



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 Merituous 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

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Nurse Tanks Inspections

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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

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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

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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 sur-

veillance 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

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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

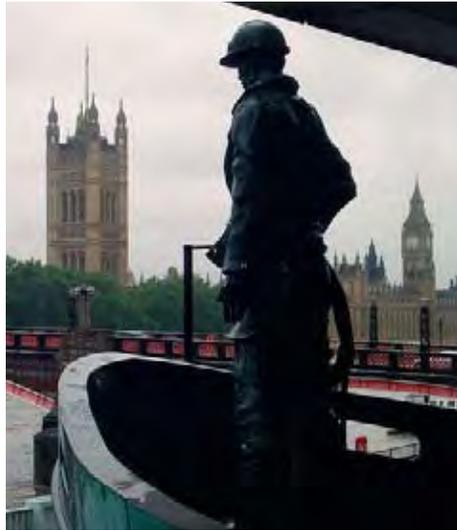
By Ryan Paquet (P.G.), Assistant Director to International Standards

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.

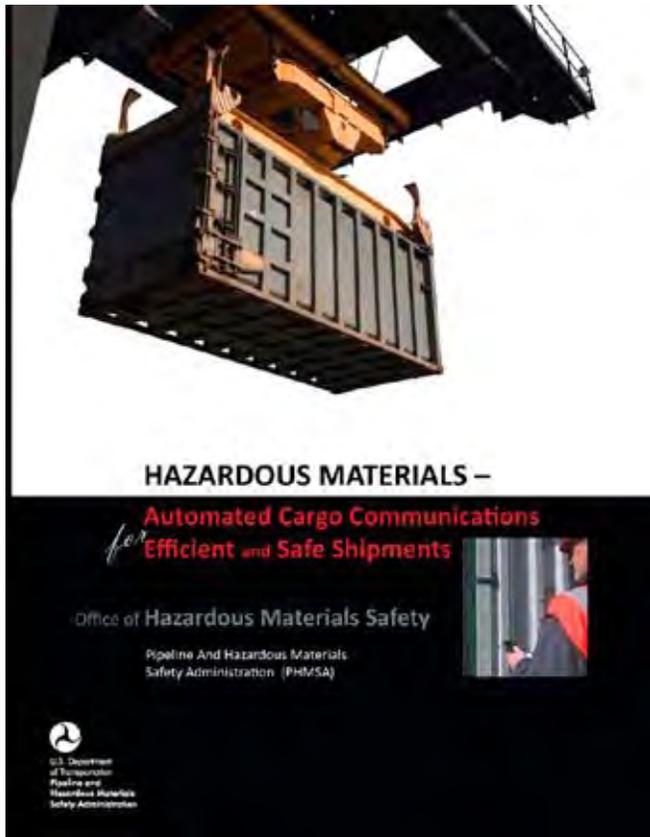
PHMSA was tasked to be the lead on the Transportation Forum of Hazardous Materials Safety (HM) Working Group. The HM Working Group focuses on promoting safety improvements and encourages international harmonization of hazardous materials transport regulations. The deliverables associated with the HM 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



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-

gency 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>.

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

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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 from 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	Gen. Engineer (State Programs)
Annamarie Robertson	Transp. Specialist
Charles Miller II	Gen. Engineer (Project Mgr.)
Stephen Bender	Gen. Engineer (Inspector)
Joseph Sieve	Gen. Engineer
Kenneth Lee	Gen. Engineer
Elizabeth Komiskey	Gen. Engineer (CATS Mgr.)
Mary Friend	Pipeline Safety Spec. (Instr.)

Office of Hazardous Materials Safety

Dr. Magdy El-Sibaie	Acting Associate Administrator
Ryan Posten	Assistant Associate Administrator
Scott Simmons	Supvy Compliance Invest.
Edward Dunne	IT Specialist
Aaron Mitchell	Program Analyst
Carla Sheppard	Trng and Info Outreach Spec.
Terrence Larson	Supvy General Engineer
Earl Whitley	Transp. Spec (Safety Asst.)

Office of Human Resources

Kiana Campbell	HR Specialist
Angela Carter	HR Specialist

Office of Chief Counsel

Alice Koethe	HM Attorney (Enforcement Adv.)
Alisa Chunephisal	HM Attorney (Enforcement Adv.)

Office of Financial Administration

Ursula Wilson	Mgt and Program Analyst
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PHMSA FOCUS Pipeline and Hazardous Materials Safety Administration

U.S. Department of Transportation

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