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19 June 1968

U. S. HOUSE
OF REPRESENTATIVES**REPUBLICAN POLICY COMMITTEE**

REP. JOHN J. RHODES, (R.-ARIZ.) CHAIRMAN • 1616 LONGWORTH HOUSE OFFICE BUILDING • TELEPHONE 225-6168

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**HOUSE REPUBLICAN POLICY COMMITTEE STATEMENT ON THE NATURAL GAS PIPELINE SAFETY
ACT OF 1968 - S. 1166**

The House Republican Policy Committee supports the Natural Gas Pipeline Safety Act of 1968, S. 1166, as it has been reported by the House Interstate and Foreign Commerce Committee.

This bill provides adequate Federal safety standards for the interstate transportation of gas by pipeline and for pipeline facilities. It would close the safety gap that now exists with respect to this important mode of transportation.

As reported by the Committee, S. 1166 contains the following major provisions:

1. The Secretary of Transportation is directed to establish within 24 months minimum safety standards for the gathering, transmission and distribution of gas by pipeline for its storage and for pipeline facilities used in the transportation or treatment of gas.
2. Each person engaged in the transportation of gas or who owns or operates pipeline facilities has the duty to:
 - (a) Comply with the safety standards.
 - (b) File and Comply with a plan of inspection and maintenance.
 - (c) Permit access to records, make reports and permit entry or inspection.
3. The Secretary of Transportation will enforce the standards with respect to pipeline facilities and the transportation of gas subject to the Federal Power Commission. Standards for all other pipeline facilities and transportation of gas will be enforced by the Secretary or by a State agency, including a municipality, that is certified for that purpose.
4. A pipeline safety standards committee is established and a judicial review of orders issued by the Secretary is provided.

Today, there are more than 800,000 miles of gas pipeline in the United States. These lines range in diameter from less than 1 inch to 42 inches with 48 inch lines under construction. Many of the transmission lines now traverse densely populated areas and the distribution of much of the gas is handled by mains originally constructed for manufactured gas. This means that these distribution systems have been

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in existence for many years and that some of the pipe presently in use is from thirty to forty years old and perhaps much older.

Although 67 people have been killed in gas transmission accidents from 1950 to November 1967, the overall safety record of the transmission industry has been a relatively good one. Many of the recorded deaths were attributable to accidents involving trucks or other instrumentalities beyond the control of the pipeline operators. Moreover, since 1935 there has been in existence and operating an industry safety code created and developed by the American Society of Mechanical Engineers and the U.S.A. Standards Institute. Secretary of Transportation Boyd has testified that, "Few industries have devoted the time and attention to safety procedures as has this one."

The safety record for the distribution systems stands in sharp contrast. Although the information regarding past accidents is sketchy at best, there have been major accidents in recent months that have given ample warning of the danger that is present and the need for a step-up in gas distribution safety procedures. On January 13, 1968 there was a fire that engulfed in Queens, Long Island, an area equivalent to an entire block. In this fire, 7 people were injured and 19 families were left homeless. On February 19, 1968 there was an explosion in a rehearsal hall in South Milwaukee, Wisconsin where 250 people had been located just 20 minutes prior to the explosion. Explosions in Hastings, New York, Logansport, Indiana, Fort Worth, Texas and St. Louis, Missouri have killed and injured a number of people and caused a great deal of property damage.

The 63,000 miles of gathering lines located almost entirely in unpopulated areas have presented no safety problems. This bill exempts these lines from coverage until such time as the area through which a line runs becomes non-rural, as determined by the Secretary of Transportation. Then, for the protection of the population which is affected by the presence of such a line, the Federal safety standards will apply.

Due to the rapid growth of the industry and the population which it serves, there is a need for a coordinated safety effort in the field of gas transmission and distribution. This bill provides a sound basis for the introduction and implementation of reasonable safety standards that will protect the public and help to insure the uninterrupted transmission and distribution of a vital commodity that is, if improperly handled, inherently dangerous to both life and property.



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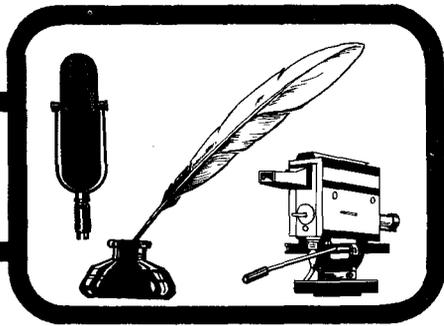
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CONGRESSMAN
GERALD R. FORD
HOUSE REPUBLICAN LEADER

**NEWS
RELEASE**

--FOR IMMEDIATE RELEASE--
March 3, 1969

Statement by Rep. Gerald R. Ford, R-Mich., House Minority Leader

Every effort must be made to remove hazards from the job of the coal miner, to the extent possible.

President Nixon's executive actions and his proposals in the area of coal mine safety are directed at achieving that objective.

No action that is taken by this Administration or this Congress can restore the lives of men who have died in coal mine accidents or whose lives have been choked out by black lung disease. But we can do our utmost to try to prevent such deaths in the future -- and we must.

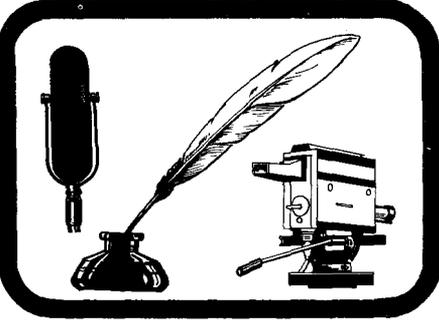
President Nixon's Message to the Congress on Coal Mine Safety lays out the guidelines for a comprehensive program of augmented coal mine safety measures.

I applaud his executive actions, including those to increase the number of mine inspectors and to insist upon more stringent operating standards, to establish cooperative labor-management programs at the mine level to reduce hazards to miners, and to initiate planning grants to the states for their own upgraded coal mining health and safety programs.

I also urge congressional enactment of the President's legislative proposals in the field of coal mine safety, including the modernizing of mandatory health and safety standards and the authorizing of additional and revised standards by the Secretary of Interior subject to appropriate review.

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