

POST INSPECTION MEMORANDUM

Inspector: Kuang Chu –UTC 8/6/2012

Reviewed: Joe Subsits – UTC 8/7/2012

Peer Reviewed: _____

Follow-Up Enforcement: No Violation

PCP* PCO* NOA WL LOC

Director Approval* _____

Date: August 6, 2012

Operator Inspected:
Chevron Pipe Line Company

OPID: 2731 **Region:** Western

Unit Address:
2900 Sacajawea Park Road
Pasco, WA 99301-3404

Unit Inspected: Chevron – Pipeline Pasco & Breakout Tanks **Unit ID:** 5145 & 55935

Unit Type: Interstate Hazardous Liquid

Inspection Type: I01 – Standard Inspection, I08-OQ Protocol #9 Field Verification, and I07-IMP Field Verification & Follow up

Record Location: Pasco, WA

Inspection Dates: July 9-13, 2012

AFOD: 5 (I01-4.0, I08-0.5, I09-0.5)

SMART Activity Number: 5145 & 55935

Operator Contact: Gary Saenz

Phone: (713) 432-3332

Fax: (713) 432-3477

Emergency: (888) 762-3404

Unit Description:

The pipeline system (Unit #5145) enters the Washington State from Salt Lake City, Utah at the Washington/Oregon border in Walla Walla County at approximately mile post (MP) 549 and extends north to Pasco Terminal at MP 569.02 in Franklin County. This pipeline provides refined products which arrive at the Pasco Terminal via a 6-inch pipeline from Oregon. A second parallel pipeline from Oregon is idle and consists of a 6-inch pipeline between the border to Burbank at MP 568.28 and an 8-inch pipeline between Burbank and the Pasco Terminal. The Pasco Terminal is equipped with three products transfer pumps connected to a 6-inch pipeline to the Spokane Terminal at MP 705. The pipelines were built between 1956 and 1959.

The breakout unit (Unit #55935) consists of 18 breakout tanks at the Pasco terminal and one breakout tank at the Spokane terminal. The breakout tank at the Spokane terminal is a surge relief tank. All the breakout tanks in this inspection unit have been modified to double bottom over the last few years. All the tank bottom plates have been lined with epoxy during the double bottom modifications. The Pasco terminal can either receive refined products from a refinery in Salt Lake City through a 6” pipeline, or by barge via the Columbia River from Portland area.

Facilities Inspected:

This pipeline inspection consisted of a records review at Chevron’s Pasco office. The field inspection was performed at the Pasco Terminal, Spokane Terminal, Fairchild Delivery station, the Spokane River Span, various valve stations, cathodic protection test stations, road crossing casings, rectifiers, and the right-of-way.

A number of breakout tanks at the Pasco terminal and one at the Spokane Terminal were inspected. The inspection included the associated piping in the tank farm, spill impoundment, security systems, firefighting equipment, atmospheric corrosion, and tank foundation. A review was made of the records of tank monthly and annual in-service inspections, valve inspections, inspection of overpressure safety devices, and atmospheric corrosion inspections. The API 653 out-of-service internal inspection reports for T-6, 12, 15, 18, and 19 were reviewed. The API 653 in-service external inspection reports for T-1, 2, 7 and 5504 were reviewed.

Team Members:

Claude Allen, PHMSA Western Region, Lead
 Dave Mulligan, PHMSA Western Region
 Kuang Chu, Washington UTC

Persons Interviewed:

Persons Interviewed	Titles	Phone No.
Paul Falgout	Team Leader, Health, Environment & Safety and DOT Pipeline Safety	(337) 519-7709
Fujio Pele	Cathodic Protection Specialist	(509) 531-6749
Chris Riggins	Operator	(509) 543-6101

Concerns: Tank #12 at the Pasco Terminal was inspected by a certified API 653 Inspector for an out-of-service inspection in September 2011. In the inspection report, the inspector recommended that additional venting was needed. The tank has been in service since 1951 with no reported problems. After further inquiry about this issue during the field inspection, the Chevron Tank Specialist Eddie McClain contacted the inspector. The inspector stated that the recommendation was only his personal opinion and not a recommendation to install additional venting. The inspector has since revised the inspection report. Chevron's Tank Specialist should document what actions have been taken following the release of the inspection report, and if no actions have been taken, state the reason for not taking actions.

Follow up on the history of prior offenses that are still open:

Prior Offenses (for the past 5 years)		
CPF #	What type of open enforcement action(s)?	Status of the regulations(s) violated (Reoccurrence Offenses, Implement a NOA Revision, Completion of PCO or CO, and etc...)

Probable Violations/Concerns:

See PHMSA findings.

Recommendations:

Maintain normal inspection cycle.

Comments: None

Attachments:

Field Data Collection Form

Version Date: 5/5/08