National Transportation Safety Board

Washington, D.C. 20594

Office of the Vice Chairman

SEP 30 2003

Mr. Samuel G. Bonasso
Acting Administrator
Research and Special Programs Administration
Washington, D.C. 20590

Dear Mr. Bonasso:

Thank you for your August 6, 2003, response to the National Transportation Safety Board regarding Safety Recommendations P-02-1 stated below. This recommendation was made to the Research and Special Programs Administration (RSPA) as a result of the Safety Board's accident investigation of the rupture and release of fuel oil near Chalk Point, Maryland, on April 7, 2000.

P-02-1

> Establish quantitative criteria, based on engineering evaluations, for determining whether a wrinkle may be allowed to remain in a pipeline.

RSPA reports that it is working with the American Society of Mechanical Engineers (ASME) standards committees, ASME B31.4 (hazardous liquid pipelines) and B31.8 (gas pipelines), to develop acceptance criteria for wrinkles and buckles in in-service gas and hazardous liquids pipelines. RSPA engineers are now working with the ASME B31.4 committee to complete the standard that addresses acceptance criteria for wrinkle bends. Once approved by ASME ballot, the new standard should be included in the next edition of the ASME B31.4 standard, scheduled for release in February 2004. RSPA also is following action by the ASME B31.8 committee, which is amending construction standards on wrinkle bends to establish acceptance criteria for small ripples.

Accordingly, Safety Recommendation P-02-1 remains classified "Open—Acceptable Response," pending acceptance and publication of the completed ASME standards committees' revisions. Thank you for keeping us informed of the progress of these actions.

Sincerely,

Mark V. Rosenker
Vice Chairman

cc: Ms. Linda Lawson, Director
Office of Safety, Energy, and Environment
Office of Transportation Policy