

Western Region Unit Information

Inspector or State Office:	Kuang Chu/WA	SMART Activity #	
Unit ID:	925	Unit Name:	Olympic Pipe Line - North
Operator ID:	30781	Operator Name:	Olympic Pipe Line Company

Unit Boundaries

Description:	Device:	Latitude:	Longitude:
The unit consists of a 5-mile long 16" line from BP Cherry Point Refinery to the Ferndale Station. The 16" line runs southward for 37.5 miles from Ferndale Station to Bayview Products Terminal, then continues 1.2 miles to Allen Station. A 9-mile long 16" line runs from Anacortes to Bayview Products Terminal, then continues to Allen Station. A 20" line and a 16" line run from Allen Station to Renton Station for a distance of 75.5 miles.			

Pre-Inspection

The information collected and documented here is in addition to other pre-inspection efforts [pulling unit summaries, SRCR's, Annual Reports, Accident/Incident Reports, previous PIM, Post-Inspection OQ & IMP reports, previous and outstanding enforcement actions, etc.]

On 3/31/2012 the sampling port on the 20" launcher at the Allen Station failed and released about 84 gallons of diesel (NRC #1007393). The pipeline was shut down for about 12 hours for repairs and cleanup. All released product drained to the concrete containment area and sump. The next day, the thermal relief valve (TRV) at the same launcher opened and closed rapidly (chattering), causing the pressure gage to fail due to vibration fatigue. The failure of the pressure gage caused a release of 10 gallons of diesel (NRC #1007458) to the concrete containment and sump. The piping associated with the pressure gage was subsequently revised to alleviate this type of failure in the future. The MOP of the system is 928 psi. The set point for the TRV was raised from 925 psi before the incident to 1.06 times MOP (984 psi).

Baseline Information

1) If accidents or incidents have occurred in this unit, what has the operator done to prevent recurrence? (select all that apply)

- Added Equipment Procedural Change Engineering Barriers Added
 Removed Equipment Additional Training Other

Describe: Adjusted TRV set point.

2) Will these actions adequately mitigate threats? Yes No

Please Explain:

3) Have any abnormal events occurred in this unit? Yes No

Describe Operator's Response:

4) Commodity Transported:

Liquid 1: Refined and/or Petroleum Pro Gas 1:
Liquid 2: Gas 2:

5) Year of Original Installation (yyyy): 1965 Pipe specification (e.g. API 5L, ASTM D2513) API 5L

6) Normal Operating Pressure (psig), min: 580 max: 1320 % SMYS, max: 65

7) MOP/MAOP (psig), min: 713 max: 1428 Changes in MOP/MAOP in previous year: Increase Decrease None

8) Seam Type: HF-ERW, LF-ERW, Seamless

9) Coating Type: Coal Tar

10) Overall Coating Quality: Poor Fair Good Coating Improvement Efforts: Yes No

Describe:

11) Potential for AC Interference? Yes No Has operator tested for stray current? Yes No

12) Parallel Construction/Crossing? Yes No Explain: 16" & 20" Ferndale to Allen Station

13a) [Gas Only] Is there a monitoring program for liquids? Yes No

Method:

Frequency:

13b) [Liquid Only] Are there Dead Legs? Yes No

Explain:

Active Facility Inspection Program (FIP). No mainline dead legs.

14) [Liquid Only] Number of cycles: 204 per Day Week Month

Pressure range (psig): 1 to 1460 psi; with over 90% of cycles below 500 psi.

15) Has equipment been deleted/added that changed the hydraulic profile of this line? Yes No

Explain:

16) Level of automation: Manual Control Local/SCADA Remote/SCADA

17) Total unit mileage: 210

18) HCA-Affecting Mileage (% of total mileage):

High Population Area (%):	46
Other Population Area (%):	50
Drinking Water USA (%):	52
Ecological Resource USA (%):	58
Commercially Navigable Waterway (%):	18

19) Indicate the year of the most recent tool run and summarize results, including digs:

Tool Type	Year	Results Summary
Combination Tool	2009	One Immediate Condition; Two 180-day Condition

Post-Inspection Information

20) Using your engineering judgement, describe how well is the manager addressing this unit's threats:

Corrosion Specific: Poor Fair Good

Equipment Specific: Poor Fair Good

Excavation Specific: Poor Fair Good

Human Error Specific: Poor Fair Good

Material/Weld Specific: Poor Fair Good

Natural Force Specific: Poor Fair Good

Overall: Poor Fair Good

Additional Assessments: