



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

1200 New Jersey Ave, SE
Washington, D.C. 20590

MAY 12 2011

Mr. Neil Banman
Attorney at Law
NW Natural
220 NW 2nd Avenue
Portland, OR 97209

Reference No. 10-0116

Dear Mr. Banman:

This is in response to your letter and e-mail and subsequent telephone conversation with a member of my staff asking if a tube trailer motor vehicle is one bulk packaging that requires a security plan under § 172.800 of the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180). In your letter, you state your company has two tube trailer motor vehicles that each contain 54 DOT specification cylinders that are permanently mounted lengthwise to a frame attached to the vehicle's chassis. You provided a photograph of one of the trailers. You also state these cylinders have a capacity of 65 gallons each; their own shut-off valve that is closed during transport; and each is connected with stainless steel tubing through a header, heat exchanger, and several additional valves to an automated valve that controls outlet pressure. We apologize for the delay in responding and any inconvenience this may have caused.

Based on the information you provided, the tube trailer you describe is a bulk packaging because it is a transport vehicle, as this term is defined under § 171.8, and has a quantity of gas exceeding 3,000 L (792 gallons), which meets the definition of a large bulk packaging as this term is defined in § 172.800(b). Therefore, it is required to have an in-depth security plan in conformance with § 172.800(b) of the HMR after October 1, 2010 (see Docket No. PHMSA-06-25885 (HM-232F), 3/9/10, 75 FR 10974). The tube trailer is also one packaging because its cylinders are coupled together through piping and a manifold. The presence of a shut-off valve and pressure relief device on each cylinder of a tube trailer do not alter the tube trailer's designation as one packaging because: 1) the cylinders can be filled with or release gas simultaneously; and 2) a malfunctioning or inoperable valve and the resulting gas released could cause other valves in the packaging to malfunction or fail and, depending on the type of gas released, may cause the failure of the entire package.

I hope this satisfies your request.

Sincerely,

Charles E. Betts
Director, Standards and
Rulemaking Division

Neil K. Banman
Attorney at Law
Tel. 503.226.4211 Ext. 3414
Fax 503.721.2516
Email nkb@nwnatural.com



May 13, 2010

Edmonson
§172.800
Security Plans
10-0116

Office of Hazardous Materials Standards
Pipeline and Hazardous Materials Safety Administration
Attn: PHH-10
U.S. Department of Transportation, East Building
1200 New Jersey Avenue, SE.
Washington, DC 20590-0001

Re: Interpretation Request; 49 C.F.R. §172.800.

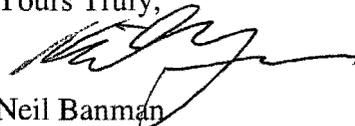
Dear Sir or Madam:

Please provide guidance as to whether a tube trailer is a "single packaging" for the purposes of new 49 C.F.R. §172.800, effective October 1, 2010. The new rule requires a transportation security plan for "a large bulk quantity of Division 2.1 material." "Large bulk quantity" is defined as "a quantity greater than 3,000 kg (6,614 pounds) for solids or 3,000 liters (792 gallons) for liquids and gases in a single packaging such as a cargo tank motor vehicle, portable tank, tank car, or other bulk container."

The tube trailer in question consists of several DOT-specification cylinders, permanently mounted in a frame on a chassis. Each cylinder contains less than 792 gallons of gas, but taken together, the cylinders contain greater than 792 gallons of gas. The cylinders are connected to a header through stainless steel tubing. However, each cylinder has its own shut off valve, which is turned off for transport. From the header, gas passes through a heat exchanger, through several valves and through an automated control valve to control outlet pressure.

Thank you for your assistance. My contact information is noted on the letterhead.

Yours Truly,



Neil Banman
Attorney at Law
NW Natural