## A. Farm Taps (§§ 192.740, 192.1003) **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to farm taps are technically feasible, reasonable, cost-effective, and practicable, if the following changes are made:

Remove paragraph 192.740(c)(4).

**GPAC Approved** 10/7/20





U.S. Department of Transportation

Safety Administration

## B. Pressure Vessel Tests (§ 192.153(e))

#### **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to testing requirements for pressure vessels, are technically feasible, reasonable, cost-effective, and practicable, if the following changes are made:

- Clarify that testing or inspection is expected to take place after being placed on its supports at its installation location, but may occur prior to tie-in with station piping.
- Clarify that relocated vessels must meet current design and construction requirements, be retested by the operator, and be inspected after installation, but prior to tie-in, to ensure there were no injurious defects.
- Clarify that the retesting requirements applicable to pressure vessels do not apply to those pressure vessels that are used for temporary maintenance and repair activities, such as portable launcher or receivers, temporary odorant tanks, blow down equipment, and other similar equipment, but they must be inspected for safety and integrity prior to usage.
- With regard to the comments from the PST and Members Gosman and Danner relative to this issue, PHMSA will fully and thoroughly review the proposal with regard to the applicability of 49 USC 60104(b) to this proposal.



# C. Incident Report Criteria (§ 191.3) Committee Voting Slides

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to the property damage threshold for reporting incidents, are technically feasible, reasonable, cost-effective, and practicable, if the following changes are made:

- Adopt an appropriate inflation adjustment based on the CPI at the date of final rule publication.
- Incorporate a formula in part 191 for future updates similar to the proposed FRA procedures.

GPAC Approved 10/7/20





Safety Administration

#### D. Master Meters, F. Plastic Pipe

#### **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to master meter DIMP applicability, and plastic pipe, are technically feasible, reasonable, cost-effective, and practicable, if the following changes are made:

Regarding plastic pipe, revise the minimum wall thickness tables for plastic pipe to specify 0.099 inch minimum wall thickness for 1" CTS pipe rather than 0.101 inch.

> GPAC Approved 10/7/20





U.S. Department of Transportation

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#### E. MFF Reports

#### **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to mechanical fitting failure reports are technically feasible, reasonable, cost-effective, and practicable.

> **GPAC Approved** 10/7/20





Safety Administration

### G. Rectifier Remote Monitoring

#### **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to remote monitoring of rectifiers, are technically feasible, reasonable, cost-effective, and practicable, if the following change is made:

Regarding rectifier monitoring: require physical inspections of rectifier stations once each calendar year consistent with required CP surveys rather than exactly when CP surveys occur.

> **GPAC Approved** 10/7/20



U.S. Department of Transportation

Safety Administration



#### H. Atmospheric Corrosion

#### **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to atmospheric corrosion, are technically feasible, reasonable, cost-effective, and practicable, if the following change is made:

 Revise § 192.491(c) to require operators retain records of the last two atmospheric corrosion inspections.

> **GPAC Approved** 10/7/20





Safety Administration

#### H. Atmospheric Corrosion

#### **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to atmospheric corrosion, are technically feasible, reasonable, cost-effective, and practicable, if the following change is made:

 If atmospheric corrosion is found, evaluated, and remediated following an inspection, and there is no evidence of systemic atmospheric corrosion due to the environment or similar factors, the operator can inspect for atmospheric corrosion on a 5-year cycle rather than the proposed 3-year cycle.

GPAC Approved 10/7/20





Safety Administration

# I. Welding Process Requirement and J. Pre-Testing

#### **Committee Voting Slides**

The proposed rule as published in the Federal Register and the Draft Regulatory Evaluation, with regard to the welding process requirement and pre-testing short segments of pipe and fabricated units, are technically feasible, reasonable, costeffective, and practicable, if the following changes are made:

Regarding pre-testing, remove the word "hydrostatic" from proposed §192.507(d).

> **GPAC Approved** 10/7/20





#### **Committee Report**

#### **Committee Voting Slides**

The transcript of this meeting (duly recorded and accurately transcribed), together with the presentation slides documenting the committee's votes during this meeting, represent the report of this proceeding.

> GPAC Approved 10/7/20



