **Dr. Michelle Yeh** of Volpe's Operator Performance and Safety Analysis Division, and two Volpe Center contractors, **Dr. Victor Riley** of User Interaction Research and Design and **Susan J. Mangold** of Battelle Memorial Institute. The 2003 report greatly advances an earlier Volpe report and has a chapter on electronic charts and a snapshot of the EFB industry.

New Hires

Administrator's Office

Suzanne Te Beau

Management and Administration

Carla Cuentas

Office of Chief Counsel

Livbaugh Chapman, Jr.	Joseph F. Ahern
David Bonelli	Christopher S. Jones
Bradley J. Breamble	Puja Lakhani
Laura L. Wright	Karen E. Hickey
Bonnie L. Graves	Tina Mun

Office of Innovation Research and Education

Lydia E. Mercado

Office of Pipeline Safety

Suzette B. Paes	Florence L. Hamn
Elizabeth Skalne	Richard Echoles
Kristi S. BonnettJon	Alan Manning
	Ted Willke

Office of Hazardous Materials Safety

Arthur M. Pollack	Cameron Satterthwaite
Kurt C. Eichenlaub	Chevella Smith
Eileen Wentland	Aubrey R. Campbell

Volpe National Transportation Systems Center

Lynn L. Ngo	Amber R. Jaycocks
Alexander S. Fok	Colleen M. Carrigan
Sodany Sor	Natasha Arnopolskay
Garth A. Brazelton	Adam F. Klauber
Lauren A. Piccolo	Courtney N. Stevenson
Kerri A. Connolly	Lisandra Garay-Vega
Mubarik F. Iman	Michael Chalson
John F. Egan	Brian H. Yau
Michelle Gauvin	Brian H. Cawley
Avinash R. Rao	John P. Mayers
Moses A. Heyward	Caroline L. Donohoe
Kristen L. Harmon	Julia Greene
Kristen A. Butler	William R. Henrikson
James J. Caldera	Jeffrey M. Brenson
Robert H. Guen	Dan Hernandez-Stewart

Transportation Safety Institute

Lawrence E. Patterson Elvra Gizzard-Lee

Recent Events in the News



The DOT Hydrogen Working Group previewed the first hydrogen-gasoline station in North America that opened in mid-November at a Shell station on Benning Road in northeast Washington, D.C. The station services the fleet of six fuel cell vehicles from the General Motors Corporation. The Shell and GM collaboration demonstrates hydrogen fuel cell vehicles and refueling infrastructure technology, an important contribution in making fuel cell vehicles an everyday reality.

DOT's 6th Annual Art Gala



RSPA's own Jerre Thomas of the Hazardous Materials Training Office takes time to show Secretary Mineta his photos as one of the eight artists to exhibit their artwork at the 6th DOT art gala held in October.

CFC Chili Cook Off



RSPA's Combined Federal Campaign fundraising efforts included a chili cook-off coordinated by (pictured left to right) Blenda Perez, Bob O'Neil, Tom Seymore, and Terri Quigley. The cook-off and other fundraisers helped RSPA exceed its assigned CFC goal of \$44,000 by at least 5 percent.



Spring 2003 Edition

Volume 2, Issue 1

RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RSPA Leads USCG Transition to Department of Homeland Security

Following Secretary Mineta's leadership for performance and excellence, a RSPA and United States Coast Guard team managed the successful transition of the USCG to the Department of Homeland Security. The transition teams



were led by **Administrator Ellen Engleman** and **Admiral Harvey Johnson**, and consisted of operational and legal representatives from the DOT and USCG.

The team accomplished its mission to smoothly transition a fully functional USCG, while ensuring no degradation of either DOT or USCG operational capabilities during or after the transition.

DOT's staff included **Donna O'Berry** and **David Clark** of RSPA, **Jane DeCell** of the General Counsel's Office, and **Matthew Mueda** from NHTSA. A transition war room was established in RSPA's conference room, and a web-based data management system was used to

track the team's progress.

The team worked for six weeks to review over 160 inventory items that would be affected by the USCG's transfer to DHS.

With long hours and professional dedication, all deadlines were met.



Donna O'Berry, David Clark, Administrator Ellen Engleman, Matt Mueda and Jane DeCell proudly show the final transition legal documents.

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President Bush Appoints RSPA Administrator to Chairman of the NTSB

President George W. Bush asked Administrator Ellen Engleman to serve again in his Administration as the Chairman of the National Transportation Safety Board (NTSB). The Senate confirmed Miss Engleman for a two-year term as chairman and a five year term as a member of



the NTSB.

"It is an honor and a privilege to be nominated by the President for a second position within the Administration, and I look forward to working with the Department of Transportation to ensure transportation safety in every mode," said Engleman.

Chairman Engleman is scheduled to begin her duties at the NTSB on March 24, 2003.



Read about RSPA's
20th Annual Awards
Ceremony on page 3!

The Administrator's Office

From the Desk of the Administrator...



Administrator Ellen G. Engleman

When I came to RSPA we established three goals: Focus on developing the "Research" at RSPA, clean up our "Record," and achieve "Recognition" for outstanding performance. During the last 18 months, RSPA has consistently achieved one impressive result after another. RSPA's *outstanding performance* responded to the emergency needs of the nation and DOT during, and after, the tragic events of 9-11. I am proud that the RSPA team provided Secretary Mineta, and the nation, vital support.

We successfully upgraded the communications capabilities of the Crisis Management Center in record time while under an extremely limited budget. We're "cleaning the RSPA record." We have great improvement in responding to recommendations and implementing our regulatory and enforcement responsibilities.

Our "Research" capabilities are expanding. OPS has successfully developed a new research program, supported reauthorization of the Pipeline Safety Act and continued to implement our Integrity Management Program for inspections. OHMS has been a leader in developing new safety guidelines and working with the Department of Homeland Security to focus on security issues. And the Transportation Safety Institute continues to break records in delivering outstanding training programs while increasing management efficiency. "RSPAbility" gave us the privilege and responsibility to successfully manage the U.S. Coast Guard's transition to the Department of Homeland Security. Once again, we set our goals, met our deadlines and focused on RESULTS.

As I leave RSPA to assume my new position as Chairman of the National Transportation Safety Board, I thank you all for the privilege to serve with you on the RSPA TEAM. I am proud to have been a part of the RSPA family and wish each of you my warmest regards. *Please remember these three things: "There is no 'I' in TEAM; Focus on 'Performance and Results' and that it is a 'Privilege to Serve.'"*

From the Desk of the Acting Administrator...

When I accepted the position of Deputy Administrator of RSPA, I knew that it would be as part of a fast-paced and dynamic organization. Little did I know that I would transition to be the "Acting" Administrator in so short a time. Congratulations to Administrator Engleman on her confirmation as the new Chairman of the NTSB. It is an honor well deserved.

I inherit the helm of an exciting and well-managed DOT administration. I will continue the momentum of program efforts in each of the offices, and institute course directions as needed. I share the Administrator's philosophy when it comes to vision and teamwork. At my first interview with the Administrator, she impressed me when I saw the plaque on her desk that said, "Where there is no vision, the people perish." I know from experience that success requires a clear, compelling vision, teaching responsibility, supporting your team, holding them accountable and resolving conflicts.

Today RSPA has a new, well-earned respect. Whenever I've asked the Administrator what message is important to her, it's always been "There's no 'I' in team!" The reason RSPA has been entrusted with some of the most significant jobs in DOT history is because of this team spirit and respect. As I assume the responsibilities of Acting Administrator, I am confident that RSPA will continue to meet all of its goals and play an important role in DOT and the nation.



Acting Administrator Sam Bonasso

RSPA in ACTION

RSPA Celebrates Performance at 20th Annual Administrator's Awards Ceremony

On January 24, Administrator Engleman saluted RSPA for outstanding performance at the 20th Annual Administrator's Awards Ceremony. In a congratulatory letter Secretary Mineta wrote, "In an extraordinary year, RSPA delivered extraordinary results."

SUPERIOR ACHIEVEMENT AWARD

John Hess and Marie Savoy

DCC Hazmat Enforcement Team

Edward Bonekemper, Karin Christian, Frazer Hilder, Robert Kern, Nancy Machado, Gail Mayhew, Anil Mehta, Donna O'Berry, Regina Raiford, and Thomas Seymour



The DCC Hazmat Enforcement Team

Executive Secretariat Team

Carole Olson and Ola Parsons

GPS Vulnerability Assessment Team

James Carroll, Michael Geyer, John Kraemer and Karen Van Dyke

IT Training Team

Jack Albright, Edward Brigham, Barbara Mulcahy, and Paul Robinson

Pipeline Operator Qualification Team

Richard Sanders, Warren Miller, Christopher McLaren, Lynnard Tessner, John Haddow, and Paul Sanchez

Pipeline Reauthorization Team

Barbara Betsock, Mary Crouter, Stacey Gerard, Tom Herlihy, Debbie Hinz, Elaine Joost, Pat Klinger, Lindy Knapp, Susan McColley, and Sean O'Hollaren

Property Management Team

Jack Albright, Jesse Dobbs, Ron Martin, Aurea Ortiz, Marie Savoy, Bevelyn Whitfield, and John Williams

No "I" IN TEAM AWARD

Mimi Betz, Linda Booth, Rich Brancato, Deidre Breihaupt, John Hess, Lisa Kleiner, Anil Mehta, Lloyd Milburn, Donna O'Berry, Margaret Roberts, Paul Robinson, Jose Rufino, Dave Sargent, Tom Scott, Paul Stieger, and Lola Ward

RSPA APPRECIATION AWARD

Jackie Goff, Miguel Gonzales, Lana Hurdle, John Jacob, Reggie Jones, Linda Lawson, Barbara Lucas, and James Usual

SPECIAL

RECOGNITION

Susan Anderson

RSPA FAMILY

TEAM AWARDS

RSPA Family Appreciation Day

RSPA Family Holiday Event



The RSPA Family Appreciation Day Team

PEER AWARDS

Reggie Dunn, Ruben Ingram, Linda King, Terri Quigley, Amy Stearns, Gopala Vinjamuri, and Bernadyne Williams

PEER AWARD OF THE YEAR

Reggie Dunn



INDIVIDUAL EAGLE AWARD

Frank Tupper and Lola Ward



The CMC Enhanced Communications Team earned RSPA's highest award, The Team Eagle Award.

CMC Enhanced Communications

Jack Albright, Janet Benini, Sam Bonasso, Rich Brancato, Brian Carney, Jeffrey Cavanaugh, David Clark, Jesse Dobbs, Suzette Edwards, John Hess, Gale Hines, James Jones, Tom Kiddy, Dave Lehman, Steve Maguire, Bill Medigovich, Keith O'Neil, Aurea Ortiz, Stan Pryga, Tom Sachs, Dave Sargent, Marie Savoy, Tom Scott, Paul Stieger, James Taylor, Jerre Thomas, Lola Ward, Bevelyn

Pipeline Safety

RSPA Holds Public Meeting in Bellevue, WA on Pipeline Communication Challenges

On January 29, RSPA's OPS and Washington State Utilities and Transportation Committee co-sponsored a public meeting on pipeline communications at the Bellevue Community College in Bellevue, WA. The meeting agenda included panel discussion on current RSPA OPS initiatives, the development of American Petroleum Institute Recommended Practice 1162, integrity management communications and pipeline performance metrics. These communication efforts are intended to be an open forum for the exchange of information on pipeline safety between RSPA's OPS, representatives from various communities, environmental organizations, first responders, city/county/state government and pipeline companies.

"RSPA has made great strides in advancing several critical pipeline rulemakings in integrity management, meeting Congressional mandates and NTSB recommendations, and enforcing pipeline safety regulations," said RSPA Administrator Ellen G. Engleman. "It is time this message was brought to the people of the State of Washington."

- OPS hosted a public meeting March 14 in Washington, DC to explain recent pipeline integrity legislation and proposed regulations, including the definition of High Consequence Areas.
- On January 22, OPS conducted a one-day public meeting to discuss pipeline operator personnel qualifications (OQ) and the pipeline industry's progress in implementing the OQ rule for gas and hazardous liquid pipelines. Roughly 500-600 representatives from Federal and State agencies, pipeline industry and the public were in attendance to evaluate the adequacy of OQ programs.
- On January 28, OPS published a Notice of Proposed Rulemaking (NPRM) for Gas Transmission Pipeline Integrity Management in High Consequence Areas in the Federal Register. The NPRM proposes to establish a rule requiring operators to develop integrity management programs for gas transmission pipelines.

In the Pipeline

RSPA OPS' R&D Advances Digital Mapping of Buried Pipelines with a Dual Array System

As part of a new government-industry research and development partnership, OPS worked with the private sector to develop a non-invasive system for detecting, mapping, and inspecting ferrous and some plastic pipelines. A prototype sensor array provided encouraging results in locating simulated pipelines. The early achievements of this project clear technology hurdles for future success of the overall research effort.

"Technology is a key element in improving the safety and reliability of the growing pipeline infrastructure that is critical to our economy and way of life," said Associate Administrator **Stacey Gerard**.

Benefits to OPS and the pipeline industry are the ability to accurately and permanently map existing infrastructure, including utilities for which no records exist. In addition, the information collected will improve operators' knowledge of their pipeline systems and adjacent infrastructure, thereby improving safety for new construction during directional drilling and excavation projects. **Sam Hall** is OPS' Contracting Officer Technical Representative for the project.



OPS's Sam Hall

Emergency Transportation

The CMC Leads the DOT Response to Threat Level Change

When the Homeland Security threat level escalated to Orange on Feb. 7, the Crisis Management Center (CMC) played a critical role to ensure that DOT operating administrations and their industry partners were ready.

The CMC worked quickly with the operating administrations to disseminate the Transportation Security Information Report, prepared by DOT's Intelligence and Security Office. The transportation industry responded, executing plans that involved over 100 separate actions to improve security. Their reports of actions to the operating administrations were compiled into a report and graphic display for DOT leadership and the White House.

Many actions were immediately implemented, while others continued into the night. The result was improved security for the traveling public, and efficient reporting of transportation actions to the Department of Homeland Security and the President.



Administrator Engleman and OET Acting Director Janet Benini (right) discuss capabilities in the Crisis Management Center.

OET Monitors Civil Reserve Air Fleet Activation

Many troops and their equipment are deploying to the Persian Gulf region under a program managed by a partnership of RSPA, the Department of Defense and the airline industry.

The Civil Reserve Air Fleet (CRAF) program enables the industry to contribute commercial aircraft to supplement DOD's military airlift capacity. RSPA's OET manages the program. Howard Edwards, RSPA's principal point of contact for the program, maintains the allocations

on a monthly basis, enabling the CRAF's readiness to support national emergencies.

CRAF was activated on Feb. 8, giving the DOD's U.S. Transportation Command (USTRANSCOM) 47 passenger and 31 wide-body cargo aircraft to move troops and equipment to the Persian Gulf area.

This activation is termed Stage I, the lowest level of a three-stage activation program that enables the USTRANSCOM

commander, General John W. Handy, USAF, to tailor an airlift force to meet military needs.

The CRAF allocations and additional information on the program may be found on the RSPA Web site.



OET's Howard Edwards

CMC Responds to War Preparations

DOT's Crisis Management Center has flexed to respond to the heightened security environment. Following the President's remarks to the nation on March 17 in preparation for war with Iraq, the Department of Homeland Security (DHS) raised the national threat level to High, or Level Orange. The DHS, in conjunction with numerous departments of the federal government has begun implementing increased protective measures under a comprehensive national plan.

RSPA's acting Director of the Office of Emergency Transportation, **Janet Benini** said, "the CMC has responded to the heightened security level by increasing its efforts in collecting transportation-related information and feeding this to DOT's modal administrations, the Office of the Secretary and the White House. We are also running personnel contact exercises and tracking closely the locations of key DOT personnel."

Hazardous Materials Safety

President Requests New Resources to Address SNF Transportation Issues

The President's budget requests Congress approve an increase of \$1 million to expand RSPA's capacities in planning, analysis and safety oversight of commercially-generated nuclear waste for FY 2004. The additional funds will cover the costs of eight new staff positions and increased research and development.

Shipments of nuclear waste, including spent nuclear fuel (SNF) and high level radioactive waste (HLW), are expected to increase steadily over the next ten years. The national repository at Yucca Mountain is expected to come on line in 2010, resulting in an additional 300 to 400 radioactive shipments per year.

RSPA Works on Hydrogen Fuel Transportation Safety

The President recently identified hydrogen-generated power as a key part of his \$1.2B Hydrogen Fuel Initiative. In order for hydrogen to take its place in the national energy economy, it must be moved safely to its ultimate user. RSPA's OHMS has a critical role in developing vehicles fueled by hydrogen, as well as the hydrogen delivery infrastructure through existing regulations and by evaluating the new technology necessary to handle this material safely and economically. RSPA Administrator Engleman and NHTSA Administrator Runge cosigned a letter to the DOE to confirm DOT's commitment to the shared goal of advancing hydrogen technologies and infrastructure development. DOT has formed an internal working group on hydrogen fuel cell technologies under RSPA's direction.

RSPA has issued one exemption for a hydrogen fuel cell container and is currently reviewing lightweight composite packaging designs for the transportation of compressed hydrogen.



Fuel cell-powered vehicles are environmentally sound.

RSPA Works to Incorporate Security Requirements Internationally



Shane Kelley, Deputy Associate Administrator Frits Wybenga, and Bob Richard are part of the "Hazmat International Team."

Post 9/11, RSPA has been working with international government agencies and organizations to amend hazmat regulations in an attempt to prevent and suppress terrorist acts by the intentional misuse of hazmat in transportation.

The adoption of the security requirements in the UN Model Regulations was facilitated by recommendations developed by RSPA and submitted to the G8 countries for consideration. The G8 countries subsequently issued a recommendation that stated: *"Develop, in the UN and other relevant international organizations, an effective and proportionate security regime for the overland transportation and distribution of hazardous cargoes which present potentially significant security risks, with initial consultation this year."*

RSPA worked in collaboration with many countries through a correspondence working group to develop the security requirements that were adopted in the UN Model Regulations. RSPA represents the United States at the UN Sub-Committee meetings.

RSPA Recognizes Outstanding Students of the Year

The 12th Annual Outstanding Student of the Year Awards ceremony took place during the Transportation Research Board 82nd Annual Meeting in Washington, DC in January. RSPA manages the University Transportation Center (UTC) program for DOT. For the past 11 years, DOT has honored the most outstanding student from each participating UTC for his or her achievements and promise for future contributions to the transportation field. In the spirit of intermodalism, the ceremony also included an awardee from the FAA's Air Transportation Centers of Excellence.

"These students are extraordinary, and they are the future of transportation technology," said Administrator Engleman. "We are very proud that our program has fostered and encouraged them to make such excellent contributions, and we hope they will pursue transportation careers."

Students of the Year are selected based upon their accomplishments in such areas as technical merit and research, academic performance, professionalism and leadership. Each student received a certificate presented by Administrator Engleman and FHWA Deputy Administrator **J. Richard Capka**, as well as \$1,000 from his or her UTC.



Pictured: Student awardees from USDOT's UTC Program at the 12th Annual Outstanding Student of the Year Awards ceremony January 13, 2003. With the students are (far left) FHWA Deputy Administrator J. Richard Capka, and (far right) RSPA Administrator Ellen G. Engleman.

RSPA Supports Multimodal Cargo Container Transportation Security

On February 4, RSPA's Office of Innovation, Research and Education chaired a panel of interagency experts to evaluate approximately 35 white paper responses submitted by service providers and industry to its BAA on cargo container safety and security. The proposals presented concepts for enhancing the security of container transportation systems and new approaches and products for developing the "Container of the Future." Panel members were from the Departments of Energy and Defense, U.S. Customs, Transportation Security Administration, Office of the Secretary of Transportation, and the DOT's Office of Intermodalism.

UTCs In Action at The Transportation Research Board Showcase Exhibit

The UTC program represented one of the many faces of RSPA at the 82nd Annual Meeting of the Transportation Research Board. DIR staffed an exhibit booth that provided information on the research, education and technology transfer activities of the 33 UTCs. The multimodal program supports internationally recognized centers of excellence, fully integrated within institutions of higher learning, that serve as a source of leaders prepared to meet the nation's need for safe, efficient and environmentally sound movement of people and goods.



RSPA attendees included Robin Kline, Deputy Administrator Sam Bonasso, Judy Yahoodik, and Amy Stearns.

RSPA's Volpe Center

Volpe Participates in Fuel Cell Standards Committee

On February 18, RSPA's Volpe Center staff participated in the Society of Automotive Engineers (SAE) Fuel Cell safety working group and Fuel Cell Standards Committee meeting in Troy, Mich. The working group recently completed the vehicle safety document SAE J2578, and is continuing with the development of J2579 – "Recommended Practice for Fuel Systems in Fuel Cell and Other Hydrogen Fueled Vehicles."

RSPA Employee Named to Independent Panel on Space Shuttle Disaster

Dr. James Hallock, of RSPA's Volpe Center was named to the *Columbia* Accident Investigation Board. He has been a member of the NASA Space Shuttle Program review board since 1996. The Board was established by the NASA Administrator to provide rapid response when a shuttle accident occurs. Dr. Hallock earned several degrees in physics from the Massachusetts Institute of Technology (MIT) before joining the NASA Electronics Research Center in 1966.

In 1970, Dr. Hallock joined Volpe and has since worked on many aviation safety related programs.



Dr. Hallock in the "White Room." This is where astronauts enter a shuttle.

Volpe Directs Multilateration Flight Testing in Gulf of Mexico

RSPA made progress in improving flight safety through new aircraft surveillance methods now being tested in Louisiana. In January, RSPA's Volpe Center staff directed flight test efforts over the Gulf of Mexico to evaluate advances of the NASA Ames-funded Helicopter In-flight Tracking System (HITS) Phase I project.

RSPA's Volpe Center serves as the NASA agent to manage the HITS project and to perform an independent and comprehensive evaluation of the system. Volpe engineers directed the offshore flight-testing from Lafayette Regional Airport, Lafayette, LA.

Volpe Staff Member Named Prestigious ION Fellow

RSPA Volpe Center employee **Karen Van Dyke** was named a Fellow of the Institute of Navigation (ION). This honor is granted to those who have made distinguished and sustained professional contributions to the advancement of technology, management, practice and teaching of the arts and sciences of navigation. Ms. Van Dyke was awarded ION's Early Career Achievement Award in April 2002, and served as the President of the ION from 2000-2001. She is a member of the technical staff in the Center for Navigation at the Volpe Center. Ms. Van Dyke helped conduct a DOT study to identify and analyze GPS vulnerabilities and interference mitigation techniques for all modes of transportation. She has published many papers on GPS and co-authored the book, "Understanding GPS: Principles and Applications."



Karen Van Dyke

Transportation Safety Institute

TSI's Aviation Division Goes "Down Under"

TSI's Aviation Safety Division provided key training halfway around the world in Melbourne, Australia. In concert with Aerostructures, an Australian Defense Firm, TSI staff members **Chris Lawrence**, **Andy McMin**, and **Ray Wall** conducted a 5-day course in Basic Aircraft Accident Investigation for 20 Australian Industry and Military Aircraft Accident Investigators. The course covered investigation conduct and management, investigation concepts of aircraft structures/power plants, as well as investigation tips and techniques associated with typical aircraft accident investigations.



Australian Industry and Military Aircraft Accident Investigators participate in TSI course

TSI Hosts Chinese Dignitaries



TSI and Chinese representatives meet to discuss aviation training programs.

TSI's Aviation Safety Division hosted five dignitaries from the Civil Aviation Management Institute of China (CAMIC). The purpose of the visit was to explore opportunities for aviation training in China.

Established in 1982, the CAMIC consists of four departments: Social Science, Economic Management, Engineering Management and Foreign Language. CAMIC upholds the principle of maintaining a balance between teaching and research. Fourteen research and consultant divisions have been established to explore the integration of the latest science and technology with civil aviation practice.

In order to maintain state-of-the-art capability, the CAMIC plans to utilize the information received from TSI to expand their training programs in aviation accident investigation, aviation safety, flight inspection, flight procedures and charting.

TSI Provides Pipeline Safety Hands-On Training

As part of TSI's *Safety Evaluation of Breakout Tanks* training, federal and state pipeline safety inspectors recently conducted a facilitated inspection of a pipeline operator in Oklahoma City, OK. The course in *Breakout Tanks* fulfills the requirements of the Federal Pipeline Safety Act and subsequent congressional mandates. Also, the training helps ensure that federal and state pipeline safety inspectors conduct their inspection activities in a consistent and effective manner using the latest technology available.

Inspectors benefited by understanding compliance procedures associated with Part 195 of the Title 49, Code of Federal Regulations, and by comparing responsibilities with those of the Environmental Protection Agency and the U.S. Coast Guard.



Students inspecting critical areas on breakout tanks

Civil Rights / Chief Counsel

Pipeline Safety Enforcement Doubled in 2002

In 2002, the DCC Pipeline Safety Enforcement Team doubled their enforcement effectiveness and efficiency. Actions taken by the Pipeline Safety team include such complex matters as issuing a Corrective Action Order that shuts down a pipeline, and presiding over a hearing to resolve a contested Notice of Probable Violation. At the start of calendar year 2002, the Pipeline Safety team set a goal of completing administrative actions on seven enforcement cases per month, which would have meant a productivity increase of 22 percent. As shown in the following table, in 2002 the team more than doubled its total production and achieved increases in every category of administrative action.



Administrator Engleman, Barbara Betsock, Debbie Hinz, Pat Klinger, Stacey Gerard and Elaine Joost of the Pipeline Safety Team.

	2001	2002	INCREASE
Corrective Action Orders/Notices	9	11	22 %
Other Final Orders	38	39	3 %
Letters closing cases	5	15	200 %
Hearings	12	24	100 %
Notices of Proposed Violation	5	59	1008 %
All Enforcement Actions	69	144	109 %

RSPA Supports African American Heritage Month Observances

RSPA partnered with other DOT civil rights teams to produce two inspiring African American Heritage events. **Rear Admiral Stephen Rochon**, Director of DOT's Office of Intelligence and Security led an observance chronicling the lifesaving efforts of the surfmen of Pea Island Lifesaving Station, North Carolina. The Pea Island lifesavers were the only all-Black crew in the U.S. Lifesaving Service. RSPA's **Jeffrey Cavanaugh** delivered the closing remarks.

The second African American Heritage event featured Reverend Billy Kyles, an eyewitness to the assassination of Dr. Martin Luther King, Jr., and only living person to spend the last hour with Dr. King.



Jeffrey Cavanaugh delivered the closing remarks.

DCC Lends Major Support to DOT/USCG Transition Team

DCC provided full team coverage to support the DOT/USCG Transition Team. In addition to Team Leader **Donna O'Berry**, DCC attorneys **Karin Christian, Astrid Lopez-Goldberg, Bob Kern, Sherri Pappas, Michelle Bouziane, Paul Sanchez, and Ahren Tryon** performed many critical functions to clarify relevant legal authorities, prevailing policies, and future framework for implementing those authorities in a coordinated, consistent and predictable manner. They analyzed issues, drafted briefing papers, and helped to assemble briefing materials. They also negotiated, drafted, reviewed and cleared multiple multiparty documents, including Memoranda of Agreement. Failure to execute these agreements before the March 1 transfer date would have created serious uncertainties with respect to critical aspects of the Department's transportation safety and security missions. The DCC attorneys completed all required tasks within extremely tight deadlines.

Management and Administration

RSPA's Budget Request Reflects 8% Increase

RSPA's request of \$132 million in the 2004 budget is an increase of \$9.6 million, or 8 percent, from 2003. RSPA's Research and Technology budget will help promote development of a safe hydrogen fuels infrastructure in support of the President's new hydrogen fuel cell initiative.

The 2004 budget increase includes an additional \$1.9 million for the HazMat Safety Program to enforce regulations, and provide for pro-active participation in the safety oversight of containment systems used to ship spent nuclear fuel and high-level radioactive waste to Yucca Mountain, Nevada.

OET would see \$4 million. As a result of 9-11, the additional funding would ensure DOT's timely communication and immediate response to transportation disasters through the Crisis Management Center.

OPS would obtain a \$3.2 million, or 5 percent, increase in an effort to hold down serious pipeline incidents and reduce hazardous liquids spills.



RSPA Budget Team members Paul Stieger (DPP) and Tim Klein (DIR) contributed to the proposed FY04 budget

RSPA Marches Towards Green on the Competitive Sourcing Scorecard



Keith O'Neill and Lola Ward meet to discuss the President's Management Agenda Goals.

One of the President's Management Agenda items requires the federal government to compete 15 percent of its workforce positions by September 30, 2003. Through the hard work of **Lola Ward**, Director of Contracts and Procurement, and **Keith O'Neill**, RSPA's grade moved to "Yellow" in August 2002, and continues on target to meet its FY 2003 milestones.

The FAIR Act requires federal agencies to annually review its workforce and code each position as either "Inherently Governmental" or "Commercial". The Office of Management and Budget (OMB) released DOT's 2002 Federal Agencies Inventory Reform (FAIR) Act inventory on February 6, 2003. It can be viewed at the following web address: www.dot.gov/ost/m60/fairact.

RSPA has initiated the process to complete its 2003 FAIR Act Inventory. OMB is revising Circular A-76 which will involve the FAIR Act Inventory process. The Office of the Secretary (OST) has requested that each modal administration provide their initial inventories by March 31, 2003.

RSPA's Launches Web E-Mail

RSPA now offers Microsoft Web Outlook for remote access to the RSPA email system, allowing employees access to their e-mail, calendar, and contacts from any computer with Internet access. Web Outlook can be accessed by following <http://webmail.rspa.dot.gov>. A RSPA Announcement will formally publicize the new service and will include a user guide. Congratulations to **Marie Savoy** and **Jack Albright** for spearheading this inexpensive and innovative project.

RSPA Upgrades PRISM

RSPA recently purchased PRISM Web – an upgrade to RSPA's current automated procurement system. This will further automate RSPA's procurement process resulting in improved customer service. It constitutes a major milestone in e-procurement for the President's e-Government agenda. RSPA's DMA expects this new system to be installed, tested and running before the end of the fiscal year.

U.S. Department of Transportation
Research and Special Programs Administration

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RSPA...

**Where Preparation Equals Performance,
And Performance Equals RSPA **RESULTS**!**

Team RSPA Welcomes:

John Boiney (Volpe)
Senetra Buie (DCC)
Donna Burke (Volpe)
Pei Chen (Volpe)
Jillian Cheng (Volpe)
Philip Chin (Volpe)
Kimbra Davis (DPS)
Zachary Fay (Volpe)
Kevin Gay (Volpe)

James Williams (DHM)
Robert Glass (Volpe)
Jilliane Glover (Volpe)
Heidi Howarth (Volpe)
Frederick Lian (Volpe)
Michael Raymond (Volpe)
Hans Scott (Volpe)
Gloria Tome (Volpe)
Vita Waters (Volpe)

Administrator Pre-Dedicates CMC Reception Area to Margaret Roberts

Administrator Ellen Engleman was joined by RSPA's Senior Staff and the Office of Emergency Transportation to pre-dedicate the reception area of the enhanced Crisis Management Center to **Margaret Roberts**. Margaret wasn't only a valuable employee – Margaret was a friend to many in RSPA. She worked side-by-side with us during September 11th and the days that followed.

"I admired her strength and her courage," said Engleman. "She was someone that we all relied upon and loved. Margaret was an inspiration to me and many others in the RSPA family."

A formal RSPA reception will be held at a later date when the official plaque is ready to be unveiled.

RSPA Team Members Making A Difference

The DOT/RSPA educational partnerships with Hine Junior High School and Greenleaf Senior Citizens Center in the District of Columbia are alive and well. These partnerships are an outcome of a 1983 Presidential Executive Order that established the Volunteer Committee and Partnership in Education Programs.

RSPA employees **Sherri Papas, Marvin Fell, and Bernardyne "Bernie" Williams** serve as tutors for students of Hine Junior High School. "Bernie" is also RSPA's representative to DOT Volunteer Committee and assists with its annual Combined Federal Campaign kickoff, Spring Fund-raising event, and with monthly celebration activities for the Greenleaf Center.

This year's Valentine's Day celebration at the Greenleaf Center resulted in a festive, decorative event filled with plenty of smiles, love, music, and warm memories for over 95 seniors.

A Ms. Valentine and Mr. Valentine were selected and treated to gift bags. The seniors had a most enjoyable day due to the generosity and kindness of the RSPA employees.

The DOT Volunteer Committee is always looking for people to assist with activities. You can contact "Bernie" Williams at (202) 366-2416 for further information.



"Bernie" Williams (right) at the Valentine's Day Celebration.



Summer 2002 Edition

Volume 1, Issue 2

RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RSPA is Going for Green – Core Computer Skills Training for Everyone

On July 31, RSPA launched an innovative computer training initiative that is extremely low cost and expected to produce high results. RSPA's initiative is designed to meet the standards of success in the President's Management Agenda scorecard for E-Government and Human Capital initiatives.

Regardless of skill level, job

requirement or organizational rank, the mission of the training initiative is to retain a diverse, highly skilled, productive and satisfied workforce.

"I am committed to investing in all RSPA employees by providing them with the core computer skills needed to do business and communicate with citizens, stakeholders and government agencies," said Administrator Ellen Engleman.

By December 31, 2003, every RSPA employee is required to achieve a competency rating of 85 percent or better in each of

seven required courses: Computer Security Awareness; MS Windows Fundamentals; MS Outlook; MS Word; MS PowerPoint; Word Perfect; Internet/World Wide Web Skills.



Team RSPA watches as Administrator Engleman is the first to try her hand at the online computer skills self-evaluation test.

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RSPA is Going for Green — Human Capital Development



Developing the next generation of transportation leaders is a key goal to meet on Human Capital. RSPA's successful 2002 Summer Internship Program was an investment with big dividends.

See story on page 10...

RSPA Interns Closing Ceremony with Office of Civil Rights supervisors. Back Row L to R: Anne Futrell, Lisa Alexander, Timothy Fu, Ariel Ashwell, Monica Severson, Helen Hagin, Nellis Kennedy, Erica Stallworth. Seated L to R: Scott Holland, Nicholas Walker



RSPA and TSA
Partnering for
Success

See story on page 3...

The Administrator's Office

From the Desk of the Administrator...



Administrator Ellen G. Engleman

In May, I had the privilege of representing Secretary Mineta at the 86th session of the European Conference of Ministers of Transportation in Bucharest, Romania.

During our discussions, the small American flag that marked my place at the table as U.S. chief of

mission was a constant reminder of the honor and privilege it is to serve our Nation.

As RSPA continues in its efforts to support our President in making our federal government more results-oriented and citizen-centered, let us be mindful of the

privilege we have to serve. TEAM RSPA is my pride and joy. Each of you is critical to our success.

I am proud of RSPA's results, and thank you for your continued commitment to the Department, to the Secretary, to the President and to our Nation.

Administrator Addresses Global Disaster Information Network Conference

In a keynote speech at the Global Disaster Information Network Conference in Rome, Italy, Administrator Engleman summarized lessons-learned from the response to the 9/11 terrorist attacks. Administrator Engleman, deputy chief of mission for the U.S. Delegation, described the response of the DOT Crisis Management Center during the aftermath of 9/11 and identified the need for coordinated communication among all agencies.

The Global Disaster Information Network (GDIN) brings together nations, organizations and professionals with an interest in sharing disaster information. GDIN aims to provide emergency responders anywhere in the world with the right information, in the right format, to the right people, in time to make the right decisions.

Protecting Against Future Natural Disaster Damage



RSPA's **Janet Benini**, Deputy Director of OET, joined GDIN members to visit the Italian hill town of Assisi. While there, Benini toured the area just under the roof of the famous medieval Basilica of St. Francis. The Basilica was heavily damaged by a 1997 earthquake. She observed sophisticated bracing and earthquake shock-absorbing systems designed to mitigate against future damage from natural disasters.



RSPA in ACTION

Many serving at RSPA also serve in Uniform

Do you know that RSPA has about 20 military reservists within its ranks who provide an important asset to our active duty military forces?

During times of national crisis, the President is authorized by Congress to mobilize reserve forces, meaning that any reservist may be recalled to active duty on a moment's notice.

In May, **Commander Joe Delcambre** served on active duty training in support of the annual New York City Fleet Week. He served as ship liaison officer to the destroyer squadron commander aboard the USS HAYLER (DD-997) at pier 88 on the Hudson River.

Besides coordinating logistics for the ship and staff, he assisted with several special events, including manning the rail at the World Trade Center "Ground Zero."

Remember to acknowledge the commitment our RSPA military reservists provide in keeping our country free.



RSPA's Cdr Joe Delcambre, USNR, and other reservists, "manned the rail" May 29 at the World Trade Center "Ground Zero" as the final steel I-beam was cut, marking the end of eight and one half months of recovery efforts. The Navy supported many such events during New York Fleet Week.. (US Navy Photo)

In 1994, Congress passed the Uniformed Services Employment and Re-employment Rights Act. The Act seeks to ensure that members of uniformed services are entitled to return to their civilian employment upon completion of service.

For more details of the rights and responsibilities for military members and employers, visit the Employer Support of the Guard and Reserve at www.esgr.org, or contact RSPA HR Director, Paul Robinson at 202-366-5608.

RSPA's Citizen Soldiers/Airmen/Seamen/Guardsmen

Air National Guard

Rick Cacini (DTI-80)
Deirdre Carrigan (DTS-35)
James Duncan (DTI-10)
Linda Nichols (DTI-20)

Coast Guard Reserve

Mark Ranzy (DHM Central Region)
Richard Ryerse (DTS-82)
Pablo Vivas (OPS)

Marine Reserve

Michael Schwarzkopf (OPS)

Army National Guard

Robert F. Hoaglund (DTS-78)

Naval Reserve

Mario Caputo (DTS-35)
Kevin Clark (DTS-53)
Gordon "Joe" Delcambre (DPP)
Ellen G. Engleman (Administrator)
Seamus McGovern (DTS-54)
Anthony Murray (DHM-53)

Army Reserve

Vincent Mercondante (DHM-42)
Joseph Monaghan (DTS-36)
Steven Wujciak (DTS-63)

Air Force Reserve

Stephen Creaghan (DTS-58)
Wade Nguyen (OPS)

RSPA and TSA Partnering for Success

Helping the **Transportation Security Administration (TSA)** to stand up has been a team effort at DOT, and no less at RSPA.

"We've provided support to TSA since the beginning," said Administrator **Ellen Engleman**.

One of the most complex tasks facing TSA was the

training of tens of thousands of new airport security screeners.

RSPA's Transportation Safety Institute stepped forward early to provide training for the initial 1200 supervisory level trainers.

RSPA's **Volpe Center** was in on the ground floor. Volpe participated in the Credentialing Direct Action Group, the TSA

Technology Summit and organized a workshop dealing with the impact of explosives handling equipment on airport design. One of Volpe's most significant contributions was Operation Safe Commerce.

"All in RSPA can be proud of our work to help TSA protect Americans travel safely and securely," said Engleman.

Pipeline Safety

The Pipeline Record: Clean-up Continues At Fast Pace

In House testimony this year, **Administrator Engleman** committed to addressing all outstanding mandates on pipeline matters. As of last October, RSPA had 65 mandates from Congress, the GAO, the NTSB and the DOT IG.

NTSB Chairman **Marion Blakey** acknowledged the significance of RSPA's efforts. Since May the NTSB closed or is closing 10 of 40 pipeline recommendations, with 15 additional responses being prepared requesting closure by NTSB. RSPA's strategy would close all but five NTSB recommendations by January.

NTSB now rates more than 85% of RSPA responses as "acceptable"



Ellen Engleman with NTSB Chairman Marion Blakey (NTSB Photo)

Grant Awarded to CGA - RSPA awarded a \$500,000 grant for damage prevention and community assistance to the Common Ground Alliance as part of an agreement to work for public education on pipeline damage prevention.

In the Pipeline

IMP Meeting Draws 500 - OPS's **Jeff Wiese** chaired a public meeting in Houston on oversight and enforcement of OPS's new Hazardous Liquid Pipeline Integrity Management Program (IMP). OPS presented results of "quick hit" inspections, conducted to ensure early compliance with the first IMP deadlines, to the 500 attendees.

Pipe Spills, Enforcement Follows - Within hours of a break in a crude oil pipeline, spilling an estimated 250,000 gallons of crude oil in a bog near the headwaters of the Mississippi River in Minnesota, OPS issued a corrective action order to Enbridge Energy Partners to investigate the causal factors and prepare a repair plan. **Michelle Bouziane** of DCC wrote the order.

Final HCA Rule Released

A new final rule on gas pipelines is a milestone in the efforts of RSPA/OPS to raise the pipeline safety bar. The rule, published Aug. 8, defines high consequence areas (HCAs) for gas transmission lines, an essential step in a new regulatory approach to pipeline safety, integrity management.

Integrity management incorporates risk assessment and prioritization of natural gas transmission pipeline inspection, repair, prevention and mitigation to focus on pipelines that could effect HCAs. These areas are

deserving of higher protection because the impact of a failure would do substantial harm, such as in areas with certain concentrations of buildings, where evacuation would be difficult (hospitals, prisons, etc).

"The standard for overall safe pipeline operations is truly raised"

The next step is the issuance of a Notice of Proposed Rulemaking for integrity management for gas pipelines.

In January, OPS issued a final rule for integrity management of hazardous liquid pipelines. Within 90 days of the February 15 effective date of the rule, OPS had inspected all 66 operators of hazardous liquid pipelines of more than 500 miles, representing some 70,000 miles of pipe.

"From this effort, we learned that companies are taking significant steps to improve the integrity of their pipeline systems," said **Administrator Engleman**. "The standard for overall safe pipeline operations is truly raised."

Emergency Transportation

RSPA Responds to Typhoon Chataan

Typhoon Chataan struck the Federated States of Micronesia and Guam, July 2, killing 47 citizens, with scores missing. OET's Movement Coordination Center, activated by FEMA and Operation's Chief, **Brian Carney**, assembled an expert team to coordinate movement of critical supplies and personnel to the Pacific Islands.

Ed Henry, DOT's Regional Emergency Transportation Representative (RETREP) at the USCG facility in Alameda, CA, quickly activated and deployed his multi-modal emergency team to handle the complex logistical needs of numerous Federal agencies.

They coordinated the transport of



Typhoon Chataan strikes the Federated States of Micronesia and Guam

hundreds of tons of critical supplies and emergency medical teams using military cargo and commercial aircraft.

It required intensive coordination among multiple federal and state agencies, working over enormous distances, to achieve success.

RSPA Supports DOD Emergency Teams

Under the President's Federal Response Plan, RSPA's OET manages the movement of personnel, equipment and resources to and from disaster areas.

In the regions, the Regional Emergency Transportation Coordinators assemble "one DOT" teams that deploy to the Disaster Field Offices.

During emergencies, DOD assigns Emergency Preparedness Liaison Officers (EPLOs) to assist at DOT HQ, as well as in the region.

The EPLOs are military reservists who are activated during disasters. DOT works closely with the EPLOs when military transportation is required to move resources and personnel to a disaster site. OET provides training to new EPLOs throughout the US and the Pacific territories on a quarterly basis. The classes are conducted at FEMA's Mt. Weather Emergency Assistance Center in Virginia.

RSPA's OET Works With NATO Civil Emergency Planning Committee

RSPA's OET emergency and aviation experts **Lloyd Milburn**, **Lou Berman**, and **Bruce Graham** attended the annual Plenary Session of the NATO Civil Aviation Planning Committee in Brussels, July 3-5.

The meeting focused on the use of civil aviation assets to support new and evolving NATO missions.

RSPA's experts helped to develop a chemical/biological

training scenario to be used for training NATO's civil emergency and

aviation experts. The Committee consists of 19 member and 27 partner nations.



L to R—Rainer Roepke (GE); Terry Russell (UK), Chairman CAWG; Lloyd Milburn (US); Lou Berman (US); Bruce Graham (US); Lt. Col. Bob Pecoraro (USAF); Denis Brunelle (CA); Pierre van Homwegen (BE); Storm van S'Gravesande (NL), Chairman CAPC; and E. Ioannidou (GR)

Hazardous Materials Safety

RSPA's Hazmat Safety HM-220D & HM-226 Final Rulemakings Published

Stronger hazmat regulations, HM-220D and HM-226, hit the street in August. New RSPA final rules deal with DOT specification cylinders and revise requirements for infectious substances.

HM-220D prohibits commercial transportation of a filled cylinder after its service life has expired.

As well, DOT-specification cylinders using aluminum alloy 6351-T6 can no longer be manufactured, as they have a greater risk of failure than other aluminum cylinders.

The HM-220D rule addresses NTSB recommendations and

petitions for rulemaking. It will reduce operating costs by incorporating new technologies, increasing flexibility, and clarifying and simplifying

regulatory requirements.

HM-226 revises transportation requirements for infectious substances,

including regulated medical

waste. It adopts defining criteria and packaging requirements for infectious substances that are consistent with international standards.

This final rule supports the DOT strategic goals to promote public health and safety, mobility and economic growth.

"Safety is our number one priority — for pipelines and for the movement of other hazardous materials."

Administrator Ellen Engleman

Chief Counsel/HazMat Facilitate Public Meeting on Constructive Knowledge

In June, RSPA Assistant Chief Counsel, **Ed Bonekemper**, facilitated a well-attended public meeting on "constructive knowledge" under the Federal hazmat transportation law. The meeting was jointly sponsored by RSPA and DOT's Office of Intermodalism (S-3).

For half a day, about 80 industry representatives presented views on what should constitute "knowing" violations for civil penalty purposes under the Federal hazmat transportation law. Their primary request was that DOT more specifically address carriers' responsibilities with respect to identifying packages that may contain hazardous materials.

About 15 DOT personnel from RSPA, S-3, FAA, FMCSA, FRA and the USCG attended the session. Three follow-up meetings have been conducted with internal DOT administrations and the Justice Department to agree upon an approach to this issue. The Chief Counsel's Office is drafting an interpretation, which will be published in the Federal Register at a later date.

RSPA Attends Hazmat Security Demonstration at U.S. Capitol



Frits Wybenga, Deputy Associate Administrator of RSPA's Office of Hazardous Materials Safety, Administrator Ellen Engleman and an industry representative speak after a demonstration of a theft and security system to protect cargo trucks. RSPA is reviewing many new technologies and new technology applications to ensure safety.

UTC makes headlines with Cell Phone Study

Research partially funded through the University of Rhode Island Transportation Center made news in July suggesting that drivers using cell phones may have a reduced field of view-tunnel vision.

URI Professors Manbir Sodhi and Jerry Cohen used a head-mounted, eye-tracking device and concluded that the alertness of the drivers decreased considerably when they were conducting cognitive tasks, such as remembering a list of items, calculating in one's head, or using a cell phone.

"The debate surrounding cell phone use in cars has been directed toward concerns over holding the phone," said Sodhi. "Holding the phone isn't the main issue. Thinking is."

The URI Transportation Center is one of 33 centers receiving support from the US Department of Transportation through the University Transportation Centers Program.



Photo by Univ. RI

UAV Application Demonstrated for Traffic Management

In August, the DOT/NASA program on remote sensing technology demonstrated an unmanned aerial vehicle (UAV) application for traffic data collection. The demonstration included traffic monitoring systems over freeways in Columbus, OH. This project was in cooperation

RSPA Organizes Container Shipping and Security Workshop

RSPA organized a joint workshop on preventing terrorists from exploiting cargo container vulnerabilities through use of tags and seals for monitoring and managing container movements. The workshop, held at the National Academy of Sciences, brought together RSPA, the Department of Energy, the National Nuclear Security Agency and the DOT Office of Intermodalism.

It was part of the DOT/NASA joint program on remote sensing technology application. This advances DOT's strategic goal of national security and the President's newly announced National Strategy for Homeland Security by using innovative technology to increase our transportation security.

Administrator Meets with Key RSPA Stakeholders

In June, Administrator Engleman addressed the annual meeting of the Council of University Transportation Centers (CUTC), an association of over 60 of the Nation's leading university-based transportation research and education programs. She also met with the directors of DOT's 33 University Transportation Centers (UTCs) at the Mineta Transportation Institute in San Jose, California. Administrator Engleman delivered the meeting's keynote address, challenging these important DOT stakeholders to increase partnering with the private sector to increase research results and internship and career opportunities for their students.

RSPA's Volpe Center

RSPA's Volpe Center Helps to *Keep the Mail Safe*

RSPA's Volpe Center is supporting the United States Postal Service in its effort to *Keep the Mail Safe* by training over 600,000 postal

employees, and informing the public about hazardous materials (HAZMAT) awareness for all mail shipped through the postal transportation

and distribution networks.

The anthrax incidents of October 2001 highlighted the need for awareness of what is in the mail and how to handle it for personal safety concerns.

Volpe Center training and its recommended improvements are helping the Postal Service ensure the safety of employees and customers, the security of the mail, and the confidence of the American public.



Volpe Contributes to GPS Discussions

Volpe presented a paper on the results of its assessment of the vulnerabilities to users of the Global Positioning System (GPS) at a Royal Institute of Navigation meeting.

There are discussions in the navigation community about the potential for the planned Galileo satellite navigation system to mitigate GPS vulnerabilities. Volpe staff emphasized that the addition of Galileo can offset the impact of some forms of radio interference.

RSPA's Volpe Center Supporting Biological Defense Initiative

RSPA's Volpe Center has been asked to develop the transportation component of a Biological Defense Initiative (BDI) supporting the Office of Homeland Security.

The initiative of the Defense Threat Reduction Agency (DTRA) is evaluating a domestic early warning system for defense against bio-terrorism.

The Volpe project team, **Herbert Gould, Walter Gazda, Nicole Rossbach** and **Paul Zebe**, facilitated the BDI Transportation Workshop for DTRA, Depts. of Energy, Agriculture, the US Postal Service and most DOT agencies in Alexandria, VA.

The program included presentations on biological defense technology from DTRA, DOE, Lawrence Livermore National Laboratory, and Argonne National Laboratory, and on anthrax in the mail from US Postal Service.

Volpe Center Co-Sponsors International Conference on Advanced Technology

Leading transportation research and technology professionals from around the world gathered in Cambridge, MA, at the 7th International Conference on Applications of Advanced Technology in Transportation, co-sponsored by RSPA/Volpe and the American Society of Civil Engineers.



Dr. Richard John, Volpe director, welcomed the opening session.

Transportation Safety Institute

TSI Conducts First International Aviation Class In New Facilities

The Transportation Safety Institute's (TSI) Aviation Safety Division held its first international Instrument En Route and Approach Development Course using TSI instructors, newly renovated classrooms and specialized equipment. The course had been delivered using FAA instructors at the FAA's Aeronautical Center in Oklahoma City.

All attendees were former air traffic controllers who are now able to utilize their approach development training in their respective countries to take on the challenging duties and responsibilities of aeronautical information specialists.



Pictured from left to right is Toshihiko Wakui, Aya Obata, Bi-Yueh (Albert) Shieh, Sawai Khatitukgula, Joseph Florio (Instructor) and Udomluk Chansuk.

RSPA Sponsors Multimodal Hazardous Materials Transportation Training Seminar

In July, RSPA's Transportation Safety Institute and Office of Hazardous Materials Safety sponsored a Multimodal Hazardous Materials Transportation Training Seminar in San Jose, Ca.

This "One DOT" effort provided an opportunity for industry, state and local government agencies to learn about hazardous materials transportation regulatory requirements, rulemakings, enforcement programs, and security from representatives of RSPA, the Federal Motor Carrier Safety Administration, Federal Railroad Administration, Transportation Security Administration and the United States Coast Guard.

The seminar provided training and outreach to approximately 310 participants, of whom 85 percent were from industry and 15 percent were from state and local government agencies.

TSI Celebrates Fifth "Excellence in Action" Awards

The TSI's **Excellence In Action** awards program offers every staff member and contractor the opportunity to nominate fellow coworkers for awards in the following categories: TSI Federal Excellence, Outstanding Co-Worker, Customer Service, Community Service, and Team Spirit. Contractors participate through their respective employers, who are represented at the awards ceremony. A selection panel is chosen to review and rate the nominations. Award winners receive lapel pins and small mementos to display on their desks. Congratulations to everyone involved!



Federal Excellence Award:
Radonna Snider,
Transit Division, DTI-80



Outstanding Co-worker:
Amanda Rogers,
Pipeline Division, DTI-60



Customer Service:
Mark Strother,
Operations Support Division, DTI-10



Team Spirit Award: The Information Technology Team—Jim Bitner, and James Duncan, Operations Support Division, DTI-10 and Gary Gardner, Pipeline Safety Division, DTI-60

Civil Rights / Chief Counsel

RSPA's Interns Produce **RESULTS**

Thank you to RSPA's summer interns for helping to make RSPA better than they found it. We are grateful for the important role each played on the RSPA family team. Here are their results:

Lisa Alexander, OET and DCR, concentrated on two major projects. She conducted research on the Secretary's Crisis Management Center, and participated on the Departmental Diversity Council.

Timothy Fu, DIR, surveyed Hydrogen Infrastructure Codes and Standards, and R&D priorities for fuel cell vehicles that affect the commercialization of fuel cell-powered vehicles.

Anne Futrell, DIR, provided a statistical analysis of the performance indicator data of the University Transportation Center Program (UTC). The study documented UTCs' production results, successes and failures.

Nellis Kennedy, DMA, edited and formatted past Information Technology (IT) contracts, and entered all FY'04 IT Initiatives data into the RSPA internet program Information Technology Investment Portfolio System.

Monica Severson, OET, researched critical issues for Continuity of Operations Evacuation Planning for US DOT in the National Capital Region.

Erica Stallworth, OPS, analyzed aspects of the OPS natural gas and hazardous liquid pipeline safety state grant programs, by examining and graphically evaluating the programs from different parameters.

Nick Walker, DHM, manipulated a database created by the Environmental Protection Agency that lists hazmat stored at different facilities, to identify those that transport large amounts of hazmat. The database will be used to discuss possible safety methods to prevent possible terrorist attacks or other forms of intentional harm.



RSPA Interns with Administrator Ellen Engleman. On their last day, each intern presented a letter for Secretary Mineta to Administrator Engleman, as well as a copy of his or her final reports.

RSPA Conducts Pipeline Pipeline Corrective Action Order Hearing

On July 17, RSPA's Office of Chief Counsel conducted a hearing on the corrective action order issued by the Office of Pipeline Safety in late June against Columbia Gas Transmission Company. The order concerns Columbia's pipeline that runs from the Pennsylvania State line to the Delaware River at the Pennsylvania-New York State line. The order addresses an internal inspection on the line done by the company that found approximately 800 anomalies on the line with wall loss greater than 65 percent.

The company requested relief from some of the corrective action and provided further information in support of their request.

RSPA Wins Longhorn Pipeline Court Case

After four years of litigation, US District Court Judge Sam Sparks recently ruled that DOT/OPS is free to approve the spill response plan submitted by Longhorn Pipeline. In his decision, Judge Sparks indicated that the two-year environmental review conducted by DOT and the US Environmental Protection Agency satisfied all requirements under the National Environmental Policy Act. Longhorn still has some repairs to make on the pipeline before the spill response plan can be approved. RSPA's **Paul Sanchez** represented DOT at the hearing.

Management and Administration

RSPA Submits Year 2002 FAIR Act Inventory in Support of the President's Competitive Sourcing Initiative

RSPA prepared and submitted its Year 2002 Federal Activities Inventory Reform (FAIR) Act Inventory to the Office of the Secretary (OST) in support of the President's Competitive Sourcing Management Initiative. RSPA's inventory was consolidated with other DOT Administrations' inventories and was submitted by OST to the Office of Management and Budget (OMB) on June 30.

Based on the findings of the Commercial Activities Panel, OMB is reconsidering the A-76 process in an attempt to combine the best elements of the Federal Acquisition Regulation (FAR) competition process with the most effective components in the A-76 guidance. The revised procedures may include a best value approach, greater use of performance incentives and clearer conflict-of-interest guidance. In addition,

the new guidance will promote the use of trained centralized management teams to conduct A-76 competitions. Many conferences are being held to address the Competitive Sourcing initiative.

Lisa Kleiner, Barbara Mulcahy, Rhonda Malloy, Paul Robinson and Delois Westbury of RSPA Human Resources attended a competitive sourcing conference on July 23 at the Department of Interior. The workshop focused on federal workforce implications. On July 31, **Paul Robinson**, RSPA Director of Human Resources, participated in a Human Resources Implications in Competitive Sourcing panel discussion.

Lola Ward, RSPA Director of Contracts and Procurement, attended a town hall meeting on July 26 that addressed potential policy changes to improve the way government agencies manage Competitive Sourcing.

RSPA is Going for Green — E-Government and Telecommuting

RSPA's Office of Management and Administration is leading the development of revised RSPA guidance on telecommuting based on changes to Departmental policy to reflect Congressional intent for the program.

All RSPA offices are participating in a workgroup to update RSPA current policy and guidelines. A telecommuting web-based survey of RSPA headquarters, region, and TSI employees has been distributed to obtain employee views on the strengths and benefits, as well as weaknesses and challenges of RSPA's current telecommuting program. So far over 100 responses to the survey have been received.

Office of Contracts and Procurement Supports TSA

The Office of Contracts and Procurement, in response to an urgent request for airport screener training support services, provided acquisition support services for RSPA's Transportation Safety Institute (TSI) by quickly awarding an Interagency Agreement with the newly formed Transportation Security Administration (TSA). The purpose of the agreement was to provide instructional services for the establishment of an airport security Screener Training Program. The team consisted of **Tom Scott** and **Cynthia Barzey** of DMA.

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Contact RSPA **RESULTS** at rspa.results@rspa.dot.gov

RSPA...

**Where Preparation Equals Performance,
And Performance Equals RSPA **RESULTS**!**

TEAM RSPA Welcomes:

Keith O'Neil; Shanta Monts;	Darryl Song; Maria
Timothy Fu; Thomas Sachs;	Dumanis; Bess Rabin;
Michael Khayata; Joseph	Elizabeth Batiuchok;
Mataich; James Arnold;	Katherine Fichter; Chitra
Frank Henderson; Cynthia	Kumar; Ryan Jazayeri;
Lewis; Robert Guisinger;	Sarah Nobel; Sophia
James Merritt; Hossein	Pierre; Elizabeth
Monfared; Lawrence White;	Chamberlain; Gregory
John Rosenwald; John	Ayers; Alan Rao; Suzanne
Lambert; Kenneth Herzog;	Sposato; Daniel Parent;
Kyra Stewart; Brendan	Brandon Talamini;
Fernald; Michael Killoren;	Suleika Martinez; Gina
Melanie Pincus; Kristina	Guzell; William Ellicott;
Lopez-Bernal; Christopher	Elizabeth Turner; Lisa
Scarpone; Andrew Malwitz;	Deslauriers; Diana Story
Mildred Almonte-Cabrera;	Joseph Floria; James
Nathan Rolander;	Jackson; Jerre Thomas

RSPA Team Members MAKING A DIFFERENCE

Shane Kelley, from the Office of Hazardous Materials Safety, recently embarked on a mission to Mexico to an orphanage called "El Oasis", run by the charitable organization *International Children's Care*.

"We enjoyed the time spent with the orphans, and especially the free moments we had to simply play with them and enjoy their smiles," said Kelly.

The purpose of this mission was to construct an educational building.

Debbie Hinz, RSPA's Office of Policy, recently spent a week volunteering in Scranton, Pennsylvania, on a Habitat for Humanity work project with her church's youth group. When the group of 40 arrived at the work site, two houses were completed, one was partially finished and the foundation had been poured for a duplex. When the group left, they had attached the siding and put up the dry wall in the one house and completely framed and roofed the duplex. Debbie was a member of the kitchen crew,

providing meals and snacks for the hungry construction workers.

This is the 13th year this group has participated in Habitat. The group funds their missions, by putting on a play.

Anil Mehta, a RSPA hazmat enforcement attorney, was recently honored by his law school. The Western State University College of Law, Orange County, California, selected him for admission to its Alumni Hall of Fame.

He was recognized for his outstanding pro bono legal representation of children, the elderly, and victims of domestic violence in Orange County Superior Court (totaling more than 2,000 hours); his service on the Superior Court's task force on compliance with the Americans for Disabilities Act; his service on the State Bar of California's Committee of Legal Professionals with Disabilities, and local bar association pro bono activities.

Previously, his activities resulted in his being named Orange County Attorney of the Year, California Attorney of the Year, and a recipient of the American Bar Association's Pro Bono Attorney Award.



RSPA's Shane Kelley and others learn the mason's art of mixing concrete

RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

Hydrogen Fueler Technology Seeks RSPA OHMS Exemption



Hydrogen Fuel Initiative to develop hydrogen as the fuel of the future through its review of applications for hazardous materials exemptions for novel designs in the transport of hydrogen by highway for vehicle refueling.

"This is exciting and cutting-edge technology," said **Ryan Posten**, RSPA HazMat Exemptions Program Officer. "We want to be sure it is safe for the motoring public."

In April, Posten and other RSPA employees were given the opportunity to see a prototype hydrogen fueler demonstrated by Air Products outside the DOT headquarters in Washington, DC.

Hazardous material exemptions are being considered which would allow the transport of compressed hydrogen in non-DOT specification plastic-lined, carbon fiber-wrapped

RSPA's Office of Hazardous Materials Safety (OHMS) is playing a key role in advancing the President's new

cylinders. These cylinders have a service pressure from 7,000 to 13,000 pounds per square inch (psig) gauge. They are intended for use in a mobile hydrogen fueler for fuel cell-powered vehicles used in demonstrations organized by the California Fuel Cell Partnership. The requests for this type of exemption pioneer new ground for RSPA and the cylinder industry, as the average service pressure range for a standard industrial compressed gas cylinder is 2,200 psig. The current regulations do not permit the use of a wholly composite cylinder.

Transportation of hydrogen is not new. RSPA's Hazardous Materials Regulations (HMR) already provide for the transportation of hydrogen. However, widespread use of hydrogen to power vehicles will require new and innovative methods for containing hydrogen.

Many of these technological innovations are not addressed in



An Air Products representative (right center) demonstrates equipment on the prototype hydrogen fueler trailer to RSPA HazMat Exemptions Program Officer Ryan Posten (left), RSPA HazMat Mechanical Engineer Mark Toughiry (left center) and RSPA Associate Administrator for Innovative Research and Technology Timothy Klein (right).

the HMR. RSPA's exemptions program evaluates new cylinder and packaging designs to determine if they provide an equivalent level of safety to the methods prescribed in the regulations.

In the President's State of the Union Address this past January, he challenged Americans to reduce their dependence on foreign oil by

(Hydrogen Fuel continued on page 3)

Volpe Center Expertise Advances President's Hydrogen Fuel Initiative

Hydrogen fuel cell technologies have the promise to reduce America's dependence on oil and help clean the environment. Towards this goal, Volpe's Service and Operations Assessment Division Senior Engineer, **William Chernicoff**, has become a key DOT representative in several highly visible Hydrogen Fuel Initiative panels and working groups. Chernicoff and Volpe have been engaged for several years in support of hydrogen, fuel cell, and other

(Fuel Initiative continued on page 8)

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Did You Know?

Eighty-five percent of the public responded favorably when asked if they were willing to try a new hydrogen fuel-based vehicle.

[Harris Poll]

The Acting Administrator's Office

From the Desk of the Acting Administrator...



Acting Administrator Sam Bonasso

This is my first opportunity to share my ideas in **RSPA Results**, since becoming Acting Administrator three months ago. My focus is on an essential element of our public responsibility, something at the vital center of our mission: *public confidence*.

RSPA's focus is *safety*—DOT's top priority. Safety is a means, *public confidence* is the end. Risks to life, property and the environment cannot be totally eliminated, but the public taxpayers can and should expect safety to improve. Decades of success in reducing accidents in aviation, highways and the environment support this expectation.

RSPA works to create technologies, standards, regulations, and to conduct enforcement activities to improve the safety of our transportation systems. By improving safety, and by creating public awareness of that improvement, we contribute to a public sense of well being about transportation—*public confidence*.

Our senior staff recently tackled some fundamental questions about RSPA: who we are; what we do; what difference we make. RSPA has a broad set of diverse responsibilities, but at bottom line, we are a federal hazardous materials and transportation services agency. Hazmats are essential to our economy and

central to RSPA. We work to ensure Hazmats are moved safely by all modes of transportation, including pipelines. As well, we serve the safety of all modes of transportation through our work to educate the future transportation workforce; coordinate responses to transportation emergencies; and bring new ideas and innovation to transportation. Safety is the top priority of the Department, and RSPA works to build *public confidence* in the safety of our transportation systems. Every RSPA employee should be able to see his or her role within this framework.

The President's Management Agenda is our compass for organizational evolution. It creates three RSPA priorities to generate *public confidence* and to broaden and strengthen RSPA's capabilities:

- **Accountability:** RSPA's organizations continue to utilize management systems and follow practices that leave no room for doubt about responsible stewardship;
- **R&D performance assessment:** RSPA actively guides and contributes to the evaluation of R&D investments and R&D program performance within the Department;
- **Information technology:** RSPA's IT Strategy achieves e-Gov goals in the President's Management Agenda and is a Department leader in IT implementation.

Our summer issue focuses on one hazmat getting plenty of attention lately—hydrogen. The President's Hydrogen Fuel Initiative is to develop technology for commercially viable hydrogen-powered fuel cells to power cars, trucks, homes and businesses with no pollution or greenhouse gases. Hydrogen is a hazmat and will need to be stored and transported by trucks, trains and pipelines. So, RSPA will have a prominent role as the hydrogen initiative moves forward. In fact, we have the DOT lead, recognizing the knowledge in RSPA's people and our reputation as a "go-to" organization.

This issue of **RSPA Results** covers what's happening with hydrogen in RSPA and how our people keep generating results for the transportation enterprise.

Did You Know?

Secretary Norman Mineta recently delivered to Congress the Department's vision for the future of surface transportation, the Administration's legislative proposal entitled the "Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003" or "SAFETEA." This legislation proposes historic levels of investment in the nation's infrastructure and sets into motion surface transportation improvement programs that will impact our citizens for the next six years.

RSPA in Action

RSPA Staff Members Glimpse a Hydrogen Future

Senior members of RSPA's Policy and Hazmat offices, **George Whitney** and **Charles Hochman**, attended a demonstration of prototype electric drive transit buses and cars on display at DOT headquarters in Washington, DC, to keep current with new fuel cell technology. Following the FTA- arranged demonstration, the vehicles joined other displays on Capitol Hill in conjunction with the 3rd Annual Congressional Fuel Cell EXPO sponsored by the U.S. Fuel Cell Council.

"With the bus and auto industry's rapid advances in fuel cell technology, it is imperative that DOT keep abreast of new innovations," said RSPA **Acting Administrator Samuel Bonasso**.

The demonstrations at DOT included an Ebus electric trolley, a fuel cell hybrid bus from Georgetown University using methanol as the hydrogen carrier, a ThunderPower fuel cell bus by ISE Research, and a General Motors hydrogen fuel cell car on an Opel Zafira platform. One of the members of the California Fuel Cell Partnership (CaFCP) also displayed their latest hydrogen fuel cell car on the Nissan Xterra platform.

RSPA and FTA are actively supporting a wide range of hydrogen activities as members of DOT's Hydrogen Fuels Working Group and the CaFCP. Formed in 1999, the CaFCP advances research on the nationwide implementation of fuel cell-powered electric vehicles through demonstrations of fuel cell electric buses and cars under real-world operating conditions.

RSPA Acting Administrator



RSPA's George Whitney (left) and Charles Hochman (right) learn of advances in hybrid drive components of the ThunderPower Fuel Cell Bus.

Samuel Bonasso also participated in a recent display at RFK Stadium in Washington, DC, that included examples of General Motors' Fuel Cell Technology automobiles.

Once the technology is in place, DOT will lead the regulatory processes for its safe implementation for broad public consumer use.



RSPA Acting Administrator Samuel Bonasso (center) and RSPA Policy and Program Support Advisor George Whitney (left) learn more about advances in fuel cell technology on display at RFK Stadium.

Hydrogen Fueler (from page 1)

developing the technology for commercially viable hydrogen powered fuel cells to power cars, trucks and buses, homes and businesses. Under the President's initiative, the first car driven by a child born today could be powered by hydrogen fuel cells.

Transportation accounts for nearly two-thirds, or about 13 million, of the 20 million barrels of oil consumed each day in the United States. We import about 55 percent of the petroleum we use. To help overcome our nation's reliance on foreign sources of energy, and address unwanted transportation contributions to air pollution and greenhouse gas emissions, the President's Hydrogen Fuel Initiative leads the way toward a new path of energy independence and cleaner air.

Did You Know?

The Office of Hazardous Materials Initiatives and Training, Outreach, Partnership and Hazmat Safety Assistance Team offers the Hazmat Training Seminars, Multimodal Hazardous Materials Transportation Training

September 16-17, 2003	Milwaukee, WI
December 10-11, 2003	San Juan, PR
March 2-3, 2004	Houston, TX
April 21-22, 2004	Phoenix, AZ
June 8-9, 2004	St. Louis, MO
August 10-11, 2004	White Plains, NY

Check our website for agenda and hotel information updates at

<http://hazmat.dot.gov/training.htm>

Pipeline Safety

RSPA Makes Headway in Completing Pipeline Safety Act Objectives

RSPA's Office of Pipeline Safety (OPS) has made tremendous progress towards completing the requirements of the Pipeline Safety Improvement Act of 2002, signed into law last December.

"The Act reinforces RSPA's approach to pipeline safety, supports the President's Energy Policy and will help raise the confidence of America's communities in the strength of our pipeline infrastructure," explained **Stacey Gerard**, RSPA Associate Administrator for Pipeline Safety.

The Act requires RSPA to establish a final rule for the Integrity Management of Gas Transmission Pipelines (Gas IMP) in High Consequence Areas within one year. In response, RSPA published a Notice of Proposed Rulemaking for Gas IMP in January 2003. RSPA has also held a series of stakeholder meetings since December to obtain advice and consent on the development of a final rule. RSPA will hold an additional advisory committee meeting to vote on the rule's cost/benefit to industry and consumers, as required by law, in July.

With a year to develop standards to evaluate the adequacy of pipeline operator's qualification (OQ) programs, RSPA solicited public input to help create standards that specifically address issues such as training, appropriate requalification intervals and evaluating pipeline personnel safety performance.

"The standards and criteria had to be done. With the help of the OQ Team, we actually had these evaluation tools completed 8 months ahead of schedule and began conducting inspections accordingly," said Stanley Kastanas, OPS Enforcement Director. At the end of July, RSPA plans to amend OQ regulations for both liquid and gas operators to reflect training as a basis for qualification to be explained in written plans.

By December, RSPA was a step ahead of its next requirement – identifying innovative technologies that will enhance pipeline transportation in three to five years. RSPA had already issued two broad agency announcements soliciting pipeline technology concepts by the summer of 2002. "Since Decem-

ber, we have awarded \$5.868 million for 13 research projects," said Jeff Wiese, OPS Director of Program Development.

RSPA worked with all sectors of the pipeline industry and state agencies to build a new technical consensus standard: Recommended Practice 1162 [See story below]. This standard will provide operators the clear guidance they need to evaluate existing public safety programs and improve them by December. "The passage of the Pipeline Safety Act confirmed the key role RSPA plays in improving public safety education while accelerating new deadlines for operators," explained Wiese.

For RSPA's National Pipeline Mapping System, the Act called for all hazardous liquid and natural gas transmission pipeline operators to submit their system maps to OPS by June 17, 2003. "We now have 99 percent of the hazardous liquid and 95 percent natural gas transmission information in our system," said Sam Hall, OPS GIS Analyst. "Prior to the deadline we only had 95 percent liquid and 61 percent gas."

Linking Pipeline Operators with the Public

Just as concerted OPS and industry efforts have decreased pipeline accidents caused by careless digging, the focus is now on improving safety and public confidence by helping the public to live safely with pipelines.

OPS and the pipeline industry have long recognized that communities should be more aware of the presence of pipelines, products transported and safety information. Accordingly, OPS has for many years required the nation's pipeline operators to raise public awareness

regarding pipeline safety. These requirements are intended to ensure that the public knows how to recognize, safely react and respond, and who to notify in case of a pipeline emergency.

OPS and the pipeline industry are working to improve public outreach and enhanced communication about pipeline safety with the development of Recommended Practice (RP) 1162 - "Public Awareness Programs for Pipeline Operators." RP 1162 is an official consensus standard under the auspices of the American Petro-

leum Institute, which is accredited by the American National Standards Institute to create standards. RP 1162 is supported by all of the major pipeline trade associations and should be completed by the fall of 2003.

The National Transportation Safety Board made several recommendations regarding public education on pipeline safety that are addressed in RP pipeline operators who incorporate RP 1162 into their operations and communications programs.

Emergency Transportation

OET Leads in DOT's Response to SARS

Protecting America from Severe Acute Respiratory Syndrome (SARS) is a challenge for officials in transportation as well as public health. RSPA's OET is playing an important role minimizing the potential for the spread of SARS into the U.S. by supporting the Centers for Disease Control and Prevention (CDC) effort to introduce the proposed *Health Watch* electronic database. This database would be developed by DOT's Volpe Center to facilitate passenger tracing.

"OET is helping the CDC exercise its public health authority to trace infectious disease contacts. *Health Watch* will rely on voluntary agreements with the airline indus-

try and use existing electronic information systems," said **Elaine Chan**, OET Bio-Terrorism Planner.

The OET continues its leadership in a collaborative effort to tap the resources of DOT, Department of Homeland Security, stakeholders and the airline industry to help the CDC to protect America from the new hazard of SARS. The CDC strategy for keeping SARS, or any infectious disease, from invading or spreading in the U.S. relies on the identification of disease carriers and their contacts, and monitoring for symptoms.

The strategy involves monitoring hundreds of flights that transport thousands of passengers a day, and providing information to protect

the passengers against the spread of SARS. When SARS cases are identified, the OET working with the CDC, has led the consortium of government and industry groups to identify and locate other passengers and to notify them of possible exposure. The close collaboration between DOT and the CDC has contributed to the ongoing success in containing the spread of the disease in this country, and provides a model that could be used with other diseases or terrorist attacks.

RSPA's Crisis Management Center Gets Workout During TOPOFF 2 Exercise

With a "dirty bomb" attack in Seattle and an outbreak of plague in Chicago, RSPA's Crisis Management Center got a vigorous workout in May.

Beginning May 12, the U.S. Departments of Homeland Security and State, in cooperation with the U.S. Department of Transportation and other federal, state, local, and Canadian partners, undertook a five-day, full-scale exercise and simulation of how the nation would respond in the event of a weapons of mass destruction attack. The national exercise was named Top Officials 2 (TOPOFF 2), part of a series of congressionally-mandated exercises designed to assess the efficacy of our nation's response to possible terrorist events.

RSPA's Office Emergency Transportation (OET), together with the Secretary of Transportation's Office of Intelligence Security, coordi-

nated the DOT participation. "It was apparent from this exercise that transportation will play a major role in any weapon of mass destruction incident," said **Howard Edwards**, OET Resource Management Program Manager. "Our participation refined our skills of coordination with our regional offices, OST staff and FEMA."

The exercise included simulated attacks in large metropolitan areas where mobilized emergency response units combated a series of "virtual" terrorist assaults. But unlike Orson Welles' *War of the Worlds*, the disclaimer, "THIS IS AN EXERCISE" repeatedly scrolled across our TV screens to preempt unnecessary

panic from the public. Nevertheless, the ambulances carrying "victims" and the response to the exercise from the field were unnervingly realistic.

The exercise enabled top officials and response personnel to practice different courses of action, gain and maintain situational awareness, and deploy appropriate resources.

Secretary Norman Mineta and Deputy Secretary Michael Jackson worked from RSPA's new Crisis Management Center. Headquarters and regional Department crisis response personnel from all operating administrations were activated to the DOT Crisis Management Center's (CMC) Response Cell, the FEMA headquarters' Emer-
TOPOFF 2 (continued on page 6)



DOT Crisis Management Center staff and DOT modal representatives gain situational awareness during the TOPOFF 2 national exercise.

Hazardous Materials Safety/OET

TOPOFF 2 (from page 5)

gency Support Team, or the FEMA Regional Operations Centers in Regions 5 and 10.

TOPOFF 2 was the first national exercise to test numerous emergency plans, procedures and facilities placed into effect since 9-11. The exercise revealed some weaknesses, including ambiguities and conflicts of authority. Such exercises are intended to expose flaws so that they may be addressed to strengthen our response systems.

OET Represents DOT at NATO Seminar



OET's NATO specialist Lloyd Milburn gets a closer look at NATO's Joint Aero-Medical Evacuation capabilities.

The NATO Civil Aviation Planning and Joint Medical Committees sponsored a seminar in Kiruna, Sweden, that focused on medical and transportation aspects for the mass evacuation of a weapon of mass destruction or infectious disease environment. The U.S. delegation participants included DOT's NATO Civil Aviation experts and representatives from the Department of Defense Aero-Medical and Emergency Medicine Staffs.

RSPA Delivers Multimodal Hazmat Transportation Training Around the Nation



Tay Rucker of RSPA's Houston HazMat Safety Assistance Team leads a discussion at the recent Multimodal HazMat Training Seminar in Denver, Colo.

RSPA's OHMS recently sponsored a "One-DOT" Multimodal Hazardous Materials Transportation Training Seminar in Denver, Colo., to keep hazmat industry and stakeholders updated with regulation changes. This was one of six such seminars scheduled throughout the country in 2003.

The outreach seminar provided an opportunity to update approximately 150 industry shippers, carriers, enforcement personnel,

and others involved with the transportation of hazmat on the Hazardous Materials Regulations (HMR). It also served as a forum to discuss the latest developments and issues regarding hazardous materials transportation. RSPA specialists joined others from the FAA, FMCSA, FRA, and the U.S. Coast Guard in support of this event.

"...alot of new information I can put to use immediately for improving our company's hazmat program," remarked a seminar participant.

In April and May, the OHMS partnered with the New Jersey Emergency Preparedness Association (NJEPA) to provide training and education under the Hazardous Materials Transportation State and Local Education Program.

The Hazardous Materials Safety Assistance Team and Transportation Safety Institute provided support to the NJEPA during their

annual conference. Both were involved with providing two basic awareness training sessions and four breakout sessions on HMR training requirements, placarding, infectious substances, and hazmat transportation security. The conference hosted nearly 1,300 attendees from law enforcement, emergency medical services, fire service, public works, government officials, utilities, hospitals and private sector emergency managers.

Did You Know?

The Office of Pipeline Safety will hold a "First Responders" meeting on July 11, 2003, with the National Association of State Fire Marshals during their annual meeting in Anchorage, AK. RSPA and the Fire Marshals possess an over \$1 million agreement to prepare first responders to safely respond to pipeline incidents.

Innovation, Research and Education



UAV prepares for takeoff during demonstration near I-95 in Springfield, Va.

RSPA Sponsors Forum and Demo of UAVs in Springfield, Va.

RSPA Acting Administrator **Samuel Bonasso** provided opening remarks at the May 21 forum in Springfield, Va., on Unmanned Aerial Vehicles (UAVs) for transportation deployment, showcasing the results of application to multimodal transportation services, safety and security.

A UAV flight demonstrated remote sensing and geographic information downlink capabilities to a mobile ground station, clearly depicting traffic patterns and vehicle congestion along the I-95 corridor of the Springfield, Va., interchange.

The potential of technology integration using UAVs can greatly improve the safety and security of transportation services in such areas as: multimodal security for freight container transport; monitoring safety and security of heavy freight vehicles; freight movements and security at border crossing; faster and smarter emergency response at large traffic accidents and incidents, and; weather monitor and winter weather maintenance operations.

Emergency 911 Telecommunications Innovations at Marshall University's RTI Assist Emergency First Responders

During a recent visit to the Nick J. Rahall, II Appalachian Transportation Institute (RTI), RSPA Acting Administrator **Samuel G. Bonasso** assessed the transportation systems advances in emergency 911 technologies.

"The Rahall Transportation Institute is moving to add satellite and aerial imagery to improve public safety," said Bonasso. "This will allow much faster disaster site identification by emergency responders in the field."

One of the most exciting projects resulting from RTI's creative partnering is the Transportation and Economic Development Information System, housed at RTI. Enhanced 911 (E911) services will be a critical part of the system as RTI works to improve the statewide mapping and addressing board throughout West Virginia. RTI, working with West Virginia DOT and Verizon Telecommunications as an investment partner, is developing a prototype E911 system. The E911 system will store and disseminate transportation and economic development information for the entire state. It utilizes satellite and aerial imagery as background for overlays of transportation and economic development data. This system could become a model for first responders with great potential in all areas of homeland security and emergency response.

Although one of the youngest centers in the U.S. DOT's University Transportation Centers (UTC) program, RTI has already established numerous innovative partnerships to support transportation development in the Appalachian region and nationwide. The institute was established as a UTC in June 1998 through a \$12 million designation earmark under the Transportation Equity Act for the 21st Century.

UTC Results at Purdue

Innovative types of pavements may help to reduce traffic noise on future highways, according to initial research using a new, one-of-a-kind machine custom-made for Purdue University.

"This is by no means a comprehensive study, but it does represent the beginning of work that eventually will lead to a precise understanding of what causes highway noise," said Robert Bernhard, co-director of Purdue's Institute for Safe, Quiet and Durable Highways. The Institute is one of the U.S. Department of Transportation's University Transportation Centers, managed by the Research and Special Programs Administration of DOT.

Road noise is a major environmental nuisance for residents and businesses located near highways. Researchers are trying to design pavements and tires that produce less noise.

"Because no other equipment in the United States can test any combination of pavements and tires, researchers expect their new 'Tire/Pavement Test Apparatus' to yield a wealth of data," said Bernhard.

[Purdue News]

RSPA's Volpe Center

Volpe Center Working with FRA to Improve Rail Passenger Safety

In the six-year period, 1997 through 2002, nine rail passengers were killed in train collisions and derailments, and 13 more in highway-rail grade crossing collisions.

RSPA's Volpe Center, in support of FRA, is conducting research into rail equipment crashworthiness to improve passenger safety. Volpe is designing impact tests for passenger rail equipment and investigating the causal mechanisms for occupant injury during passenger train accidents in an effort to make rail transportation safer.

"These fatalities and the more numerous serious injuries that accompanied them are unacceptable to the traveling public and to FRA," said FRA Deputy Associate Administrator for Railroad Development Jo Strang. "We can improve on this record, and we are focusing on a wide range of ac-



Amtrak's Acela Express

(Amtrak Photo)

tions to prevent train accidents and—where they are not prevented—to make them more survivable."

Five impact tests have been conducted so far: three to measure the performance of conventional passenger rail equipment in train-to-train collisions; one to measure the performance of conventional equipment in grade-crossing collisions; and one to measure the performance of improved-crashworthiness equipment in a grade-

crossing collision. Extensive use of computer simulations helped design the tests, and the resulting test data has been used to further refine the simulations.

Learning from computer simulation modeling of occupant dynamic response during train accidents, efforts have begun to evaluate interior train modifications to minimize the potential for injury and fatality.

The results of Volpe's research were used to develop the crashworthiness requirements for Amtrak's high-speed train set, as well as for the FRA's Passenger Equipment Safety Standards issued in 1999. Volpe is currently working with the FRA to help develop freight and passenger locomotive crashworthiness regulations.

Fuel Initiative *(continued from page 1)*

alternative fuel and advanced propulsion technologies.

Chernicoff was recently asked to chair the codes and standards working team of DOT's Hydrogen Working Group. The DOT Hydrogen Working Group is led by RSPA Acting Administrator **Samuel Bonasso** and includes senior staff from the DOT modal administrations. Chernicoff is working with **Charles Hochman**, RSPA Director of HazMat Technology; **Gopala Vinjamuri**, RSPA Office of Pipeline Safety; Deborah Freund, FMCSA;

and Charles Hott, Carol Hammel-Smith, and Martin Koubek, NHTSA. The group's objective is to coordinate DOT efforts to support the President's Hydrogen Fuel Initiative and to develop and support the role that DOT will assume.

"The President's hydrogen initiative holds the potential to provide a clean, sustainable transportation system, and is an important endeavor," said Chernicoff. "I am proud and excited to support DOT's modal administrations, DOE, DOD and

industry to ensure the safety, security, and further development of the technologies — particularly by bringing the critical DOT perspective to this national effort."

Chernicoff was a merit reviewer at the DOE's annual Hydrogen and Fuel Cell Review in May, and a participant on their technical advisory team. These collaborations are part of DOT's effort to support and partner with other agencies and organizations.

Did You Know? Research and Special Programs Administration's Office of Hazardous Materials Safety completed the distribution of a training video entitled, "Responding to Trucking Incidents Involving Commercial Explosives" to more than 20,000 fire departments nationwide as a tool to benefit the nation's first responders. This project was a government-industry cooperative effort with participation by the Institute of Makers of Explosives and the International Association of Fire Chiefs, who assisted in the development, production and endorsement of the video.

Transportation Safety Institute

Canadians Receive U.S. Hazardous Materials Training

RSPA's TSI recently conducted U.S. Hazardous Materials Regulations (HMR) training in Toronto for Transport Canada inspectors. The U.S. and Canada have the world's largest trading relationship, making important the harmonious flow of goods, including HazMat.

A section in the U.S. HMR allows Canadian shipments of HazMat to enter and traverse the U.S. by rail or highway as long as the shipment conforms to regulations of the Government of Canada. In a unique covenant with the U.S., Canada affords similar provisions to U.S. HazMat carriers and shippers. While the Canadian dangerous good regulations and the U.S. HMR are very similar, there are distinct differences. Consequently, when a U.S. carrier enters Canada with a shipment of HazMat, the Canadian inspector is better prepared to deal with the shipment if he or she is conversant with U.S. regulations. Canadian inspectors have been excellent students showing tremendous interest in learning U.S. HMR.

TSI's Hazardous Materials Division has presented U.S. HMR training several times in Canada and is scheduled to conduct additional training for Canadian inspectors in Cornwall, Canada during June. The Division has also provided U.S. HMR training in other foreign countries, including Japan.

TSI is a Federal cost-recovery activity that develops and conducts worldwide transportation safety, security, and environmental training, products, and/or services for

both public and private sectors, training over 50,000 students annually.

TSI Conducts Pipeline Safety Training



Hossein Monfared, OPS Western Region, and Jeff Harris, Oklahoma Natural Gas employee, performing a simulated inspection during a TSI field trip at a working regulator station.

RSPA's TSI now offers a hands-on training course, *Gas Pressure Regulation and Overpressure Protection*, to improve safety monitoring of the nation's 2.3 million miles of pipeline.

The 7½-hour course is taught by TSI's Pipeline Safety Division and updates Federal and state pipeline inspectors on the latest technology, guidelines, and procedures available to conduct field/records inspections. These inspections are relevant to pressure control and overpressure protection equipment, and are in compliance with applicable federal guidelines.

The course covers disassembly, inspection and re-assembly of various devices to assure proper working order, and simulates actual field conditions inspectors will face in evaluating pipeline operations. As part of the course, a

3-hour mock inspection is conducted in cooperation with the local gas company, Oklahoma Natural Gas.



Sample of one of the training modules.

RSPA Web-Based Training Program Supports National Security

Although specifically designed for the safety and security of RSPA travelers, the practical recommendations provided in the TSI training program would certainly increase the personal safety of any traveler. RSPA is, therefore, making this free web-based training course available to all DOT agency personnel as of August 1, 2003.

The training covers seven major areas of instruction: *Travel Preparation, Terrorist Awareness, Air Safety and Security, Ground Security, Hotel Security, Personal Conduct, and International Travel*. Each module takes approximately 15 to 35 minutes to complete. The training is easily accessible through the TSI website at www.tsi.dot.gov by clicking on *web-based training*, *register*, and *proceed*.

Civil Rights/Chief Counsel

RSPA's DCC Welcomes New Honors Attorney

Andrea Kathryn Rodgers recently joined the RSPA Chief Counsel's hazmat enforcement team for her third 4-month rotation with the DOT Honors Attorney Program.

DOT honors attorneys are selected after rigorous national competition among law school graduates. Once selected, the attorneys work for four months in each of three elected operating administration's chief counsel offices. Rodgers' first two assignments were with the Administrative and Technology Law Division of the Federal Highway Administration, followed by four months with OST's Office of Environmental, Civil Rights and General Laws.

Stating RSPA was a priority post for her elected rotation, Rodgers cited two determining factors: first, her love of environmental law and desire for hands-on experience with enforcement cases; second, she had heard very favorable comments from RSPA's previous honors attorney, **Daeleen Chesley**.

"Daeleen spoke so highly of RSPA and the work being done in its Office of Chief Counsel," said Rodgers. "The hazmat enforcement cases are extremely interesting and relate well to my background in environmental law."

Rodgers, who hails from Seattle, completed her undergraduate work in physical anthropology at the University of California-Santa Barbara before heading off to Arizona State University for her Juris Doctorate in 2001. She then clerked 15 months for an Arizona Court of Appeals judge.



Andrea Rodgers is helping with HazMat issues as RSPA's newest DOT Honors Attorney.

Under the mentorship of RSPA HazMat lawyer **Donna O'Berry**, Rodgers is reviewing a variety of hazmat enforcement cases and drafting Notices of Probable Violation.

Civil Rights Aids in Emergency Planning

Forty Local Emergency Planning Coordinators from cities throughout the Pacific Northwest met recently in Seattle to receive training from **Helen Hagin**, RSPA Director of Civil Rights, on state grants recipients' responsibilities to their Limited English Proficiency (LEP) customers. All state recipients of federal grants must provide public educational information and accessibility of services to all communities in an equitable manner. This can require translation of materials, road signage, etc. to accommodate communities with large populations of people with limited proficiency in English. This was the second such regional informational training program. The first was held in Las Vegas earlier last winter.

RSPA's Preemption Authority Upheld by U.S. Court

The U.S. Court of Appeals for the Sixth Circuit upheld RSPA's authority to issue administrative preemption determinations on state requirements for the transportation of hazardous materials. In *Tennessee v. DOT*, the Court affirmed a lower court decision that principles of state sovereignty do not deprive RSPA of the authority to issue determinations, and that federal hazardous material transportation law preempts a state requirement.

Mike Hilder, an attorney in RSPA's Office of the Chief Counsel, worked with DOT's Assistant General Counsel for Litigation and the U.S. Department of Justice to defend against Tennessee's challenges to RSPA's preemption determination and, specifically, the claims of state sovereignty.

"We've won a significant case, but it's not over and there's still much to be done," said Hilder. "This decision is very important in preserving RSPA's ability to provide guidance about the validity of state requirements that differ from the Hazardous Materials Regulations."

RSPA Competitive Sourcing Sets DOT Standard

As one of the President's Management Agenda items, competitive sourcing requires the federal government to compete 15 percent of its workforce by September 30. RSPA moved one step closer to achieving this goal by having the Volpe Center complete all three RSPA's *Express Studies* in May.

"The Express Studies help RSPA to evaluate its workforce requirements and make RSPA, and in turn the federal government, a more efficient workforce through competing activities with the private sector," said RSPA Procurement Policy Analyst **Keith O'Neill**.

RSPA set the Department of Transportation standard by completing the DOT's first *Express Study*. RSPA received approval from the Office of Management and Budget to use the *Express Study* instead of a full-blown A-76 competition because RSPA's studies covered fewer than 10 Full-Time Employees (FTE).

RSPA shared its process and results with the Office of the Secretary (OST), and received final approval on May 2. OST commended the Volpe Center for the integrity of its process.

RSPA submitted its 2003 FAIR Act Inventory to OST on June 16 for inclusion into DOT's final inventory. The FAIR Act Inventory requires all federal agencies to annually classify and code each FTE as either "Inherently Governmental" or "Commercial."



RSPA financial team (left to right) Howard Globerman, Deborah Frazier and Tyrone Lumpkins.

RSPA's Activity-Based Costing Methodology Considered for DOT Standard

What started out as a RSPA activity-based cost accounting presentation to DOT's Office of Financial Management may soon become the DOT-wide standard cost accounting system to meet a Presidential Management Agenda requirement for tracking costs by performance.

RSPA's financial team, consisting of lead **Tyrone Lumpkins**, and assistants **Deborah Frazier** and **Howard Globerman**, met with members of the newly formed DOT Cost Accounting Steering Group to present RSPA's plan. The Steering Group members were so impressed with the methodology used in tracking costs by performance, they requested a repeat presentation for a wider group within the Department.

"We work together and take advantage of each other's talents," stated Lumpkins. "This was a joint effort and Howard and Deborah are undoubtedly the best financial people I have had the pleasure to work with."

RSPA's cost accounting methodology was subsequently chosen as an interim template while a DOT managerial cost accounting standard is being developed. The RSPA worksheet matrix will be sent to the heads of each operating administration as a working guideline to establish a crosswalk from the OA's performance goals to the Department's strategic goals. RSPA contracted with U.S. Department of the Treasury's Agency Services Division to aid in the development and implementation of the activity-based costing system.

Roberts' Memorial Dedicated in CMC



DOT Chief of Staff John Flaherty (left), Roberts' coworkers Bevlyn Whitfield (center) and Bernie Williams (right) unveil the Margaret A. Roberts Memorial Plaque.

DOT Chief of Staff, **John Flaherty**, officially dedicated the Crisis Management Center's reception room in honor of **Margaret A. Roberts** on April 30.

Roberts, a 27-year employee of the U.S. DOT passed away suddenly last year. She joined OET in February 2000, and quickly became known for her light-hearted and personable demeanor. Post 9-11, Roberts became welcomed presence in the CMC and will sorely missed.

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RSPA...
Where preparation equals
performance, and performance equals
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RSPA Senior Staff

The RSPA senior staff has some old faces doing new jobs. **Rich Brancato**, who had been in RSPA on detail from DOE, is now RSPA Senior Advisor and Liaison for Transportation R&D Services. This new and important senior level position provides a vital link between our technical capabilities at the Volpe National Transportation Systems Center, the Department's strategic goals and the customer base here in Washington. **Matt Mueda**, who came to us from NHTSA some months ago to help with the Coast Guard and TSA transition project, is the Acting Administrator's special assistant and projects coordinator. **David Clark** transferred to NTSB as counsel to the chairman. **Jeffrey Cavanaugh** moved to OST as a special assistant.

RSPA Supports Greenleaf Seniors

Spring was a festive time for members of the Washington, DC, Greenleaf Senior Citizens Center and the DOT Volunteer Committee with the celebration of both St. Patrick's Day and Easter.

"Bernie" Williams from RSPA's

New Hires from 3/1/03 - 5/30/03

Office of the Administrator

Matthew Mueda

Office of Contracts & Procurement

Laura Birkhimer

Office of Human Resources

LaMar Porter

Office of Pipeline Safety

Alex Dankanich

Harold Winnie

Karen Butler

Stanley Kastanas

Larry Disbrow

Amy Somers

Barbara Weitkamp

Shauna Turnbull

Volpe Transportation Center

Anthony Pellegrino

Daniel Dreyfus

Colleen Moore

Lauren Piccolo

Transportation Safety Institute (TSI)

Daniel Jones

Clinton Driskill

Caleb Peebles

Dee Smith



Greenleaf residents (left to right) Robert Thomas, Ethel Ruffin, Nellie Ferguson, and Elizabeth Martin were all Easter Parade winners.

Office of Pipeline Safety donated green derby hats to the Greenleaf seniors to compliment the green

RSPA Military Reservists Respond to Nation's Call

With the nation's ongoing fight against terrorism and the war in Iraq, it is important to recognize the military contributions of several RSPA employees who have recently been activated under military reserve recall.

On active duty from the Transportation Safety Institute, **James Duncan** currently serves as a hydraulic technician on C-130 Hercules cargo aircraft at Al Udeid Air Base in Qatar. **Troy Jackson** is a pilot flying the C-130 Hercules transporting supplies, personnel, and equipment throughout the Middle East theater. **Linda Nichols** is serving at the Headquarters Air National Guard Command Center at Will Rogers World Airport in Oklahoma City.

Others on reserve recall include: **Duane Cassidy** and **Gary McGinnis**; Office of Hazardous Materials; **Pablo Vivas** Office of Pipeline Safety; **Stanley Pryga**, Office of Emergency Transportation; **Frank Nolan** Office of Chief Counsel.

A warm welcome back to **Vincent Mercadente** and **Anthony Murray**, both from the Office of Hazardous Materials Safety, who were recently demobilized from reserve recall.

clothing accessories worn by all during the St. Patrick's Day celebration. **Daeleen Chelsey**, an honors attorney recently with RSPA's Office of Chief Counsel, was also on hand to help serve food to the residents.

Hats were also the theme as Easter bonnets were prevalent among the 95-plus senior citizens who attended the April function. Gifts, baked goods and friendship were shared among the Center's residents, guests and volunteers.



RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

RSPA's Pipeline Safety Program Makes Big Strides



Tim Rich, Williams Pipeline Company District Manager (lft cntr) gives a tour of pipeline improvements near their company's compressor station in Ellicott City, Maryland, to Alex Dankanich, OPS Eastern Region (lft), Jim O'Steen, Deputy Associate Administrator Pipeline Safety (rt cntr), and Jim Wiggins, Director RSPA Policy and Program Support (rt).

In less than 18 months, the dedicated field and headquarters staff of RSPA's Office of Pipeline Safety (OPS) have completed most of the work mandated by Congress under the Pipeline Safety Improvement Act of 2002 (PSIA). They are working hard to implement strategy and improve the safety and reliability of our nation's pipeline infrastructure.

This flurry of significant pipeline

activity was the emphasis of DOT Inspector General Kenneth Mead's June 16 testimony before the House Committee on Transportation and Infrastructure Subcommittee on Highways, Transit, and Pipelines. In that testimony, Mead highlighted OPS' progress in two key areas—cleaning up Congressional mandates and closing out National Transportation Safety Board (NTSB) safety recommendations.

"Of the 31 mandates from legislation enacted in 1992 and 1996, 25 mandates have been implemented. OPS has also made considerable progress in meeting the 23 mandates enacted in the PSIA," said DOT Inspector General Mead. "OPS has closed out 21 of 23 safety recommendations we identified in our March 2000 report. Also, since that report, OPS has received 13 new

NTSB recommendations, of which 8 have been closed. NTSB removed pipeline safety from its most-wanted list of safety improvements."

Other safety improvements being implemented by OPS staff include completion of a full-scale inspection of all large liquid pipeline operators and their facilities, development of standards to evaluate qualifications of pipeline safety employees, and the creation of a national pipeline mapping system to help local officials keep tabs on safety efforts associated with local pipelines.

These are parallel benefits in OPS meeting Congressional mandates and advancing pipeline safety milestones. They also meet Secretary Mineta's DOT strategic goals of promoting public safety, and protecting and enhancing communities and the

Pipeline Big Strides (continued on page 3)

RSPA Advances World Focus on Hydrogen Economy

Beijing, China, took center stage in May as the host of two simultaneous international symposiums on global progress in the pursuit of a hydrogen economy. Among those in attendance was **RSPA Deputy Administrator Samuel Bonasso**, who represented DOT as Co-Chair of the International Partnership for a Hydrogen Economy (IPHE) Steering Committee meeting. The assembly drew energy ministers from 15 countries and the European Commission to share information, form new partnerships,

Hydrogen Economy (continued on page 3)

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The Deputy Administrator's Office

From the Desk of the Deputy Administrator...



Deputy Administrator Sam Bonasso

Congratulations to the RSPA team for your continued results-oriented performance as the Department's intermodal hazmat safety and technical services support team. Our job is to ensure that Secretary Mineta's primary strategic goal of SAFETY is reflected in every aspect of RSPA's transportation programs oversight.

We can all be proud of our record of meeting Congressional mandates, improving transportation safety regulations, and enforcing hazardous materials and pipeline safety regulations when individuals or industry turn a blind eye.

In my recent review of RSPA's accomplishments in the last three years, I was amazed that it was such a long list. Let me highlight just a few of our more important achievements:

The Office of Pipeline Safety has captured a lot of positive visibility lately. What a turnaround we have seen here. OPS has added 57 inspectors to its staff, eliminated most of a 12-year backlog of outstanding mandates and recommendations from Congress, the NTSB, the DOT Inspector General, and the GAO, and successfully executed its first 5-year Interstate Agent Agreement with States. More information on how OPS is moving forward on the Pipeline Safety Improvement Act of 2002 is outlined in our feature story on

page 1, and associated stories on page 4.

Hazardous materials transport, as a part of the total commercial transportation industry, is essential to the national economy. Just this past May, DOT's Transportation Services Index (TSI) reached the highest level in the 14-year period covered by the index with a 0.1 percent rise. The freight TSI reached an all-time high with a 0.2 percent increase. I would like to think that the efforts of our Office of Hazardous Materials Safety team are instrumental in achieving this growth.

Our recently published final rules on the Hazmat Security Plan and Hazmat Applicability Standards pose major implications to the regulated industry. However, a final rule or regulation is only as good as its enforcement. Take a look at the Hazmat enforcement story on page 6 showing our continued cooperation with the Department of Justice in prosecuting a negligent cylinder retester.

RSPA's Office of Innovation, Research and Education led DOT's participation in the DOT Hydrogen Fuels Working Group and supported R&D investment criteria in meeting requirements under the President's Management Agenda. The RSPA team is also moving forward in support of the President's Hydrogen Initiative, as detailed in the stories on pages 1 and 6, to move the nation's global hydrogen economy efforts.

Lastly, the Volpe Center continues to be DOT's premiere transportation research and study facility. The dedicated engineers, scientists and technical staff at Volpe completed studies on Transit Security Guidelines, U.S. Capitol Police Security Enhancements, Cyber Security for Aviation Systems, and management of the Libby, Montana Environmental Remediation Project. Volpe's contributions to the FAA's Enhanced Traffic Management System is yet another piece in the puzzle to improve on-time arrivals and departures at Chicago's O'Hare Airport. Get more on that story on page 8.

These accomplishments, and more, are recognized by Secretary Mineta and are a testament to the commitment, support and hard work of a lot of people. These dedicated employees are the front lines of RSPA, where we make contact with the hazmat and pipeline industry; where we support other DOT Operating Administrations; where we engage with Capitol Hill staff; and where we touch the lives of the general public. Without their growing efforts to perform high quality work, RSPA would not progress.

The quality and thoroughness of the work performed by RSPA is important to everyone we serve. It is each person's day-to-day contributions and accomplishments that go into making up our success. I am proud of the *RESULTS* achieved by our RSPA team. Congratulations on a job well done!

RSPA in Action



Pipeline Big Strides (continued from cover)

natural environment affected by transportation. The ripple effect ensures a safe transportation system that enhances the quality of life and furthers our vital national interests for all Americans.

"These improvements have helped to strengthen oversight and safety of our nation's pipeline system," said **RSPA Deputy Administrator Samuel Bonasso**. "Our nation depends on petroleum and natural gas products for its energy. We must continue to perform high quality work to ensure that the people and environments near pipelines are protected."

Last December the OPS staff completed the second step of its hazardous liquid and natural gas integrity management regulations by issuing the Gas Integrity Management Program final rule. Completing the integrity management regulations was the most significant safety standards improvement for pipelines in the history of the pipeline safety program.

Currently, OPS has a five-year plan for pipeline research and development supported by the award of almost \$12 million dollars for three dozen research projects, with over half of these awards provided by the private sector. It also has a memorandum of understanding with the Department of Energy (DOE) and the National Institute of Standards and Technology (NIST) for research planning. This has provided a clear vision for the advancement of technology focusing on improving pipeline safety.

Hydrogen Economy (continued from cover)



(Lft-Rt) Tsinghua University Associate Professor Dr. Junzhi Zhang, RSPA Hazmat International Standards Coordinator Duane Pfund, RSPA Deputy Administrator Samuel Bonasso, Tsinghua University New Energy Vehicles Senior Advisor Bertrand Hsu, and Tsinghua University Automotive Safety and Energy Assistant Director Dr. Fanhua Ma preview China's fuel cell prototype bus at Tsinghua University, Beijing.

and discuss the opportunities and obstacles to success.

Chairing the meeting with Acting Co-Chair Bonasso was David Garman, Acting Undersecretary of the U.S. Department of Energy. DOT is working closely with DOE to advance the Federal government's research and technology efforts in this country. Hydrogen use for transportation is quickly becoming a reality, and as the Federal regulatory authority for ensuring the safety of U.S. transportation systems, DOT is taking an increasingly dynamic role in guiding the development of safety codes, standards and regulations for the new hydrogen fuel cell vehicles and supporting transportation infrastructure.

With President Bush's 2003 announcement of a \$1.7 billion dollar Hydrogen Initiative, the development of hydrogen as an alternative fuel became a national energy priority. The earmarked Federal funding provides for the first five years

of a long-term hydrogen energy technology and infrastructure development program. This effort includes the FreedomCAR program, a public-private partnership with the U.S. auto industry to develop fuel cell vehicles.

The move towards a hydrogen economy is spearheading a mounting global revolution in energy practices. A flurry of hydrogen research

activity is blossoming not only in the U.S. but throughout the world. Consortia composed of policymakers, safety regulators and inspectors, engineers, scientists, universities, and private industry are focusing their efforts and research to convert hydrogen safely into a fundamental renewable energy source, and to spur the development of the economy that will use it.

This was the first meeting for the IPHE Steering Committee since its inaugural Ministerial meeting November, 2003, which resulted in member nation commitments to move the world towards a hydrogen economy. The IPHE was founded to serve as a mechanism to organize and implement effective, efficient, and focused international research, development, demonstration and commercial utilization activities related to hydrogen and fuel cell technologies.



Pipeline Safety

RSPA Visits Pipeline Construction Site During National Transportation Week



Williams-Transco engineers weld new 36" internal inspection device receiver to natural gas pipeline.

The week of May 16-22 was proclaimed by President Bush as National Transportation Week (NTW) to recognize the country's transportation professionals who help keep our transportation systems secure, efficient, and reliable.

In association with NTW, RSPA Office of Pipeline Safety (OPS) senior staff took the opportunity to visit the Williams-Transco compressor station in Ellicott City, Maryland. The Ellicott City compressor station is one of many along the company's interstate natural gas pipeline route which extends from the Gulf of Mexico to Long Island, NY.

"National Transportation Week is an opportunity to celebrate our achievements in transportation and face up to the challenges ahead. It is also an excellent time to convey to the American people how proud we are to be transportation workers," said Secretary Norman Y. Mineta.

The RSPA team, composed of **Jim Wiggins** and **Damon Hill** from Program and Policy Support, along with **Jim O'Steen** and **Alex Dankanich**

"We will continue to foster the strong relationship between industry and government, working as partners to spur economic growth. Working together we will make transportation safer," said Secretary Mineta.

from OPS, met with Williams-Transco officials to discuss the importance of the nation's pipeline transportation system, Federal oversight of this system, and to get a first-hand glimpse of the company's construction activity.

To meet new Federal integrity management requirements, Williams-Transco completed modifications of its existing 30" and 36" interstate natural gas pipelines extending from Calverton, Virginia, to the Ellicott City station.

RSPA recently issued Final Rule "Pipeline Integrity Management for Gas Pipelines in High Consequence Areas" required pipeline companies to make adjustments to their systems to ensure safety in areas where a failure would have the highest impact on the public or property.

The completion of modifications on the two pipelines will allow Williams-Transco to transport newer, more effective pipeline internal inspection devices. This will improve data collection capabilities and analysis of pipeline information that are central to integrity management and accident prevention.

OPS R&D Program Supports Technology Demonstrations



The green box on the right of the helicopter contains a laser-based hydrocarbon detection unit to be field tested at DOE's Oilfield Testing Center.

During the week of September 13-17, RSPA's OPS will co-sponsor, with the DOE National Energy Technology Laboratory an extensive field demonstration of advanced technologies for remote sensing of natural gas leaks.

The field tests will be performed at DOE's Rocky Mountain Oilfield Testing Center (RMOTC) in Casper, Wyoming. OPS and DOE-funded projects will test mobile platforms ranging from aircraft, satellites, and unmanned aerial vehicles to special ground vehicles. The results of the testing program are expected to allow potential commercial businesses to evaluate the readiness of the technologies for commercialization. It will also allow the pipeline gas industry to observe the effectiveness of the technologies in a real-world environment.

If successful, the technologies will allow users to quickly and accurately monitor large sections of the nation's natural gas infrastructure for leaks. This new capability will enhance the reliability of the infrastructure as well as increase safety.

Emergency Transportation



DOT Marks First Hosting of NATO Civil Aviation Planning Committee



(Lft-rt) NATO Representative Thomas Torsten-Meyer (Germany), OET CAPC Program Manager Lloyd Milburn, and RSPA Deputy Administrator Sam Bonasso discuss emergency airlift issues.

The June NATO Civil Aviation Planning Committee (CAPC) meeting and training seminar was a significant event for both DOT and CAPC, as it marked the first time that DOT hosted a CAPC meeting, and only the second time in its 40-plus year history that the CAPC has met in the United States. RSPA's Office of Emergency Transportation (OET) hosted the weeklong session in Crystal City, VA, welcoming over 60 representatives from 23 NATO member and partner nations.

Of particular note was that in early

March, President Bush welcomed seven new nations into the NATO partnership at a White House ceremony. Three of these new member nations were represented at this OET-hosted event.

"Our great transatlantic alliance has met and overcome great dangers, but our work in NATO is not done. In the past, many assumed that NATO represented a pledge that America would come to the aid of Europe. Today, by our words and by our actions, we know that NATO means much more—it is a solemn commitment that America and Europe are joined together to advance the causes of freedom and peace," said President Bush at the induction ceremony.

DOT Under Secretary Jeffery Shane, opening the 5-day session, spoke about the security challenges that NATO nations face today.

"NATO is an alliance of strong allies mutually committed to the causes of freedom and peace, and it will serve as an enduring beacon of hope for the rest of the world," Shane commented. "You are here this week to focus on an essential

element of our ability to meet that commitment—the contribution that international civil aviation authorities make to our mutual security."

Several days were devoted to breakout sessions composed of 5 teams, each given specific theoretical challenges to resolve. One team member from France commented, "It seems that we came up with more and more hypothetical questions rather than answers, but that is highly stimulating, and what we need. We need to imagine all sorts of terrorist scenarios before they happen. That is the only way we can be prepared to respond together effectively."

National Response Plan Update

The National Response Plan (NRP) is nearing completion with an approximate implementation date of September 1, 2004. OET has been working very closely with the Department of Homeland Security (DHS) Writing Team, DOT support agencies, and modal administrations in the writing of the DOT roles and responsibilities as Emergency Support Function-1 [Transportation]. OET has also coordinated the review of the NRP and its annexes with the modes and DOT support agencies.

Upon implementation of the NRP, OET will work diligently with the DOT modal administrations to transition from the Federal Response Plan to the procedures and guidelines required by the NRP.

OET Trains Transportation Emergency Personnel

Warm and sunny Jacksonville, Florida, was the site of the OET's semi-annual Regional Emergency Transportation Representative (RETREP) training July 26-30. The RETREP'S and Emergency Support Function-1 [Transportation] personnel from DOT's ten regions received training in many areas of emergency response.

Personnel were updated on the National Response Plan, the National Incident Management System (NIMS) and Homeland Security Presidential Directives 5, 7, and 8. Most significant was the training conducted on the NIMS Incident Command System (ICS), where the RETREP's met and exceeded the requirements for NIMS certification.



Hazardous Materials Safety

Office of Chief Counsel Assists U.S. Justice Department with Hazmat Conviction

RSPA attorneys **Ken Williams** and **Donna O'Berry** provided expert legal counsel to the Office of Hazardous Materials Safety (OHMS) and U.S. Department of Justice (DOJ) that resulted in the May 4 conviction of Greg Austin on charges of criminal violation of the Hazardous Materials Regulations.

The United States Attorney for the District of Delaware announced that the defendant entered a guilty plea to a felony charge of making a false statement to the DOT. The maximum penalty for the charge is 5 years in jail and \$250,000 in fines. The defendant was released on bail, and the court scheduled sentencing for August 5.

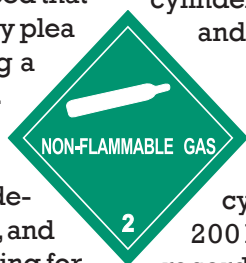
The defendant lied on three separate occasions to inquiries from DOT agents in connection with his knowledge of the business operations of Austin & Pruitt Fire & Safety Equipment, Inc., of Wilmington, Delaware. Austin & Pruitt was one of approximately 2,000 high pressure compressed gas cylinder retest facilities authorized by the DOT

"At the Department of Transportation, we give no quarter to companies that violate Hazmat safety standards and regulations. Their irresponsible actions put our communities at risk and jeopardize the lives and health of the traveling public, and, indeed, the public at large."

[Statement by DOT Secretary Mineta at the September 2003 announcement of a joint DOJ/DOT HazMat Initiative]

to conduct periodic visual and hydrostatic retests of high pressure cylinders, such as fire extinguishers and firefighter air packs.

After an unannounced inspection on September 27, 2000, Austin & Pruitt was asked to recall and retest 81 cylinders. On September 26, 2001, the defendant faxed records to DOT purporting that about 64 of the 81 cylinders had been recalled and retested. The investigators did not believe him, and tracked down about 30 of the cylinders at various fire departments. None of the cylinders they found showed any evidence of having been retested. In his guilty plea, the defendant admitted that to the best of his knowledge none of the 64 cylinders had actually been retested.



"This is a situation where profits were made by a company willing to risk the lives of unsuspecting consumers," said Bill McDaniel, Special Agent in Charge of the Mid-Atlantic Region of the DOT's Office of Inspector General. "This prosecution should deter people in the industry from endangering the lives of those who use compressed gas cylinders."

The RSPA Office of Hazardous Materials Enforcement Division is responsible for the oversight of governmental regulations for the safe containment and transport of hazardous materials, including compressed gas and propane cylinders.

Exemptions Office Advances President's Hydrogen Initiative

The Office of Hazardous Materials Exemptions and Approvals (OHMEA) recently approved Texaco Ovonic Hydrogen Systems of Rochester Hills, Michigan, for the manufacture, marketing, sale and transport of hydrogen in metal hydride storage systems for portable applications. This approval represents an early step in the advancement of the hydrogen economy as it will enable customers across the

United States to receive shipments of hydrogen fuel products that are ready to be plugged into a growing array of hydrogen-fueled devices.

RSPA's OHMEA has granted previous shipping exemptions for specific metal hydride products in the past, but this new exemption is unique in several ways:

The prescribed packaging is a hydrogen storage system incorporating a non-DOT specification cylinder

containing hydrogen absorbed in metal hydride.

It requires that the cylinder have a design service pressure of at least 1,800 pounds per square inch.

The exemption also authorizes re-qualification by ultrasonic inspection, effectively extending the service life of a metal hydride canister well beyond the 5-year limit of previous exemptions.



Crossover to Sustainable Mobility

RSPA/DOT Involvement in Challenge X

RSPA's Office of Innovation, Research, and Education proposes to provide technical guidance and subject matter support to a



government/industry sponsored three-year university automotive competition dubbed *Challenge X: Crossover to Sustainable Mobility*. Challenge X is a unique competition sponsored by the U.S. Department of Energy and General Motors (GM). It is modeled after the GM Global Vehicle Development Process to closely follow current real-world automotive design and engineering practices; develop and demonstrate advanced vehicle technologies in a crossover vehicle;

and equip students with the tools they need to fully realize improved vehicle designs.

Seventeen university teams have recently been selected through a competitive proposal process. The first year focuses on modeling, simulation, and bench testing of powertrain components before a vehicle is provided to the schools. In the subsequent years, the powertrains will be integrated into a Chevrolet Equinox and subjected to extensive testing. The program will begin in earnest with the 2004-2005 academic year.

DOT's participation will provide an opportunity to influence the next generation of transportation engineers, provide an understanding of DOT's approach to safety and CAFÉ, and develop working relationships with top engineering schools and their technical mentors.

Montana State University's UTC Supports Student Concrete Canoe Contest



Photo courtesy Montana State University

Members of the Western Transportation Institute proudly display their entry in this year's concrete canoe race.

The Western Transportation Institute (WTI) at Montana State University (MSU) provided a \$2,000 Student Chapter Support Grant to members of the University's American Society of Civil Engineers (ASCE) Student Chapter. The grant allowed engineering students to participate in this year's nationwide concrete canoe competition. The MSU ASCE students placed first overall in the regional competition in Oregon.

WTI is a U.S. DOT-funded University Transportation Center managed by RSPA. WTI's award to the Chapter assisted them in covering the necessary supplies and funded the team's travel to both the regional and national competitions.

Each year, ASCE student chapters nationwide compete in regional ASCE concrete canoe competitions. This past spring, 10 MSU students traveled to Klamath Falls, Oregon, to compete in the Pacific Northwest Regional ASCE annual competition. The team's 350 pound craft, the "Golden Stonefly," took an estimated 900 hours of extracurricular time to design and build.

The canoe had to pass a number of tests at the regional competition, including a 100 meter sprint, a 600 meter endurance race, and an aesthetics competition. The students also had to give an oral presentation and provide a design report.

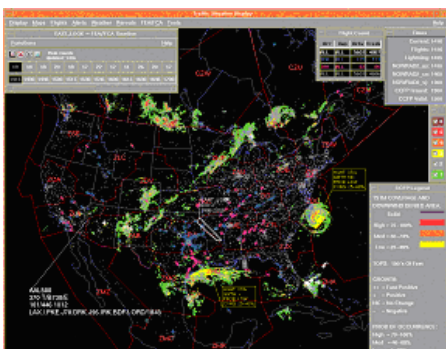
For the first time, MSU students had the honor of taking their canoe to compete at the national competition in Washington, DC.

WTI's Student Chapter Support program recognizes the many benefits students receive from participating in extracurricular projects through professional student organizations. The Student Chapter Support Grants are used to increase student awareness of the transportation field, while assisting students to build professional skills. To receive a grant, student chapters are required to submit a project proposal and budget, which provides students with valuable fundraising and project planning experience.



Volpe Center

Enhanced Traffic Management System Release Improves Efficiency



Air traffic managers interact with ETMS through the Traffic Situation Display (TSD), a graphical display of air traffic, weather, alerts, and statistical information. The TSD screen above shows more than 5,000 flights being tracked over the United States.

Since its introduction in 1988, the Enhanced Traffic Management System (ETMS) has become an indispensable decision support tool and automation system for the nation's air traffic controllers. Developed and operated by the Volpe National Transportation Systems Center's Automation Applications Division for the Federal Aviation Administration (FAA), ETMS helps air traffic

"We cannot permit O'Hare congestion to ground an economy and aviation system that are both roaring back," Secretary Mineta said.

managers track, anticipate, and manage the flow of air traffic throughout U.S. airspace. It integrates real-time flight and weather data from multiple sources, presenting information graphically in a highly adaptable format. ETMS Version 7.8, deployed in May 2004 in time for the severe weather season, includes new capabilities for en route congestion management, enhanced collaborative decision making with aviation users, and more accurate representation of current airspace conditions.

ETMS 7.8 also provides new features to display, analyze, and share information on areas of airspace congestion. The feature, called the Dynamic Sectorization component of ETMS, processes raw messages

from the host computers at the FAA Air Route Traffic Control Centers to show when sector geometries have been adjusted in response to changing conditions of staffing or airspace demand. Up to date sector definitions are now reflected in traffic projections viewable via the Monitor Alert, NAS, and Center Monitor functions of ETMS.

The next 2004 ETMS release, tentatively planned for late October, will include support for FAA's Reduced Vertical Separation Minimum (RVSM) program. ETMS will flag flights that are noncompliant with RVSM equipage requirements and denote them on the Traffic Situation Display, the primary ETMS user interface. The spring 2005 ETMS release will focus on technology modernization and computer processing improvements.

The Volpe ETMS team is composed of staff from the Automation Applications Division and support contractors.

Volpe Center Supports DHS Efforts in Boston

RSPA's Volpe National Transportation Systems Center in Cambridge, Massachusetts, was the focal point from which the Department of Homeland Security (DHS) supported the Democratic National Convention in Boston from July 26-29.

Volpe hosted two communications centers for the U.S. Secret Service and the Federal Bureau of Investigation (FBI), as well as supporting the U.S. Coast Guard in adapting security enhancement technology to Boston Harbor.

The Secret Service and FBI used

the Volpe Center as a base for security support of the Democratic National Convention, much like a large "911" dispatch center. A multi-agency communications center, supported by a second smaller one, involved the cooperation of over thirty Federal, state, and local agencies with security emergency response roles to coordinate the monitoring of rail, transit, highway, air and marine traffic. This joint effort with DHS directly ties to Secretary Mineta's commitment to supporting the National Security Strategy.

The Volpe Center also assisted the

U.S. Coast Guard adapt its Vessel Identification and Positioning System (VIPs) to enhance Boston Harbor security. Originally developed for the Department of Defense in response to the terrorist attack on the USS Cole, VIPs is an encrypted system that displays real-time tracking of vessels carrying VIPs transponders, unidentified vehicles, watercraft tracked by shore-side and vessel-based radar systems, and commercial vessels equipped with Volpe-developed Automatic Identification System transponders.



TSI Curriculum Furthers Highway Safety Training Under NHTSA Review



McCaskill holds a copy of the pilot test course manual

NHTSA is conducting a pilot test of a driving safety curriculum completed as a Master's degree project by TSI program analyst **Pam McCaskill**.

The pilot test for *Stop–Think–Survive the Drive*, the title of McCaskill's curriculum, is being reviewed by teachers, trainers and highway safety professionals across the United States. If successful, NHTSA will offer the

course through TSI as part of a pre-driver training program, which focuses on junior high school student alcohol and seat belt outreach.

"What started out as my University of Oklahoma Masters degree project could possibly end up as a course here at TSI," said Pam McCaskill. "I am excited about the prospect of it possibly being approved as a course."

McCaskill is a program analyst with the Highway Safety Division of TSI. She recently put the finishing touches on her Master's degree project and expects to graduate this summer from the College of Liberal Studies at the University of Okla-

homa.

McCaskill developed a one-day awareness program for junior high school students. This program explains the benefits of wearing safety belts and the consequences of impaired driving. She produced a teacher's manual, participant guide, and all of the supporting audio-visuals for the program.

An 18-year employee in TSI's Highway Safety Division, McCaskill focused her degree on Education, Drug and Alcohol Psychology, and Mass Communications, giving her a firm foundation on which to develop this curriculum.

TSI Trains South African Aviators

In cooperation with the Federal Aviation Administration's "Safe Skies for Africa" initiative, Transportation Safety Institute's (TSI) Aviation Safety Division instructors traveled to Pretoria, South Africa, earlier this year to provide a two-week training course for the South African Civil Aviation Authority (SACAA).

The ultimate goal of "Safe Skies for Africa" is to make air travel as safe and efficient abroad as it is at home in the United States. TSI's aviation training helped the SACAA take one step in that direction. The course provided Basic, Rotorcraft, and Human Factors Aircraft Accident Investigation instruction to 25 SACAA students.

"This training was well received



Personnel from TSI's Aviation Safety Division and the South African Civil Aviation Authority make a field inspection of an aircraft crash site.

and generated enough enthusiasm for a possible future course next year in Cape Town, South Africa, with other African nations," said TSI Director **Frank Tupper**.

The United States has long been a leader in the global civil aviation system, along with being the largest contributor of technical and financial support to the International Civil Aviation Organization (ICAO).

ICAO represents 188 of the world's civil aviation authorities, of which South Africa is a member.

The ICAO promotes global compliance with safety oversight standards by broadening and supporting the international network of partnerships with civil aviation authorities and organizations around the world. "Safe Skies for

Africa" is one of these partnership programs, with a goal to help South Africa adopt common international safety standards, harmonize air traffic procedures, standardize aircraft accident investigation, and learn new technologies.



Civil Rights

analyze • write • train • enforce

RSPA Summer Recruitment

MSI Intern Brings Fresh Ideas to Recruitment Campaign



Kara Dowling shown here holding RSPA's latest recruitment brochure.

Late this spring, **Tom Kiddy** of Hazmat's Office of Initiatives and Training, was given the opportunity to oversee one of RSPA's Minority Serving Institute's (MSI) summer interns for a 10 week project. Knowing that RSPA needs new recruitment materials to launch a successful campaign to build our transportation workforce, he convened a planning meeting with representatives from the Office of Civil Rights, Human Resources, and the graphic design group he leads, to plan an appropriate project.

Kara Dowling, 23, was carefully selected for this project because she is a recent graduate of the Rochester Institute of Technology, one of the most respected institutions in the printing and graphics industry. She also indicated a strong proficiency in page layout and photo editing software in her application package.

The week Kara arrived, Kiddy and

team held a focus group with all RSPA interns and co-op students to determine what kinds of brochures and graphics would attract the attention of people in their age group. Not surprisingly, they suggested younger, hipper concepts with brighter colors and less static layout and design. Their feedback proved instrumental in driving the materials Kara developed.

This internship has benefited both Kara and RSPA. Kara had the opportunity to get new perspectives on both Federal service and private industry based on the diverse professional experiences of her co-workers. In turn, RSPA was exposed to contemporary views and ideas, both technical and creative, that are currently being taught in college classrooms.

By the time her internship ended in mid-August, RSPA had a print-ready brochure and poster for mass distribution to university career placement centers and career fairs throughout the country. The publication will also be used as a guide in updating RSPA's recruitment information on the website.

Some internships are less successful, especially when there is not advanced planning by supervisors to envision a practical and valuable project. Even then, internships can fail if the intern and project are not a good fit of interests and skills. In Kara's case it was a perfect match.

Employee Ombudsman Council Evolves

RSPA's Employee Ombudsman Council (EOC) has evolved from humble beginnings into a formal entity which fosters a comfortable and open atmosphere in which to effectively resolve problems and conflicts. The EOC's goal is to provide a conflict management system with sufficient flexibility to respond efficiently and expertly to the wide variety of situations that inevitably arise in the workplace.

In late 2001 an ad hoc collaboration among three RSPA offices helped expedite the resolution of a formal employee dispute. This impromptu team, comprised of **Helen Hagin** of Civil Rights, **Paul Robinson** and **Rhonda Malloy** of Human Resources, and **Paul Sanchez** of Chief Counsel, moved to establish a potentially significant change in the way these cases had been handled in the past. Over the ensuing months, they met to collaborate on complex dispute issues more frequently, finding that their combined expertise surpassed their individual knowledge and authority. The end result of this partnership was the establishment of the EOC.

The EOC is dedicated to ensuring that the rights of all employees are upheld and that each employee is treated fairly and with dignity, irrespective of their sex, race, age, religion or the type of work they undertake. EOC members are charged with the equitable, impartial and objective consideration of all sides of an issue, identifying options and strategies for resolution. The results of their activities and assessments aid RSPA in devising and instituting better policies, procedures and preventive measures in addressing employee disputes.



Chief Counsel Learns Hazmat Inspection Procedures



(Lft-Rt) Patricia Burke, Joe Solomey, Elaine Joost and Barbara Bedstock of RSPA's Office of Chief Counsel, and Billy Hines, Chief, Southwest Region Office of Enforcement meet at the hazmat retreat.

While attending a DOT legal retreat in Austin, TX, RSPA's Chief Counsel, **Elaine Joost**, accompanied by three assistant chief counsels, had the opportunity to witness RSPA's hazardous materials safety rules - and staff - in action.

Billy Hines, Director of the Southwest Regional Office for Hazmat Safety, led the lawyers to a chemical production plant and a hazmat transportation facility. They were shown how hazmat inspectors determine compliance with the safety regulations that the chief counsel's office works so diligently to put into place. They spoke with local inspectors whose job it is to ensure compliance, and were led on a tour of the facility, where they observed the equipment and documentation an inspector looks for as indications of noncompliance.

Ms. Joost was appreciative of Hines' charisma, command of the subject, and obvious love of his work. "Throughout the course of the tour he would point out items of interest and ask us about the regulatory implications. The Socratic method was a perfect choice for instructing lawyers!" she said.

For those whose job it is to form policy, codes, standards and regulations, this kind of hands-on experience is invaluable.

RSPA Expands Intern Program to Year-Round



2004 RSPA interns assembled in the DOT courtyard.

The Office of Human Resources is avidly working to shore up the RSPA workforce with young blood and fresh ideas through a number of internship initiatives.

Under the management of Lamar Porter, a full-time Student Career Experience Program (SCEP) intern graduating this August with a B.S. in Business Administration, Project Management & Management Foundations, the RSPA intern program has expanded to include, in addition to summer interns, more year-round interns than ever before.

This year's roster (see photo above) includes:

Front row (lft-rt) **Kara Dowling** Graduate, Rochester Institute of Technology - New Media Publishing - DHM

Brian Moore - Howard University - Graduate - Mechanical Engineering - DHM

Emil Pagoaga - Undergraduate - University of New Orleans - Business Administration - DMA

Iman Watson - Undergraduate - Bowie State University - Accounting - DPP

LaChaundra Graham - Undergraduate - University of Maryland, University College - Information Systems Management - OPS

Back row (lft-rt) **Ana Cruz** - Undergraduate - University of Southern California - Accounting - DPP

William "Tut" Fuentevilla - Undergraduate - University of Maryland, College Park - Environmental Engineering - OPS

Lamar Porter - University of Maryland, University College - Undergraduate - Business Administration, Project Management & Management Foundations - DMA

Daniela Monterrubio - Undergraduate - The Catholic University of America - Biomedical Engineering - DHM (not pictured)

Blenda Perez - Graduate - University of Maryland, Baltimore County - Economic Policy & Analysis - DMA (not pictured)

RSPA Intern (continued on page 12)

Southwest Region Partners with Texas State University



Summer student volunteers Cassandra Watson-Combre, SCEP student, Daniela Monterrubio and other volunteers: Joseph Ndungu, Chavella Smith, and Antwela Cato, hold certificates of appreciation received from DHM-54 this summer.

The DHM Southwest region partnered with Texas State University's Graduate School of Public Affairs. Students with specializations in Public Administration received educational credit, yet all students performed in various liaison capacities for DHM, OPS, and local Federal agencies such as Defense Contract Management Agency, Defense Financial Systems Administration and Transportation Security Administration. This appears to be the first of many strategic educational partnerships to increase RSPA's presence at a number of diversely populated colleges and universities.



Team RSPA

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RSPA...Where preparation equals
performance, and performance
equals RSPA RESULTS...!

RSPA Intern (continued on page 12)

Jacqueline Herrera – Undergraduate –
– Montgomery College – Economics –
DHM (not pictured).

The objective of the 2003 RSPA Recruitment Plan was to fill 25 percent of advertised vacancies for entry-level hires with a diverse body of talented young interns.

DID YOU KNOW?

RSPA's Office of Hazardous Materials Safety is on track for a September distribution of two million revised 2004 Emergency Response Guidebooks (ERG). The ERG provides critical guidance to first responders for quickly identifying the specific or generic hazards of materials involved in an incident and protecting themselves and the general public during the initial response phase of the incident. The ERG is published in English, Spanish, and French for the benefit of multilingual first responders.

New Hires

Administrator's Office

Eric Peterson

Management and Administration

Blenda Perez

Office of Policy and Program Support

Iman J. Watson

Charles H. Turner

Office of Pipeline Safety

Frank A. Licari

Steven V. Nanney

Ross Reineke

Anthony Rallis

Marvin E. Roberson, Jr.

Office of Hazardous Materials Safety

Jacqueline Herrera
Brian Moore

Tonya Schreiber
Daniela Monterrubio

Volpe National Transportation Systems Center

Lynn L. Ngo

Amber R. Jaycocks

Alexander S. Fok

Colleen M. Carrigan

Sodany Sor

Natasha Arnopolskay

Garth A. Brazelton

Adam F. Klauber

Lauren A. Piccolo

Courtney N. Stevenson

Kerri A. Connolly

Lisandra Garay-Vega

Mubarik F. Iman

Michael Chalson

John F. Egan

Brian H. Yau

Michelle Gauvin

Brian H. Cawley

Avinash R. Rao

John P. Mayers

Moses A. Heyward

Caroline L. Donohoe

Kristen L. Harmon

Julia Greene

Kristen A. Butler

William R. Henrikson

James J. Caldera

Jeffrey M. Brenson

Robert H. Guen

Dan Hernandez-Stewart

Transportation Safety Institute

Lawrence E. Patterson

Elvra Gizzard-Lee

OPM Director Congratulates DOT for "Green" Scores

With 27 green scores on the Office of Management and Budget's quarterly scorecard ending June 30, agencies are doing their part to fulfill the five management areas addressed in the President's Management Agenda.

The DOT fared the best overall with four out of five scores appearing in the green. The Office of Personnel Management, Department of Energy and Social Security Administration came in a close second with three out of five green scores.

During a ceremony recognizing the Department of Transportation for "Getting to Green," Office of Personnel Management Director Kay Coles James thanked DOT Secretary Norman Mineta and his "fantastic team" for the continuous improvements in the management of its workforce.

DOT, like all Federal agencies, has been directed by President Bush to make government work better," James said. "The president expects us to improve the management and performance of the U.S. Government by being more citizen-centered, results-oriented and market-based. The President's Management Agenda or PMA is the blueprint we work from. Our goal is to produce results by delivering a higher level of service to the American people who pay our salaries... and the DOT is meeting that goal."

Specifically, DOT was recognized for producing results by "Getting Green" in the strategic management of human capital and competitive sourcing.



Winter 2002-2003 Edition

Volume 1, Issue 4

RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

PRESIDENT SIGNS PIPELINE SAFETY IMPROVEMENT ACT OF 2002

On December 17, President Bush signed the "Pipeline Safety Improvement Act of 2002" into law.

"I am pleased that this new law will reinforce and strengthen the increased safety initiatives and programs that we have been working hard to develop," said Administrator Engleman.

The Act supports RSPA's development of integrity management regulations and increases the civil penalties limit from \$25K to \$100K per safety violation and the per incident penalty from \$500K to \$1 million dollars. The Act also significantly strengthens RSPA's leadership role in a more substantial R&D program for pipeline integrity, safety and reliability.

In addition, the law broadens RSPA's partnerships with states to improve oversight of interstate pipelines, reinforces the importance of sound operator qualification programs, supports expanded emphasis on

one-call programs and protecting the environment. It also enhances efforts to help communities live safely with pipelines authorizing \$1M for state grants and appropriates \$500K to non-profit organizations for fiscal years 2003-2006.



(Alyeska Photo)

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OPEN DOOR POLICY!

The Administrator and Deputy have open office hours each week that they are in the Washington, DC headquarters. The Administrator's door is open from 4-5 PM on Wednesday and the Deputy's door is open from 9-10 AM on Tuesday. Call 6-4433 to schedule time or simply stop by Suite 8410.

TEAM RSPA WELCOMES NEW DEPUTY ADMINISTRATOR

RSPA Administrator Ellen Engleman looks on as **Sam Bonasso** is officially sworn-in as

RSPA's Deputy Administrator. Mr. Bonasso, a former secretary of transportation for the State of West Virginia, will work with Administrator Engleman to continue improving RSPA's performance and results.

"I believe that RSPA has great potential to evolve its safety, research and education role in DOT," said Bonasso. "I am thankful for the privilege to serve."



The Administrator's Office

FROM THE DESK OF THE ADMINISTRATOR...

The beginning of this new year brings the opportunity to reflect on those things

for which we are grateful. At RSPA, that includes important 2002 year-end results.



Administrator Ellen G. Engleman

First, I want to welcome RSPA's Deputy, Sam Bonasso, who brings a wealth of leadership skills, an engineering background and knowledge of transportation issues that make him a perfect fit for the RSPA family.

Second, the

Secretary's enhanced ONE DOT Crisis Management Center is up and running. This high-priority project has improved DOT's capability to identify, monitor and respond to crisis events that impact our national multi-modal transportation systems.

Last, I want to highlight the importance of the "Pipeline Safety Improvement Act of 2002" that was recently signed into law by President Bush.

The new legislation gives us the vital tools we need to enhance pipeline safety for the American people and supports President Bush's energy policy.

2002 was an exciting year for the RSPA team, and I wish to thank you for your hard work and commitment in getting the positive **RESULTS** we are reaping today.

I know 2003 will be a **RESULTS**-oriented year for RSPA.

RSPA LEADS DEPARTMENT'S EFFORTS WITH NATO

Administrator Engleman addressed RSPA's safety and emergency preparedness programs before NATO's Senior Civil Emergency Planning Committees at the NATO headquarters in Brussels, Belgium.

Accompanying her were **Janet Benini**, Deputy Director of OET, who served as the U.S. Representative to the NATO Civil Emergency Planning Directorate, and **Lloyd Milburn**, RSPA's NATO Expert.

The Administrator also called on **R. Nicholas Burns**, U.S. Ambassador to NATO, and **Lt. Gen. T.A. Kinnan**, USAF, U.S. Military Representative, to convey DOT's strong support of the Civil Emergency Preparedness programs. During a NATO engagement, RSPA leads DOT's support of such programs as the Civil Reserve Air Fleet (see adjacent story). The roles of the Civil Emergency Planning Committees have expanded to support defense readiness in NATO and to provide assistance to the member nations for the Weapons of Mass Destruction threat environment.



Janet Benini, Administrator Engleman and Lloyd Milburn at NATO.

The **Civil Reserve Air Fleet (CRAF) Program** is a voluntary partnership among the DOT, DOD and the U.S. civil air carrier industry. It augments DOD aircraft capability during a national defense-related crisis.

Air carriers volunteer their aircraft to the CRAF Program through contractual agreements with the Air Mobility Command, located at Scott Air Force Base, Illinois. In return, the participating carriers are given preference in carrying commercial peacetime cargo and passenger traffic for DOD.



RSPA in ACTION

RSPA RECOGNIZED AT SECRETARY'S 35TH ANNUAL AWARDS CEREMONY

Secretary of Transportation Mineta hosted the Department's 35th Annual Awards Ceremony on November 14. RSPA Administrator Ellen Engleman joined him in offering congratulations to all of the RSPA awardees this year.

PARTNERING FOR EXCELLENCE

Olympics One-DOT Team

Brent Brown	DPS
James Taylor	DPS
Christopher Hoidal	DPS
Gerald Davis	DPS
Janet Benini	OET
Gale Hines	OET
William Medigovich	OET



Administrator Ellen Engleman, Warren Osterberg and Secretary Mineta.

MERITORIOUS ACHIEVEMENT

Warren Osterberg	DMA
George Whitney	DPP

Port Security Grants Team

Michael Dyer	Volpe
Robert Hoaglund	Volpe

EXCELLENCE

Claude Williams	Volpe
Delphine Pringle	DHM

Statistical Quality Working Group

Aviva Brecher	Volpe
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EEO/AFFIRMATIVE ACTION

Charles Hochman	DHM
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The Passenger Screening Training

Curriculum Development Team

Richard Brancato	DRP
Frank Tupper	TSI
Linda Gulley	TSI
Christine Lawrence	TSI
Paula Dian Taylor	TSI
Marletha Bludworth	TSI
Richard Cacini	TSI
Donald McCoy	TSI
O.G. McClinton	TSI
Hubert Driskill	TSI
Robert Wright	DHM
Jan Axson	DHM
Cheryl Johnson	DHM
Justyne Johnson	Volpe

Sharon Jenkins	Volpe
Glenda Holiday	TSI
Sandra Schimmel	TSI
Lola Ward	DMA
Thomas Scott	DMA
Tyrone Lumpkins	DPP

TEAM AWARD

Pipeline Safety Program's Clean-up the Record Team

Richard Huriaux	DPS
Jeffrey Wiese	DPS
Cheryl Whetsel	DPS
Jean Milam	DPS
Mary Jo Cooney	DPS
John Hess	DPS
Bernardyne Williams	DPS
Elizabeth Callsen	DPS
Christina Sames	DPS



Administrator Ellen Engleman, Del Pringle and Secretary Mineta.

RSPA ADMINISTRATOR ENGLEMAN ATTENDS TAPS RENEWAL CEREMONY

RSPA Administrator Engleman and Associate Administrator Stacey Gerard were both on hand to represent the DOT at the January 8 signing of the renewal of the federal Agreement and Right-of-Way (ROW) for the Trans-Alaska Pipeline System (TAPS). Secretary of Interior Gale Norton signed the ROW at a Department of the Interior ceremony.

TAPS is a major component of the President's National Energy Plan, transporting 17 percent of the nation's domestic oil production. The 30-year renewal will ensure energy and economic security for the Nation. TAPS had to be in compliance with existing federal pipeline safety regulations as one of the conditions for renewal.



RSPA Administrator Engleman speaks with Secretary of the Interior Norton.

Pipeline Safety

RSPA ISSUES PIPELINE SAFETY CHALLENGE

On October 28, RSPA Administrator Engleman issued a challenge to achieve **zero** deaths and **zero** injuries from pipeline incidents to the National Association of State Fire Marshals (NASFM), pipeline operators, and industry stakeholders in Baton Rouge, Louisiana. Administrator Engleman also challenged NASFM to form a nationwide network for pipeline safety. RSPA will provide resources to NASFM to develop a pipeline safety-training curriculum for the fire service that will support this national network for pipeline safety. This partnership will:

- Assure that firefighters are safe as they respond to pipeline incidents;
- Encourage NASFM members to join the damage prevention community, industry and local officials to protect pipelines;
- Educate the public on how to live safely with pipelines;
- Keep eyes and ears on pipelines and improve security preparedness, and;
- Help with accident reporting and investigation for a better understanding of causes and consequences.

OPS/CGA MEETING PRODUCES RESULTS

RSPA's OPS and the Common Ground Alliance (CGA) discussed efforts to close recommendations on the NTSB "Most Wanted" improvements; implement the #DIG 3-digit damage reporting call system; plan a new national educational campaign for #DIG; expand support of regional/local CGAs with RSPA's Community Assistance and Technical Services team; and solicit input on the State Fire Marshals program.

RSPA IMPLEMENTS CONGRESSIONAL MANDATE

RSPA's OPS is implementing a new Congressional mandate by partnering with the Transportation Research Board to examine model land use practices. The study draws on the expertise of local communities and safety stakeholders to protect communities and pipelines from the leading cause of pipeline failure — mechanical damage from excavation. The Federal Energy Regulatory Commission will work with the OPS on this project.



Administrator Engleman and Associate Administrator Gerard meet with "VJ" Bella, Louisiana State Fire Marshall and pipeline industry stakeholders.

• Secretary Mineta

announced \$1.6 million in DOT awards for pipeline damage prevention and leak detection

solutions. "The program supports the President's goal of advancing pipeline safety research and consolidating its management in the DOT for greater effectiveness," said Administrator Engleman.

In the
Pipeline

RSPA ISSUES GAS IMP FINAL RULE

RSPA's sent its Notice of Proposed Rule Making for Gas IMP to the Federal Register on January 7, which replaces years of regulation based on fixed-interval

inspections of pipeline systems. The inspection protocols are based on the concept of integrity management.

This is a process that assesses risks and sets priorities for pipeline inspection and repair and accident prevention and mitigation. It focuses on pipelines that could affect High Consequence Areas. This proposal addresses three congressional mandates.



Mike Israni, pictured with Administrator Engleman, led RSPA/OPS efforts on the Gas IMP Rule.

Emergency Transportation

RSPA LEADS BIO-TERRORISM WORKSHOP

In November, RSPA hosted a national workshop on "Transportation Issues in Bioterrorism: Considerations for Evacuation and Quarantine."

Administrator Ellen Engleman delivered the keynote address.

Janet Benini, Deputy Director of OET, led the workshop discussions. Forty experts participated, including representatives from the White House Office of Homeland Security,

Departments of Agriculture, State, and Health and Human Services, Centers for Disease Control and Prevention, FEMA and DOT's TSA, FHWA and FAA. Non-governmental organizations represented included the National Emergency Managers Association, Association of American Railroads, National Defense Transportation Association, International Association of Fire

Chiefs, National Association of Counties, and the Association of State and Territorial Health Officials. The workshop focused on developing coordination and communication among these key agencies.



Administrator Engleman delivers the keynote speech at RSPA's Bio-terrorism Workshop.

CMC PROVIDES 24/7 TYPHOON MONITORING

From December 7-10, the CMC responded to its first natural disaster since moving back into its renovated space.

Significant infrastructure damage was reported on the Pacific island of Guam as a result of Typhoon Pongsana. RSPA's recent upgrades of the CMC communications and information technologies ensured improved connectivity during this crisis situation.

DOT's CRISIS MANAGEMENT CENTER ENHANCED COMMUNICATIONS

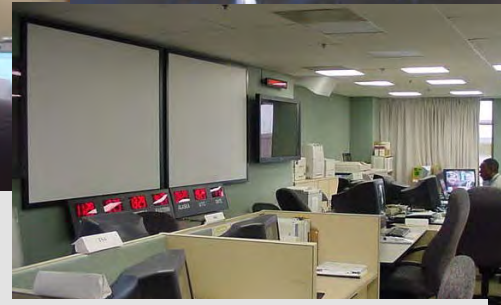
Today's "ONE DOT" CMC houses enhanced information technologies and communications capabilities to improve its responsiveness to all DOT Operating Administrations during safety incidents, disaster response, cyber-threats and crimes, security incidents and defense mobilization.

The new CMC has dedicated and non-interruptible communications with key Federal, state and local agencies that partner to respond to crisis situations.

"We are dedicated to SAFETY," said Administrator Engleman. "Through these enhanced communications systems we can respond quickly and efficiently to pipeline or hazmat incidents or natural disasters involving all modes of transportation, including rail, transit, and highway."



Initially only a room upper right, the CMC grew into an information center with essential communications (above).



Now with enhanced communications systems, the CMC operates on a 24/7 basis (above right).

Hazardous Materials Safety

RSPA'S OFFICE OF HAZMAT SAFETY MEETS WITH CHINESE DELEGATION

In October, RSPA's Office of Hazardous Materials Safety (OHMS) hosted a delegation from the Peoples Republic of China. The delegation was specifically interested in the maritime transport of hazardous materials and the U.S. hazardous materials transportation safety program, including enforcement and international efforts to harmonize with the United Nations Model Regulations on the Transport of Dangerous Goods.

Participants from China included government officials, local port authorities and maritime industry representatives. The Department was represented by **Bob McGuire**, Associate Administrator for OHMS; **Bob Richard**, International Standards Coordinator; **Dave Sargent**, OHMS Director of Hazmat



Bob McGuire meets with the Chinese delegation.

Initiatives and Training; **Doug Smith**, OHMS Enforcement Officer; **Donna O'Berry**, RSPA Office of Chief Counsel; and **Emmanuel Pfersich**, Chief of Hazardous Material Marine Safety, U.S. Coast Guard Marine Safety Office. The meeting resulted in an excellent exchange of information on the hazardous materials transportation safety programs.

RSPA PARTICIPATES IN PORT SECURITY WAR GAME

On October 2-3, RSPA's Office of Hazardous Materials Safety and the Office of Emergency Transportation participated in a Port Security War Game. The Conference Board along with Booz, Allen, Hamilton sponsored the event with the goal to support government and industry's exploration of innovative ways to improve preparedness and response to terrorism. Post-scenario findings included the need for a government-industry task force that could immediately respond to a Weapons of Mass Destruction event, the need for layered strategic-focused security, and the need to examine current "Just-In-Time" business models for potential modification to a "Just Enough" format.

RSPA'S HAZMAT SAFETY EDUCATION HITS THE ROAD



Reggie Dunn meets with emergency personnel in Baltimore, Maryland.

RSPA's Office of Hazardous Materials Safety (OHMS) made an impressive showing at the National Propane Gas Association's (NPGA) 2002 convention and trade show in September in Baltimore, Maryland. Over 150 NPGA participants found the RSPA display booth brimming with hazardous materials safety information pamphlets and publications.

Reginald Dunn of DHM-50 discussed hazmat transportation topics with the audience.

In October, RSPA's OHMS took its show on the road to the 2002 TRANSCAER Whistle-Stop Tour promoting HazMat Transportation Safety

at the Norfolk Southern Intermodal Facility. The Tour was sponsored by the Norfolk Southern Corporation and was designed both to increase community understanding of the importance of emergency planning and to provide local emergency response groups an opportunity to receive some hands-on training. Demonstrations and presentations were focused on rail, barge, truck and chemical-specific information.

Innovation, Research and Education

RSPA CONTRIBUTES TO SECURITY OF INTERMODAL AND HAZARDOUS MATERIALS (HAZMAT) TRANSPORTATION

Representatives from RSPA's Office of Innovation, Research and Education (DIR) attended a workshop of industry, government and academic experts at the George Washington University in Washington, DC. As managers of the DOT-National Aeronautics and Space Administration Joint Program on Remote Sensing and Spatial Information Technologies, they discussed security issues for HAZMAT and container transportation that can potentially be solved remote sensing tools and technologies. The workshop was part of a continuing dialogue to meet emerging requirements and to explore advanced technology applications to transportation security issues.

On November 8, RSPA's DIR also organized the first meeting of the DOT Container of the Future (CoF) team. The team, joined by representatives from the Department of Energy and the Department of Defense, explored requirements for a "Container of the Future" that will meet priority security needs for intermodal and multi-modal transportation. The meeting identified major factors, work scope and potential options for performing an integrated national CoF study that will bring together consensus support from the regulatory and user communities, and all stakeholders including the Federal sector, private sector and international shipping communities.

RSPA Advances Development of a Fatigue Management Reference Handbook

As managers of DOT's Operator Fatigue Management (OFM) Program, RSPA's Office of Innovation, Research and Education held a workshop on October 22-23 in Arlington, Virginia. The workshop of government and commercial transportation industry experts outlined critical guidance for creating tools that respond to the immediate needs of operators who must cope daily with unusual and difficult work schedules, and the practicalities of fatigue management. As part of this project effort, a fatigue management reference handbook will be developed to provide practical information to reduce fatigue among commercial transportation workers. This is the first handbook of its type that outlines best practices designed for application by commercial operators to manage fatigue.

RSPA's DIR SUPPORTS NATIONAL RESEARCH COUNCIL

On November 25-26, RSPA supported the e-commerce interdependencies study of the Transportation Infrastructure Assurance Research and Development program by participating in a National Research Council (NRC) panel meeting. RSPA provided funding under contract to the NRC to conduct the e-commerce portion of the initial study on Freight Transportation Information System Security, also known as "Cybersecurity of Freight." This initiative is in response to the President's 1998 Critical Infrastructure Directive and supports DOT's Homeland Security strategic goal by looking for ways to reduce the vulnerability of transportation systems to crime and terrorism.

RSPA's Volpe Center

VOLPE STUDY SUPPORTS EMERGENCY RESPONSE

The Volpe Center is supporting a comprehensive FHWA effort to examine the impacts on and responses to recent catastrophic events. The study includes the Sept 11 attacks on New York and Washington, as well as the 2001 Baltimore tunnel train fire and the 1994 Northridge (CA) earthquake.

Each of these events occurred with no warning and resulted in substantial adverse impacts on transportation. Each revealed important information about the response of the transportation system to major stress and the ability of agencies and their partners to respond effectively to crisis.

The reports emphasize the transportation aspects of the catastrophic events and lessons learned that could be incorporated into future emergency response planning.

VOLPE SUPPORTS IMPROVED TRANSPORTATION IN NATIONAL PARKS

- Improved transportation systems in the National Parks is the focus of an effort by RSPA's Volpe center to develop a new Geographic Information System (GIS) for National Park Service (NPS) road managers. The pilot GIS is to provide the ability for NPS staff to remotely access and analyze park road and bridge inventory and condition data that is maintained by the FHWA for the NPS.
- Volpe is supporting development of alternative transportation systems in National Parks, including zero-emission vehicles to be used by park rangers, maintenance staff and volunteers. **Nancy Garrity, Michael Lau, George Noel, and Clay Reheman** of Volpe's Environmental Measurement and Modeling Division visited Yosemite National Park in California for noise measurements in connection with the alternative vehicle study.

RSPA's VOLPE ON THE MOVE

To Russia: Volpe's **Ross Gill** and **Jack Krumm** joined officials of the Defense Threat Reduction Agency (DTRA) on a visit to Bryansk, Russia, to assist in DTRA's initiative supporting the elimination of weapons of mass destruction.

Improved canal efficiency: Since the Volpe Center installed an advanced communications, traffic management and navigation system for the Panama Canal, the average time a vessel takes to transit the canal has decreased 15 percent.

Leopold E. Wetula has received the **John A. Volpe Transportation Internship**. Wetula, a law student at the Cleveland-Marshall College of Law has been working for the past year in the Office of System and Economic Assessment.

Gerben Bootsma of the Dutch Ministry of Transport and Waterworks is at Volpe under an exchange program with the Dutch Ministry's Transport Research Centre.

RSPA's VOLPE TEAMS WITH U.S. CUSTOMS SERVICE ON E-SEALS PILOT EVALUATION

The security of inter-modal shipping containers is a major concern in the war on terror. RSPA's Volpe Center has been engaged with the U.S. Customs Service to evaluate a U.S. and Canadian electronic seal pilot project. The project involves affixing electronic seals to high risk containers leaving Vancouver, BC for the U.S.

Volpe's **Kenneth F. Troup, Nancy Cooney** and **Charles McCarthy** recommended improvements and expansion of the pilot project.

INTERNATIONAL STUDENTS GRADUATE FROM TSI'S AVIATION SAFETY INSPECTOR TRAINING

The first government International Aviation Safety Inspector Operations course was conducted at the Transportation Safety Institute's (TSI) North Campus from November 5-22, 2002. Aviation safety operations inspectors work closely with the aviation industry to ensure safety for the flying public. Rapidly evolving technology and exponential growth in the aviation industry make this job especially challenging.

Participants who attended the training are Aviation Safety Operations Inspectors from Panama, Bahamas, Korea and Pakistan. The successful graduation of these international students was a coordinated effort of the International Civil Aviation Organization, the Federal Aviation Administration (FAA) TRAINAIR unit and the Special Programs Division of the TSI.

Instructors for the 12-day training course were **Jim Dole**, Associate Staff Instructor from the FAA Miami International Field Office, and **Cliff Elbl**, Contract Instructor for the Transportation Safety Institute.



Pictured (back row, from left) Cliff Elbl, Course Instructor; Shahid Hussain (Pakistan); Hoon Lee (Korea); (front row, from left) Jamil Malik (Pakistan); Jehu Edwards (Bahamas); Jim Dole, Course Instructor; Randy Butler (Bahamas), and Manuel Rodriguez (Panama).

SECRETARY MINETA DELIVERS KEYNOTE AT TSI/FAA SUMMIT

Secretary Mineta was the keynote speaker for the first International Summit on Aviation Safety and Security in Washington, DC. The Department's Federal Aviation Administration jointly sponsored the Summit with a consortium of Washington, DC based universities, and RSPA/TSI provided program management leadership and administrative support and technical skills for the Summit.

The program emphasized the benefits of regional coordination and assisted executive level participants from Indonesia, Malaysia, Philippines, and Vietnam in making commitments to sustain aviation safety and security oversight authority in their respective countries.

Twenty countries from South East Asia, Latin America, the Caribbean, Europe and the Middle East participated in the four summits conducted during 2002. TSI will support eight additional summits in 2003.



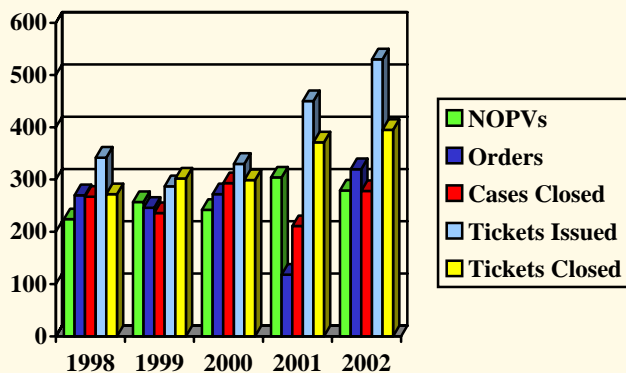
Secretary Mineta delivered the keynote speech at the International Summit on Aviation Safety and Security.

Civil Rights / Chief Counsel

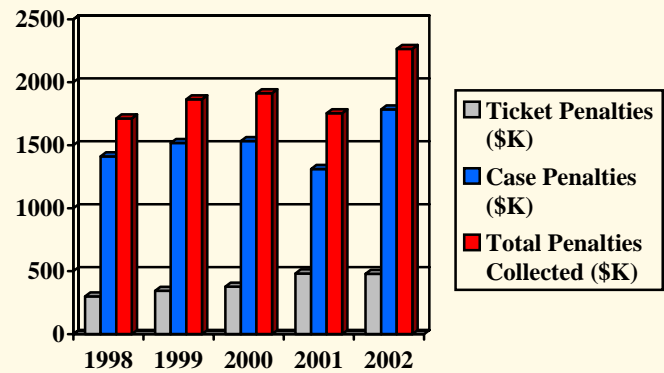
HAZMAT ENFORCEMENT ON THE RISE

September through December were productive months for hazardous materials enforcement. Fifty-four notices of probable violation cases were initiated with total proposed penalties of \$442,000, along with 83 orders issued imposing total penalties of \$575,000. Additionally, 63 cases were closed with collections of \$469,500 in civil penalties.

HAZMAT CIVIL PENALTY CASES OF LAST 5 YEARS



HAZMAT CIVIL PENALTIES OF LAST 5 YEARS



PRESIDENT BUSH HONORS RSPA ATTORNEY

On December 5, more than 100 people braved the still-falling snow to honor **Edward H. Bonekemper III**, RSPA's Assistant Chief Counsel for Hazardous Materials and Research & Technology Law, who retired in January after more than 34 years of distinguished public service.

Ed's friends and colleagues applauded as he was presented with a personal letter from President George W. Bush congratulating him on his 34 years of public service.

"Our nation is deeply indebted to the men and women who devote their lives to public service. I know how proud your family, friends and colleagues must be of your accomplishments," said President Bush in his letter.

OFFICE OF CIVIL RIGHTS HIGHLIGHTS NATIVE AMERICAN HISTORY MONTH

For Native American History Month, RSPA's Office of Civil Rights shared an interesting Native American history story about the Cherokee ancestor of a RSPA attorney, **Donna O'Berry**. The story drew attention to an historic event in American history.

Donna's great, great, great, great grandmother was a member of the Cherokee Nation and traveled the "Trail of Tears" from Georgia to Oklahoma in 1838. Her descendants have since passed down the stories of this event and the history of their Native American culture.

The Cherokee Nation had long called western Georgia home. In 1830 Congress passed the "Indian Removal Act," which led to the relocation of the Cherokee Nation to Oklahoma. Approximately 4,000 Cherokee died as a result of the forced march of 1,000 miles. The route they traversed and the journey itself became known as "The Trail of Tears" or, as a direct translation of Cherokee, "The Trail Where They Cried" ("Nunna dual Tsuny").

Management and Administration

RSPA COMPLETES PHASE ONE OF CMC COMMUNICATIONS UPGRADE

On December 2, the DOT Crisis Management Center (CMC) completed Phase I of the improved communication facility build-out. In only seven days the CMC team, managing over 60 contractor personnel, completed voice/data wiring with connectivity, along with equipment

delivery and installation. The DMA crew configured and installed the core IT network and 32 computer workstations. The audiovisual systems contractor met its key contractual deadline with a successful demonstration of the basic system capability.

"RSPA's DMA staff and their contractor personnel all came together to make it happen," said **Lola Ward**, RSPA's Director of Contracts and Procurement.

DOT Chief of Staff **John Flaherty** congratulated the DMA team on a job well done.



The CMC communications enhancement crew, led by Marie Savoy.

DPP Gets A Face-Lift

On December 6, the RSPA Office of Policy and Program Support moved into their newly renovated office space on the 8th floor. This area is now configured into an open landscape area and consolidates the budget/accounting and policy programs staff. The space is designed according to the new GSA standards for government agencies.

Marie Savoy of DMA led RSPA efforts in this project.



DPP employees Tyrone Lumpkins, Howard Globerman, Sabrina Fludd and Paul Stieger enjoy their new and improved surroundings.

RSPA Addresses Information Technology Concerns

RSPA has addressed four areas of information technology (IT) concerns identified by the House Subcommittee on Government Efficiency. The four areas are system-level reviews and risk assessments, training for information technology staff, network connectivity with field offices and customers, and background checks of IT contractors.

Earlier this year, RSPA had an external technical assessment to identify critical and non-critical system vulnerabilities. An IT investments action plan was established and IT hardware and software upgrades were installed. RSPA also trained and certified its Information System Security Officer (ISSO). RSPA is the DOT pilot agency for a new vulnerability-scanning tool.

IT training was identified as a critical element of the IT action plan. In July, RSPA fielded an on-line training program to validate and increase IT core competencies for all RSPA staff. Over 160 RSPA headquarters staff received IT security training.

RSPA's IT security will continue to be the top priority for IT investment during the coming year and will provide an important underpinning for all other IT investments.

U.S. Department of Transportation
Research and Special Programs Administration

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RSPA...

**Where Preparation Equals Performance,
And Performance Equals RSPA RESULTS!**

RSPA SUPPORTS CFC CAMPAIGN

On September 30, RSPA kicked-off the 2002 Combined Federal Campaign (CFC). The 2002 slogan is "One DOT, One Vision, One Heart." **Stacey Gerard**, RSPA CFC Vice-Chairman, hosted **Henry Montes**, DOT CFC Loaned Executive from Health and Human Services, and **Dr. Verna S. Cook**, National President, Black Women In Sisterhood for Action.

RSPA's CFC goal is to raise \$47,116 of the DOT's \$1,900,000. As of December 13, RSPA reached 91 percent of its goal.

"**Bernie**" **Williams** is RSPA's CFC Campaign Manager and is assisted by the following RSPA keyworkers: **James Reynolds**, **Sam Hall**, **Ahren Tryon**, **Daeleen Chesley**, **Linda King**, **Sabrina Fludd**, **Barbara Capers**, **Terri Quigley**, **Bob O'Neil**, **Mike Stevens**, **Fred Ferate**, **Diane Jones**, **Kenneth Herzog** and **Gail Hines**. The campaign has been extended to January 24.

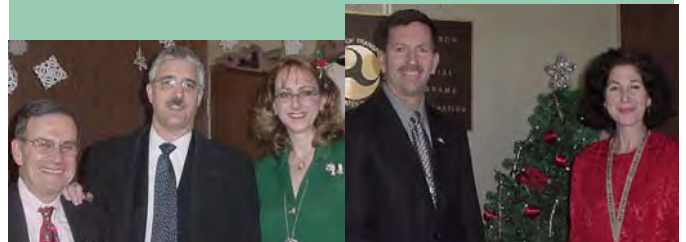


(L to R) Henry Montes, DOT CFC Loaned Executive; Stacey Gerard, RSPA CFC Vice-Chair; and Dr. Verna Cook, National President, Black Women-In Sisterhood for Action, meet prior to the RSPA CFC Kickoff Celebration.

TEAM RSPA WELCOMES:

Francheska Acevedo, Volpe
Samuel G. Bonasso, Deputy Administrator
Duane M. Cassidy, DHM
Philip N. Chin, Volpe
Corinne T. Connolly, Volpe
Kalani Hawks, Volpe
Vincent A. Orlando, III, Volpe
Heap Sin, Volpe
David E. Sturru, Volpe
Lionel C. Vigue, Volpe

HOLIDAY RECEPTION FOR RSPA FAMILY AND GUESTS



Deputy Administrator Bonasso, Deputy Secretary Michael Jackson, Administrator Engleman, Military Assistant to the Secretary CDR Roger Bohnert and Ariel Ashwell.



Chief of Staff John Flaherty, Administrator Engleman, Deputy Chief of Staff Martin Whitmer, James Taylor, Deborah Frazier and Damon Hill.



Jim Mitchell, Helen Hagin, Dell Billings, Dave Sargent, Cheryl Freeman, Administrator Engleman and Reggie Dunn.



RSPA RESULTS...

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

Big Rule, Little Time.

OPS Moves Fast with Rule that Provides Increased Community Protection



Gas IMP final rule is signed by RSPA Deputy Administrator Sam Bonasso (seated) as (left to right) OPS Associate Administrator Stacey Gerard, OPS Program Manager Mike Israni, and RSPA Chief Counsel Elaine Joost look on.

Increasing public confidence in the safety of pipeline systems while adding significant protection to communities, was the goal behind the issuance of a final rule on natural gas pipelines this past December by the Office of Pipeline Safety.

The Pipeline Integrity Management

for Natural Gas Transmission Pipelines final rule is more commonly known as Gas IMP.

"This was the largest final rule in the history of the Office of Pipeline Safety," said **RSPA Deputy Administrator Samuel Bonasso**. "Gas IMP changes the fundamental

approach to pipeline safety. This rule requires operators to understand the environments their pipelines traverse as opposed to just documenting the pipeline's condition."

Gas IMP was part of OPS's strategic approach to implementing a safety initiative that worked to enhance safety in areas not only where pipelines and communities coexist, but also within rural areas along pipelines where people congregate, such as camping grounds.

"Gas IMP will help to increase the public's confidence that all operators of gas transmission pipelines are taking comprehensive steps to address the risks pipelines pose to populated areas," said **Mike Israni**, OPS program manager. "Because there is an increased potential for serious consequences if a pipeline fails in or near high consequence areas, these areas deserve a higher level of protection."

Initial development of the Gas IMP rule was sparked from public concerns over two major pipeline accidents in Bellingham, Washington in 1999 and Carlsbad, New Mexico

Big Rule (continued on page 3)

Inside RSPA RESULTS...

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ARTEMIS – First Time Out and Already a Winner

ARTEMIS, a vehicle and tire defect early warning data system, sounded the alarm in February that led to the recall of hundreds of thousands of tires. It also proved the value of this system, developed by the Volpe National Transportation Systems Center for the National Highway Traffic Safety Administration (NHTSA). As well, it probably saved lives.

The recent recalls were triggered after an examination of tire failure data that is required under a new federal law, the TREAD Act. As of September 2003, all auto and tire manufacturers are required to report comprehensive data on accidents, safety complaints and warranty claims to NHTSA for review.

ARTEMIS (continued on page 4)



The Deputy Administrator's Office

From the Desk of the Deputy Administrator...



Deputy Administrator Sam Bonasso

As we move ahead in 2004, let's reflect on 2003, a most successful year for RSPA in supporting the goals of Secretary Mineta and the Department. Through the full participation in the RSPA Awards Ceremony of acting deputy Secretary Kirk Van Tine, the Secretary extended his personal thanks to each of you for your contribution to making 2003 a successful year for the DOT.

It was an extraordinarily busy and productive year. You can see it in the seamless hand-off of the U.S. Coast Guard and Transportation Security Administration from DOT, a process engineered for the Department by RSPA. Another across-the-modes team effort resulted in the greatly enhanced Crisis Management Center. In recent months it proved effective in meeting the DOT's needs for response coordination during the Northeast power-grid blackout and Hurricane Isabel.

RSPA's program offices have also been highly successful in reaching or surpassing year-end goals. In Hazmat, safety and security continued as central themes, with new regulations put in place and the completion

of a significant security study.

The Office of Pipeline Safety team cleaned up the record, satisfying two-thirds of the previous Congressional mandates and recommendations by the National Transportation Safety Board, the Inspector General, and the General Accounting Office. These efforts accomplished most of a long list of mandates of the Pipeline Safety Improvement Act of 2002, including the sweeping new Gas Integrity Management Program rulemaking. OPS continues to nurture close partnerships with the individual state offices that act as agents for DOT for pipeline inspection and enforcement.

The work of both Hazmat and Pipeline program offices brought heightened awareness of the significant role RSPA plays in public policy, ensuring the safe and secure transport of hazardous materials essential to our vibrant economy. This awareness is important, as our work with other government agencies on the President's Hydrogen Fuels Initiative is based on the essential role DOT plays in developing safety codes and standards for hydrogen vehicles and their supporting infrastructure.

In Oklahoma City, RSPA's Transportation Safety Institute produced tens of thousands of transportation course graduates and added to the day-to-day achievements of the RSPA organization.

At the Volpe Center, a management assessment team of experts from across RSPA completed a comprehensive review of Volpe's business management disciplines to outline improvements in its business processes. The result was a road map for change that is being embraced by the RSPA team at Volpe and assures a solid future for the Volpe Center. And, after a shaky start, the ARTEMIS project is saving lives on our highway system.

In 2003, RSPA achieved "Green" progress ratings in the five standards for success of the Presidential Management Agenda (PMA). In the Human Capital area of the PMA, our Human Capital Steering Working Group gave us a plan to guide the recruiting and professional development of those who will take the baton. Coupled with the Diversity Action Plan we developed in 2003, our Human Capital Plan will help RSPA continue to be an agency where dedicated professionals can continue to bring our important services to the American people.

RSPA in Action



Volpe Completes Port Security Assessments: Protecting the Nation's Maritime System



A foreign-flag ship unloads chemical products in the Port of Providence, R.I.

-Photo courtesy Volpe Center

RSPA's Volpe National Transportation Systems Center is lending a helping hand to the U.S. Coast Guard in reviewing the security needs at selected New England ports to meet mandates of the Maritime Transportation Security Act of 2002. The Act requires sectors of the maritime industry to complete security assessments, develop security plans, and implement security measures and procedures, all part of a layered strategy designed to protect America's ports and waterways from a terrorist attack.

"Congress tasked the Coast Guard to complete security assessments of 55 ports across the nation," said **Robert Pray**, team leader, Volpe Technology,

Deployment and Application Division. "In order to meet their short-fused port assessment deadline, the Coast Guard called upon Volpe's experience in evaluating port security here and abroad."

The U.S. maritime transportation system is vital to the global economy. Over 95 percent of non-North American trade enters the country through U.S. seaports, and our seaports handle over \$740 billion and 2 billion tons of domestic and international freight annually.

For the Coast Guard, the aftermath of the terrorist attacks of September 11, 2001, focused an increased awareness of the vulnerability of U.S. ports and waterways. With more than 25,000 miles

of navigable waterways and over 350 ports, the Coast Guard has a formidable security challenge to detect, prevent, and respond to terrorist attacks against the critical infrastructure of the nation's ports.

In the fall of 2003, RSPA's Volpe Center began a Port Security Assessment of the Captain of the Port Providence Zone, an area covering southeastern Massachusetts and the state of Rhode Island. The Volpe team assessed threat likelihood, vulnerabilities, and consequences of specific attack scenarios against various tank vessels, barges, large passenger vessels, cargo vessels, towing vessels, offshore oil and gas platforms, and port facilities in the zone.

With the Providence report completed, Volpe expects to assist in assessments of other ports.

Big Rule *(from page 1)*

in 2000.

Despite the significant costs to industry associated with implementing the requirements of Gas IMP, OPS received a considerable amount of support from pipeline operators in developing a final rule that would provide further assurances to the public about the safety of pipelines, foster the development of new pipeline technologies and assure the reliability of natural gas delivery systems to consumers.

Operators will spend an estimated \$4.7 billion over the next 20 years on data collection, testing and repairs associated with executing the rule's requirements.

To learn more information on the RSPA/OPS integrity management program visit:

<http://primis.rspa.dot.gov/iim>.

DID YOU KNOW?

2004-2005 John A. Volpe Transportation Internship. Promotional and recruitment activities are underway for the 2004-2005 John A. Volpe Transportation Internship, competitively awarded annually to an exceptional graduate-level scholar. This year's promotional outreach is focused on the 33 University Transportation Centers. The internship features substantial tuition assistance and paid work opportunities at the Volpe Center for outstanding students in the engineering, scientific, and social science disciplines who have expressed an interest in working in the field of transportation.



Pipeline Safety

OPS on the Move with Pipeline Safety Research



Pipelines like this above ground segment will benefit from the OPS-funded pipeline R&D projects.

RSPA's Office of Pipeline Safety has reached another milestone in improving the safety and integrity of the nation's pipeline infrastructure.

The OPS has issued its fourth Broad Agency Announcement (BAA) in search of new technologies providing enhanced inspection capabilities and addressing significant safety issues. OPS anticipates total award funding amounts for projects developed from this round of BAA's to equal a combined \$3 million.

Since its first BAA two years ago in March 2002, OPS has funded the development of approximately 25 pipeline research projects worth \$5 million. These projects focus on pipeline safety issues such as leak detection, damage prevention, operations control and monitoring, and enhancement of pipeline materials performance, to extend the lifetime of installed pipelines.

"Working with industry, we have been able to maximize the number of research projects funded through required cost sharing," said **Robert Smith**, OPS research and development (R&D) manager.

The development of innovative pipeline technologies stems from Congressional mandates for a pipeline research program with the Department of Energy and the National Institute for Standards and Technology. The goal is to strengthen the technical basis of pipeline safety and integrity and reduce the possibility of redundant pipeline research projects.

A June 2003 Government Accounting Office audit report of OPS R&D activities stated, "OPS R&D funding is generally aligned with its mission and pipeline safety goals and (the agency) has taken a number of steps to ensure this alignment. The program seeks to advance the most promising technological solutions to problems that impede pipeline safety."

"Since the GAO Audit, we have continued to make tremendous progress in advancing our commitment to pipeline research and development," said Smith.

OPS has held two R&D forums to bring government and pipeline industry technology experts together to find the most promising R&D approaches to pipeline safety. These

forums help OPS support improved consistency in R&D project selection through the diverse set of organizations currently funding new pipeline safety research.

OPS has also implemented an internet based paperless management information system (MIS) for pipeline safety research. The MIS will provide big benefits in increasing accountability, providing better inventory and tracking capabilities, and significantly reducing the workload of BAA submitters and reviewers.

For additional project level details on all OPS R&D initiatives visit: <http://primis.rspa.dot.gov/rd/>.

ARTEMIS (from page 1)

The challenge to NHTSA was to build a state-of-the-art database system with capabilities to organize, cross-reference and analyze the massive flow of industry information now required. NHTSA turned that challenge over to RSPA's Volpe National Transportation Systems Center.

"The Artemis system's success is an embodiment of NHTSA and Volpe Center teamwork and dedication to making a difference in the lives of the American people," said Volpe Information Integration Division Chief Ann Markman.

In recognition of her effective management of Volpe's ARTEMIS project, Markman was awarded the Administrator's prestigious 2003 Eagle Award for Exemplary Achievement.

Emergency Transportation



CMC Participation Supports Major DOD Exercises

The DOT Crisis Management Center participated in two major Department of Defense (DOD) exercises – Northern Command sponsored *UNIFIED DEFENSE 04* and North American Aerospace Defense Command sponsored *VIGILANT OVERVIEW* in February. These exercises provided participants at all levels of local, county, state, and Federal government with an opportunity to exercise respective incident management roles and responsibilities for homeland

security.

These simultaneous exercises were designed to test DOD/Department of Homeland Security (DHS) support to state and local governments in three major events: a category IV hurricane, a nuclear power plant radiological steam release, and a weapons of mass destruction threat.

DOT has a support function under the National Response Plan and provided assistance from several locations during the exercises. The

CMC monitored the exercise at DOT headquarters in Washington, DC, and designated a point of contact to respond to the National Emergency Operations Center.

Additionally, the exercises allowed the DHS to validate the National Response Plan and the newly revised National Incident Management System. DHS used these exercises to test its Homeland Security Operations Center and to activate and test its Interagency Incident Management Group.

Sachs, Kadnar and Hochman Selected for DOT Mentoring Program



Tom Sachs

Three RSPA members were notified in mid-February that they were selected for the ten-month DOT Leaders for Tomorrow Mentoring Program. Office of Emergency Transportation Project Manager **Tom Sachs** was selected as the only protégé, and Office of Pipeline Safety Director for Emergency and Engineering Support **Joy Kadnar** and Director of Hazardous Materials Technology **Charles Hochman** were selected as mentors.

Recent RSPA graduates of the 2003 DOT pilot program include Hazardous Materials Transportation Regulations

Specialist **Sandra Webb** as a protégé, and Director of External Communications **Patricia Klinger** as a mentor.

"I'm excited about participating in this program," said Sachs. "It is quite an honor and I look forward to the challenge."

The DOT-sponsored program provides workforce development for emerging leaders. The program also engages and propels its participants into heightened levels of learning and organizational development. The Department will pair a GS-15 manager, supervisor, or executive (mentor) with an employee at the GS-13/14 grade level (protégé) for the primary purpose of knowledge management through hands-on experiences and classroom training.

and Representative Program.

The superior efforts that established the CMC facility, and expanded the Crisis Management Team into a 24/7 element supporting the Secretary of Transportation, now continues into an era of dynamic renewal, planning, application, and innovation. The CMC remains in immediate contact with the White House, Department of Homeland Security and its Transportation Security Agency, and the other federal departments and agencies.

As the new staff coalesces, the OET will move aggressively to ensure that the emergency programs and processes keep pace with the emerging and dynamic security threat. For instance, the CMC staffed the DOT liaison desk at the Homeland Security Operations Center during national security special events and in national threat levels beginning at ORANGE – High.

Through these efforts, DOT will remain relevant, ready and responsive to the needs of the nation, supporting the strategic objectives of the Department for improving safety, mobility, global connectivity, environmental stewardship, security and organizational excellence.

New OET Staff Hit the Ground Running

New additions to OET staff have complimented an already outstanding emergency response team within DOT. **Robert Kluba** accepted his position as RSPA's Crisis Management Center (CMC) Manager in June, followed by **Roger Bohnert's** selection in October as the new OET Director. Bohnert comes to RSPA from the DOT Secretary's staff.

Also added was **Reggie Jones** as DOT's representative to the FEMA Support Team during disasters, and activities coordinator within DOT's transportation function under the National Response Plan (NRP). Jones' duties include the ongoing development of the NRP, and coordination with the Regional Emergency Transportation Coordinator



Hazardous Materials Safety

Hazmat Training Heads South for the Winter



Hazmat industry representatives complete first-day registration for DOT's Multimodal Seminar.

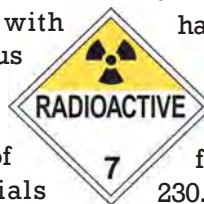
Sunny Rio Grande, Puerto Rico, was the location that drew nearly 200 hazardous materials shippers, carriers and enforcement professionals to RSPA's Office of Hazardous Materials Safety two-day Multimodal Training Seminar. The seminar updated the regulated transportation industry on recent safety and security requirements.

Over 1,100 industry representatives completed the multimodal seminars in 2003.

Comments from a seminar attendee highlighted... "Good job! The group was enthusiastic towards helping people comply with regulations that will make us all safer."

"Everyone walked away with a greater knowledge of current hazardous materials regulation," said **Reginald Dunn**, RSPA Hazardous Materials Safety Assistance Team Coordinator.

This "One DOT" effort included instructors and facilitators from the Federal Aviation Administration, Federal Motor Carrier Safety Administration, and RSPA. The U.S. Coast Guard of the Department of Homeland Security also supported this event.



RSPA Rule Harmonizes Radioactive Material Regulations with International Standards

Culminating a 5-year effort to harmonize U.S. hazardous materials handling standards with those of the international community, RSPA's Office of Hazardous Materials Standards issued a final rule under Docket HM-230.

The HM-230 final rule becomes effective October 1, 2004, and amends requirements in the Hazardous Materials Regulations (HMR) pertaining to the transportation of radioactive materials. This effort enhances public safety by meeting new package test and design standards.

"As science and technology progressed, so has our ability to build better packages for radioactive material transport, and we are keeping up with the newest technology," said **Charles Betts**, RSPA transportation regulations specialist.

The current revisions were coordinated with the Nuclear Regulatory Commission, which regulates high-level radioactive material in the U.S. Operators will have four years to phase-out the use of the older designs.

Most of the changes update the U.S. HMR to make them compliant with international standards established by the International Atomic Energy Agency (IAEA).



DID YOU KNOW?

Multimodal Hazardous Materials Training Seminars are scheduled for:

2004

Phoenix, AZ April 21-22
St. Louis, MO June 8-9
White Plains, NY August 10-11
Baton Rouge, LA November 16-17

2005

Ontario, CA January 18-19
Miami, FL March 8-9
Richmond, VA April 25-27
Louisville, KY June 7-8

Innovation, Research and Education



UTC Expands at Rutgers University



-Photo courtesy CAIT

RSPA Deputy Samuel Bonasso (4th from right) breaks ground with officials from Rutgers University and NJ DOT for the new CAIT UTC building.

On February 12, Rutgers University broke ground at its Piscataway campus for the new \$4.3 million, two-story, 15,000-square-foot Center for Advanced Infrastructure and Transportation (CAIT). Founded in 1998, CAIT is part of the national University Transportation Centers program funded by U.S. DOT.

"This new building symbolizes the vital, synergistic relationship between academia and government," said RSPA Deputy Administrator



Samuel Bonasso. "The building's modern facilities will attract new students to transportation, and those students will spread the knowledge they obtain here far beyond this campus."

The new building will house core facilities for advanced highway materials, intelligent transportation, large-scale infrastructure simulation, transportation safety and security and the Federal Local Technical Assistance Program. It will include a

100-seat auditorium, conference center and welcoming center for the first-year engineering program at the School of Engineering.

"Today we commit to the next stage in the growth of Rutgers University as a transportation research leader," said Rutgers President Richard L. McCormick. "This building will enable us to expand the excellent work of the Center for Advanced Infrastructure and Transportation with a state-of-the-art facility, designed specifically with transportation engineering research and education in mind."

Since its inception in 1998, CAIT has realized a 32 percent increase in the number of students completing transportation courses at Rutgers, the addition of two new transportation-related advanced degrees to the curriculum, and four times more in matching funds than the one-for-one required under the UTC grant program.

FutureTruck 2003 Showcases Hybrid Electric Vehicles

On a challenge by the Ford Motor Company and the U.S. Department of Energy, 15 universities from the University Transportation Centers (UTC) raced to convert a conventional Ford Explorer SUV into a hybrid electric vehicle. The results were demonstrated at FutureTruck 2003, held at Ford's Michigan Proving Grounds in Romeo.

The National Institute for Advanced Transportation Technology, a UTC at the University of Idaho, converted a new Ford Explorer to a hybrid vehicle utilizing both electricity and

hydraulics to recycle energy.

The 42-volt electric system used alternators, ultra-capacitors, and an electric motor to capture excess energy and reapply it on the rear axle during acceleration. The ultra-capacitors along with a unique power management system increased efficiency over a conventional battery-based system.

The Ford Motor Company and the U.S. Department of Energy sponsored the FutureTruck 2003 competition.



Idaho University UTC students excited about FutureTruck 2003

-Photo courtesy University of Idaho

FutureTruck (continued on page 12)



RSPA's Volpe Center

Volpe Teams Support FAA in Reducing Runway Incursions

Two RSPA Volpe teams are supporting efforts of the FAA's Runway Safety Office to eliminate runway incursions through development of improved surface surveillance systems.

When an aircraft or ground vehicle inadvertently drives or taxis onto an active runway without authorization, this incursion can present a serious hazard to aircraft that are taking off or landing. Addressing runway incursions is one of the FAA's leading safety-enhancement initiatives.

The Runway Incursion Severity Modeling team, led by **Dr. Kim Cardosi** of Volpe's Operator Performance and Safety Analysis Division, developed an integrated mathematical model that provides an objective and reliable method for

quantifying incursion severity, and could be used internationally to achieve a global rating standard.

"We wanted to provide a more objective rating system for FAA to use," said Dr. Cardosi. "We classified runway scenarios and identified factors such as aircraft size and speed that contribute to the severity of the event."

The multi-disciplinary Runway Incursion Reduction Program (RIRP) team, led by Volpe Senior Electronics Engineer **Seamus McGovern**, completed phased acceptance testing of a prototype multilateration surface surveillance system.

"The newly designed surveillance system fuses received signals from transponders that are standard aircraft equipment with other sensor-

generated information to identify aircraft and vehicle positions," said McGovern.

This system is currently in use at the Dallas-Fort Worth International Airport and will lead to improved air traffic controller awareness, and ultimately a safer surface environment.

One important adjunct to the RIRP program was the RIRP team's successful completion of the Portable Airport Surveillance Verification System project which developed a portable suite of equipment that provides data by simulating an aircraft taxi, takeoff roll and landing rollout.

Volpe's Wake Vortex Research Supports Efforts to Increase Airport Capacity and Maintain Safety

RSPA's Volpe Center is advancing the understanding of aircraft wake vortices to make air transportation safer and more efficient. Wake vortices are the rotating cylindrical air masses generated by aircraft and are potential hazards to nearby aircraft.

The Volpe Center supports the FAA's Wake Vortex Program Office and NASA's Langley Research Center in developing systems and procedures that increase airport capacity while maintaining current safety margins. Volpe's Surveillance and Assessment Division Chief, **Dr. Michael Geyer**, develops and conducts test programs, analyzes data collected during testing, and



Landing aircraft at St. Louis Int'l Airport create flap vortices near the Volpe instrumentation suite.

works to resolve operational issues at airports.

"My team is looking for ways to utilize two streams of aircraft and decrease their interval spacing for

landings at parallel runway use airports," said Dr. Geyer. "Now, during instrument flight rules conditions, the requirement is to allow use of only one runway at parallel runway use airports, effectively cutting your aircraft landing capacity in half."

Members of the Volpe team are **Kevin Clark, Dr. Frank Wang, Melanie Soares** and **Steve Mackey**. They are conducting a year-long test at Lambert-St. Louis International Airport to help determine whether aircraft can be permitted to conduct simultaneous approaches to closely spaced parallel runways during reduced

Wake Vortex (continued on page 10)

Photo courtesy Volpe

Transportation Safety Institute



Azerbaijanis Visit TSI, Review Pipeline Safety



Pictured: Azerbaijani visitors with Linda Gulley, TSI Associate Director, center front, along with Melissa Graffigna, FAA International Liaison, directly behind Ms. Gulley and Lane Miller, Pipeline Safety Division, back row far right.

Late last year, TSI Associate Director **Linda Gulley** and TSI Pipeline Safety Division Course Manager **Lane Miller** spoke about pipeline safety and security training offered at TSI to an FAA international

visitor audience. This effort supported DOT's objective of facilitating global connectivity and enables economic growth and development with other nations.

In coordination with the FAA's

International Office and the U.S. Department of State, Gulley and Miller met with eight Azerbaijani visitors interested in learning TSI's role in the training of state and federal pipeline inspectors. Azerbaijan is in the oil-rich Caspian Basin.

Although their primary backgrounds were in pipeline security rather than safety, the Azerbaijanis requested information about the classes taught at TSI and the training tools used for "hands-on" courses. This included the regulator station, various types of pipe, welding equipment and hydraulics. Miller also discussed the role of cathodic pipeline protection and the instruments used to monitor it, failure investigation techniques, and the vulnerabilities of pipelines.

Aviation Fashion showcased during FAA Commemoration



Christine Lawrence, TSI's Aviation Safety Division Manager, modeling a Braniff Airways flight attendant outfit. Husband **John Lawrence**, FAA's Oklahoma City Flight Inspection Manager, sports a Korean War Colonel's uniform.

In commemoration of 100 years of flight since the Wright brothers' first

powered flight at Kitty Hawk, NC, the FAA Mike Monroney Aeronautical

Center celebrated with a display of aviation fashion in historical perspective. Astronaut and Oklahoma native Tom Stafford was the guest speaker at the "Fashion of Flight" show which gave TSI and FAA employees an opportunity to model flight fashion trends from 100 years of aviation.

The aviation couture ranged from leather bomber jackets to crisp military suits and miniskirts. Some of the uniforms were influenced by noted fashioned designers such as Halston and Gucci. Others were trendy take-offs that soon lost altitude. While most military and commercial pilots wore conservative suits and uniforms throughout the decades, flight attendants often followed the current fashion trend.



Chief Counsel/ Civil Rights

Challenge to Final Rule on HMR Applicability

RSPA's Office of the Chief Counsel is assisting DOT's Assistant General Counsel for Litigation and the Department of Justice in responding to a challenge to RSPA's final rule on applicability of the Hazardous Materials Regulations (HMR). Currently, the case is waiting scheduling with the U.S. Court of Appeals.

In December, ten industry associations (American Chemistry Council et al) petitioned the U. S. Court of Appeals for the District of Columbia Circuit for review of RSPA's recent final rule entitled "Applicability of the Hazardous Materials Regulations to Loading, Unloading, and Storage." The petitioners question RSPA's interpretation that the HMR do not apply to certain non-carrier activities and claims that it is inconsistent with the intent of the Federal hazardous material transportation law or a misinterpretation of that law.

Five additional associations have moved to intervene in this litigation. On February 19, an index to RSPA's rulemaking docket was submitted to the court. RSPA's Office of Chief Counsel is separately considering 14 administrative appeals to the final rule. Those petitioners who submitted administrative appeals have withdrawn them.

"NO FEAR ACT" In Effect Managers Take Heed

Settlements and judgments resulting from discrimination and whistleblower cases cost the Federal government tens of millions of dollars each year. Total expenditures have been hard to calculate due to lack of reporting standards. More importantly, there has been no real accountability imposed on individual agencies because judgments were paid from a general government "judgment" fund managed by the Department of Treasury.

Consequently, individual agencies have never felt the deep pocket reach into their own budgets, and didn't have the threat of monetary loss to persuade them to strive harder to circumvent lawsuits whenever possible. Effective this past October, Congress put an end to that.

Signed into law by President Bush in May 2002, the Notification and Federal Employee Anti-Discrimination and Retaliation Act of 2001 (No FEAR Act) requires each agency to reimburse the "judgment" fund, within a reasonable time frame, in future findings of discrimination. This means that if RSPA incurs a high incidence of litigation, the incumbent attorney's fees and often exorbitant monetary awards will come out of RSPA's budget. Furthermore, Federal agencies cannot retaliate for monies paid out in court judgments by penalizing employees with reduction in compensations and benefits to pay for such judgments or settlements. In fact, no benefits, including training and promotions, can be withheld from employees due to shortage of funds resulting from litigation outcomes.

Now that agencies are financially responsible for discrimination complaints processing, managers and supervisors need to be particularly proactive. RSPA's managers and

Wake Vortex (from page 8)

visibility conditions. The Volpe team installed a system to track wake transport between two runways, and are analyzing the collected data.

A second ongoing research effort is underway to understand the relationship between sound generated by wakes and the potential wake hazard. An experiment at Denver International Airport during August and September resulted in data which is also being analyzed at Volpe.

supervisors need to put their Equal Employment Opportunity (EEO) training to use and initiate open communication with employees. Encourage employees to speak candidly about personal work-related issues with their supervisors, managers, or human resources and civil rights staff. Promote the use of alternate dispute resolution or mediation whenever possible in working out a troublesome situation before it escalates.

Departmental accountability will be further documented through a new required filing of annual reports detailing the number of discrimination or whistleblower complaints filed, how the cases were resolved, and the number of agency employees disciplined for discriminating against or harassing other workers. Agencies must also post statistical EEO complaint data on its website.

The No FEAR Act requires managers to receive adequate training in diversity management and dispute resolution techniques. Please feel free to call the RSPA Civil Rights office at 202-366-9638 or e-mail helen.hagin@rspa.dot.gov with any questions or concerns.

Management & Administration and Policy



21st Annual RSPA Administrator's Awards "A Celebration of Champions"



"I am very proud to work beside the talented people who helped to transition the U.S. Coast Guard to the Department of Homeland Security, passed major pipeline and hazardous materials regulations, and expanded transportation research. Thank you very, very much for your outstanding service and continued dedication to our great Nation. Thanks a million!"

Norman Y. Mineta
Secretary of Transportation

Exemplary Achievement (Eagle) Award
Volpe ARTEMIS Project Manager
Ann Markman

HazMat Security Regulation Lead
Susan Gorsky

Volpe Management Assessment Team
Rick Boyle Lola Ward
Howard Globerman Tom Scott
Paul Stieger Keith O'Neill
Anil Mehta

USCG/TSA Transition Team
Donna O'Berry Jane DeCell
David Clark Karin Christian
Robert Kern Sherri Pappas
Jan Benini Del Billings
Richard Huriaux Mary-Jo Cooney
Astrid Lopez-Goldberg
Other modal representatives

Superior Achievement – Bronze Medal
Individual Awards
Peter Kramer James Hallock
Stephen Maguire James O'Steen
Regina Houston Diane LaValle

Transportation Security for High Priority
Toxic Inhalation Hazard (TIH) Chemicals
Team
Karin Christian John Lambert
Doug Reeves George Cushmac
David Lehman Kin Wong
Susan Gorsky Steve Hwang
Astrid Lopez-Goldberg



RSPA's Human Capital Steering Group members received the Superior Achievement Bronze Medal.

Natural Gas Integrity Management Team
Mike Israni Sherri Pappas
Regulation Management System
Implementation Team
Karin Christian Gail Mayhew

RSPA Human Capital Steering Group
Colleen Abbenhaus Patricia Klinger
Sue Connors Rhonda Malloy
Linda Dougherty Ann Markman
Eva Dykstra Keith O'Neill
Steve Fischer Lamar Porter
Susan Gorsky Linda Rhoades
Helen Hagin Thomas Sachs
Mary Beth Hines Paul Sanchez
Scott Holland Marie Savoy
Lisa Kleiner Amy Somers
Diana Story

Wake Turbulence Team
Jillian Cheng Khang Nguyen
Kevin Clark Melanie Soares
Steve Mackey Frank Wang
Hadi Wassaf

Olympic Pipeline Investigation Team
Zack Barrett Peter Katchmar
Bryon Coy Steven Rieger
Chris Hoidal

Peer Awards – Category II
Office of Hazardous Materials Safety
Colleen Abbenhaus Douglas Reeves
Kenneth Herzog Nicky Wallace
Ruben Ingram James Williams



RSPA Deputy Samuel Bonasso (lft), Susan Gorsky, recipient of an individual Eagle Award (cntr), and Acting Deputy Secretary of Transportation Kirk Van Tine (rt).

Office of Pipeline Safety
Samuel Hall Dallas Rea

Office of Pipeline Safety (Cont'd)
Sheila Johnson Michael Schwarzkopf
Wade Nguyen Shauna Turnbull
Buddy Sheets

"RSPA Results" Newsletter Staff
Joe Delcambre Thomas Kiddy
Damon Hill Jerre Thomas
Ruben Ingram

Peer of the Year Award
Sheila Johnson

Agency Special Recognition
Frits Wybenga – Savings Bond Drive
Aurea Ortiz – Combined Federal Campaign

Federal Career Service Awards
Numerous RSPA Employees

Commandant U.S. Coast Guard Award
USCG Transition Team

Deputy Administrator's Special Recognition (2XL) & RSPA Family Award
Numerous RSPA employees



Team RSPA

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RSPA... Where preparation equals
performance, and performance
equals RSPA RESULTS...!

FutureTruck (from page 7)

The "standard" FutureTruck in competition is a high-voltage hybrid electric vehicle whose engines and other special body features are not currently available. The University of Idaho FutureTruck used off-the-shelf technology that is specifically designed for the hilly, agricultural northwest region. The motor is driven by hydraulics, like farm machinery, and could be repaired anywhere in the country.

For further information, visit:
www.FutureTruck.org

New Hires

Administrator's Office Robert Fullmer

Office of Management & Administration

Arlette Clinton	William Jones
Robert Glotfelty	Noman Ansari
Arlette Clinton	

Office of Chief Counsel Patricia Burke Joseph Solomey

Office of Pipeline Safety	
Robert Smallcomb	Clyde Myers
Lachaundra Graham	Robert Smith
Robert Hall	Sheila Wright
Syed Shere	Wayne Lemoi
John Jacobi	Lewis Cresswell
Clyde Myers	

Office of Hazardous Materials Safety

Sean Laney	Dan Halberstein
Scott Simmons	Marc Nichols
Dollie DeWalt	Shawn Daniels

Volpe National Transportation Systems Center

Roger Wayson	Arelis Negron
Cynthia Moy	Christopher Flynn
Jennifer Kalenoski	Eve Rutyna
Jean Elliott	Evonne Davies
Jose Delgado	Alison Crawford
Gustaf Lawson	Jeremy Crowell
Andrew Gulsrud	Laurel Hesch
Jeremy Crowell	Andrew Gulsrud
Laurel Hesch	Ryan Preseault
Benjamin Pinkus	Jonathan Driscoll
Mark Shaulov	Brittany Gromer
Perla Garcia	Jean Elliott
Evonne Davies	Cynthia Moy

Transportation Safety Institute	
Charles Hall	Jeffrey Jennings
Terry Joy	Russell Canant
Michael Baldwin	

RSPA Automates Job Application Process

In keeping with the President's Management Agenda for e-Gov, **Barbara Mulchay** in RSPA's Office of Human Resources Management is leading the implementation of an automated staffing system called *QuickHire*. This commercially available, web-based system should greatly streamline the employee hiring process at RSPA.

QuickHire utilizes the current Federal hiring process in conjunction with the advanced capabilities of the Internet to build and post vacancy announcements. Interested applicants can review vacancy announcements, answer position-specific questions through the website, and create, edit, and archive an electronic resume. The system automatically rates and ranks candidates according to pre-established criteria after all applications are posted and the vacancy announcement closes. This automated system will improve RSPA's ability to reach the best possible candidates, compete more effectively in the job market, and bring the recruitment process into the 21st century.

It is anticipated that all vacancies will be filled using the online application process by September 30, 2004. RSPA's Office of Human Resources Management has begun briefing managers on this new system and will provide information to all employees in the near future.

****CORRECTION**** Fall '03 RSPA Results pg.11, "DOT Secretary's 36th Annual Awards Ceremony" photo captions reflecting the names of Carmen Rickenback and Glenda Holiday were inadvertently switched.

Special Edition

Public Workshop on the Future of Hazmat Safety Draws Stakeholder Participation



Hazmat Safety Workshop keynote speaker National Transportation Safety Board Vice Chairman Robert Sumwalt (left) led the discussion on safety culture. He is greeted by PHMSA Deputy Administrator Krista L. Edwards (center) and PHMSA Administrator Carl T. Johnson (right).

One hundred years ago, Congress charged the Federal government to reduce the dangers associated with the transportation of explosives and other dangerous articles. Thus began the Federal hazardous materials safety program.

We have been meeting the challenges associated with the transportation of hazardous materials ever since. Since 1908, the Federal program has evolved from its initial focus on the regulation of explosives to a broad and comprehensive safety and security program applicable to a wide variety of materials and articles shipped by multiple modes of transport across interstate and international boundaries.

Hazardous materials are essential to the economy of the United States and the well-being of its people. From medicines to household cleaners and batteries to biofuels, we continue to develop new

“Recently we marked the 100th anniversary of Federal hazmat safety regulation. We invited our hazmat stakeholders to consider and share views on the future of the hazardous materials safety program.”

*PHMSA Administrator
Carl T. Johnson*

materials and products to make our lives better—healthier, more productive and enjoyable. Our communities, the public, and workers engaged in hazardous materials commerce count on the safety and security of these shipments.

It's PHMSA's job to see that these critical materials are transported safely to our homes and businesses. The system of controls and standards developed over the last 100 years has achieved considerable success in reducing the risks posed by

the commercial transportation of hazardous materials. As we look to the future, we want to build on this success, particularly in the development of innovative safety solutions that provide the agency, our Federal and state partners, the regulated community, and emergency response officials with flexible tools to manage and reduce safety risks.

Working with our stakeholders, we want to move towards a dynamic safety culture that promotes continuous improvement in safety performance. To that end, we must identify proven best practices, cutting-edge technologies, new approaches to training, and other strategies for reducing risk and enhancing safety. Together, we can build the best system to transport hazardous materials safely for the next 100 years.

Thanks to all who participated in our Hazmat Stakeholder Workshop.

TRANSPORTING HAZARDOUS MATERIALS— THE NEXT 100 YEARS

A Stakeholder Workshop—July 31, 2008

To mark the 100th Anniversary of the Federal hazardous materials transportation safety program, PHMSA invited its stakeholders to open a dialog about the future direction of the hazardous materials transportation safety program. The purpose of the Stakeholder Workshop held July 31, 2008, was to identify and discuss strategies for meeting emerging hazardous materials transportation safety challenges, particularly in the development of innovative safety solutions that provide the Department of Transportation, other federal agencies, state agencies, the regulated community, and emergency response organizations with flexible tools to manage and reduce safety risks.

As Administrator Carl T. Johnson pointed out in his opening remarks, the genesis of the Federal hazardous materials safety program was a disastrous accident. In 1905, in Harrisburg, Pennsylvania, a passenger train sideswiped some derailed freight cars, one of which was loaded with dynamite. The resulting explosion cost 20 people their lives, injured 100 more, and caused

over \$600,000 in property damage. In response, in 1908, Congress passed an Act to Promote the Safe Transportation of Explosives and other Dangerous Articles. The Act charged the Interstate Commerce Commission (ICC) with formulating binding regulations “in accord with the best known practicable means for securing safety in transit, covering the packing, marking, loading, handling while in transit, and the precautions necessary to determine whether the material when offered is in proper condition to transport.”

Since 1908, the Federal hazardous materials regulatory program has grown along with the hazardous materials industry. Today, the program is focused on four principal areas. First, we have in place comprehensive regulations for the safe and secure transportation of hazardous materials. Second, we help shippers and carriers understand the regulations and how to comply with them. Third, we identify those persons who refuse or neglect to comply with safety and security requirements and stop their illegal activities. Finally, we

assist the Nation’s response community to plan for and respond to hazardous materials transportation emergencies. All of these components are designed to reduce risk throughout the hazmat transportation system.

Over the last 100 years, the rapid pace of technological advancement has presented the hazardous materials regulatory program with new challenges and new opportunities. The size and complexity of the hazardous materials industry continue to grow, as companies introduce new products on an almost daily basis, the transportation system evolves to meet ever-increasing productivity and supply-chain demands, and the industry expands to compete in a globalized economy. As we look to the future, we are challenged to find innovative, flexible, and adaptable safety solutions as we identify opportunities for revolutionary changes in safety controls.





21st Century Solutions

Panel Discussion Led by Cliff Eby,
Deputy Administrator, FRA

A major challenge for the hazardous materials transportation safety program reflects the opportunities and risks posed by rapid technological advances. The safety controls developed over the program's first 100 years need to keep pace with the demands of our fast-moving, far-reaching economy and transportation systems. As we embark on the program's second century, we are committed to improving the quality, reliability, and timeliness of information guiding all parts of the safety control system, including hazard communication. Because of their capabilities to improve the speed, accuracy, and efficiency of communications, wireless and electronic data systems and tools are rapidly replacing paper-based systems for documenting transactions, tracing shipments, and exchanging commercial information. As

the private sector and government agencies transition to paperless systems, adherence to longstanding paper-based requirements for hazardous materials transportation places an increasing burden on the system, contributing to freight delays and congestion. At the same time, reliance on paper-based communications may limit the effectiveness of hazard communication and impair or delay response to hazmat incidents and emergencies. Deploying new communication technologies holds the promise of improving safety, even as it reduces regulatory burdens and improves the performance of the transportation system.

A related challenge is to find ways to quickly develop and implement appropriate safety controls for new materials or technologies that are not covered by current regulatory requirements. Transportation is key to promoting the development and widespread utilization of new technologies. Government and industry must be able to address possible safety risks associated with new materials or technologies without undue delays in authorizing their transportation.

Currently, PHMSA's hazardous materials transportation safety program utilizes two mechanisms to accommodate the development and utilization of new technologies. First, PHMSA's authority to issue special permits allows the industry to quickly implement new technologies and to evaluate new operational techniques

that often enhance safety and increase productivity. Many technological innovations have initially been authorized through special permits, including carbon fiber cylinders, acoustic and ultrasonic emissions testing of cylinders, fuel cells and lithium batteries, and use of recycled plastic materials for fabrication of certain hazardous materials packagings. Second, PHMSA may move to adopt new regulatory requirements applicable to a new technology or operational innovation based on a petition for rulemaking.

Our stakeholders agreed with the 21st Century Solutions panel that neither of PHMSA's current mechanism for facilitating the use of new technologies offers the optimum solution for ensuring the safety of new technologies while facilitating their development and widespread implementation and use. Workshop participants support PHMSA's efforts to work cooperatively with its stakeholders to identify technological advances, such as electronic communications, that can increase both safety and performance and to eliminate impediments to their use. More broadly, workshop participants encouraged PHMSA to develop strategies for quickly evaluating the safety of new technologies and developing appropriate measures to ensure they can be transported safely.



Safety, Risk Reduction and Integrity Management

Panel Discussion Lead by Jo Strang,
Associate Administrator, Office of Safety, FRA

More than 3 billion tons of regulated hazardous materials—including explosive, poisonous, corrosive, flammable, and radioactive materials—are transported in this country each year. Over 800,000 shipments of hazardous materials move daily by plane, train, truck, or vessel in quantities ranging from several ounces to many thousands of gallons. These shipments frequently move through densely populated or sensitive areas where the consequences of an incident could be loss of life or serious environmental damage. Even as the volumes of hazardous materials shipped have increased, the number of serious incidents has decreased significantly in recent years. Indeed, the vast majority of these shipments arrive at their destinations without incident. Although this is an achievement to be proud of, we will not rest here. As the size and complexity of the hazardous materials industry grows, we plan to continue an aggressive focus on quickly identifying emerging risks and developing innovative, flexible, and effective safety

controls to address those risks.

To that end, we are considering whether integrity management principles could be effectively applied to hazardous materials transportation activities to enhance safety. Integrity management is a risk reduction program that promotes continuous improvement in safety performance by requiring companies to collect and use information to guide system-specific planning and implementation of risk controls. PHMSA has successfully implemented integrity management requirements under its Pipeline Safety program, achieving improved safety performance without undue regulatory burden.

Our stakeholders strongly support

our efforts to identify new and creative strategies for enhancing hazardous materials transportation safety. Many in the industry have implemented programs that are leveraging new technologies to reduce risk and improve safety outcomes. Several participants in the workshop identified opportunities for DOT to improve its oversight of hazardous materials shippers and carriers. Others described best practices that have proven effective in addressing safety problems. Most participants were enthusiastic about the potential for an integrity management approach to support robust risk assessment and strengthen existing safety systems.

Achieving Balance and Effectiveness— Consistency and Uniformity

Panel Discussion Led by Jeff Wiese,
Associate Administrator,
Office of Pipeline Safety, PHMSA

A significant challenge for the hazardous materials transportation safety program is to identify integrated strategies for advancing safety that involve the many regulatory agencies and non-federal jurisdictions with hazardous materials oversight responsibilities. A number of federal agencies, including the Environmental Protection Agency, the Occupational Safety and Health Administration, the Bureau of Alcohol,



Tobacco, Firearms, and Explosives, and the Department of Homeland Security, have regulatory authority over facilities that manufacture, handle,

and store hazardous materials outside of transportation. In addition, state and local governments may elect to regulate facilities that manufacture or store hazardous materials within their jurisdictions. Because these agencies and authorities have different interests and goals, regulated entities are sometimes confronted with a myriad of differing and, perhaps, inconsistent requirements that impair productivity and efficiency and could adversely affect safety. At the same time, critical safety issues may not be addressed at all.

Workshop participants engaged in a spirited discussion of issues related to the question of how PHMSA's

(Continued on page 5)

Do You Have a Safety Culture?

Special Presentation by NTSB Chairman Robert Sumwalt



As Vice Chairman Sumwalt remarked, "A learning disability is tragic in a child, but fatal in an organization."

If you think you do—you probably do not.

Vice Chairman Robert Sumwalt, of the National Transportation Safety Board (NTSB), rounded out the workshop by challenging all participants to promote a safety culture within their organizations. Drawing on his extensive professional experience and academic scholarship, the Vice Chairman delivered an inspiring

presentation, reminding us that technological innovation and improved oversight cannot alone deliver optimum safety outcomes. He focused on NTSB investigations of serious hazmat incidents attributable to a lack of procedures or training of employees involved in safety sensitive activities. And he offered practical insight from his own career in aviation and operational safety. He stressed that a safety culture starts at the

top, with leaders who embrace, promote, and communicate safety values at all levels in the organization, creating an environment in which employees do the right thing, "even when no one is watching." He challenged managers to assess their own safety culture, asserting that those who think they have a safety culture probably do not.

Safety culture, the Vice Chairman observed, is more about the process than the product. It depends on the integrity and core values of leadership and how those values are communicated and enforced by the organization. The Vice Chairman emphasized the importance of standardization and discipline and addressed the key elements of safety culture, as recognized in the field:

Informed Culture—making it easy to collect and analyze the right kind of data;

Reporting Culture—allowing employees to openly report problems without fear of reprisal;

Just Culture—ensuring that employees will be treated fairly; and

Learning Culture—making sure the organization is able to learn and change from mistakes.

Achieving Balance

(Continued from page 4)

hazardous materials safety program should address critical intersections with other Federal agencies and with state and local governments. Many participants emphasized that duplicative or inconsistent Federal regulations coupled with additional state or local requirements combine to drive costs up and burden administrative processes. Some stakeholders noted that applying for separate state permits is a persistent problem.

Industry stakeholders in particular cited the need for nationally uniform standards applicable to hazardous materials transportation and expressed support for strengthening Federal preemption

authority over state regulations that create obstacles to safe and efficient transportation. Stakeholders also expressed a concern over inconsistent enforcement procedures and policies among Federal and state enforcement agencies and emphasized the critical role played by the Motor Carrier Safety Assistance Program in promoting regulatory and enforcement uniformity. More broadly, participants encouraged PHMSA to develop a systems-oriented strategy to integrate Federal and state hazardous materials oversight programs through information and data sharing and leveraging of resources.

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