

Western Region Unit Information

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|----------------------------|---------------|------------------|------------------------|
| Inspector or State Office: | Kuang Chu/UTC | SMART Activity # | |
| Unit ID: | 10635 | Unit Name: | Spokane Terminal |
| Operator ID: | 32009 | Operator Name: | ExxonMobil Corporation |

Unit Boundaries

| Description: | Device: | Latitude: | Longitude: |
|--|---------|-----------|------------|
| The Spokane Terminal consists of 6 breakout tanks and associated piping for diesel and gasoline services. All the breakout tanks have been modified to double bottom and can re-inject products into the Yellowstone Pipeline. The terminal is primarily a truck loading facility. Ethanol and biodiesel are transported to the terminal by rail tankers for blending. | | | |

Pre-Inspection

The information collected and documented here is in addition to other pre-inspection efforts [pulling unit summaries, SRCR's, Annual Reports, Accident/Incident Reports, previous PIM, Post-Inspection OQ & IMP reports, previous and outstanding enforcement actions, etc.]

A thermowell for Tank #505 was inadvertently removed on November 3, 2008 causing a spill of gasoline at the terminal. The thermowell has since been removed from the tank.

Baseline Information

1) If accidents or incidents have occurred in this unit, what has the operator done to prevent recurrence? *(select all that apply)*

- | | | |
|---|---|---|
| <input type="checkbox"/> Added Equipment | <input checked="" type="checkbox"/> Procedural Change | <input type="checkbox"/> Engineering Barriers Added |
| <input checked="" type="checkbox"/> Removed Equipment | <input type="checkbox"/> Additional Training | <input type="checkbox"/> Other |

Describe: The thermowell for Tank #505 was removed. A procedure for removing temperature probes has been developed and followed. Future modifications with a new design with flange connection will be made +

2) Will these actions adequately mitigate threats? Yes No

Please Explain:

3) Have any abnormal events occurred in this unit? Yes No

Describe Operator's Response:

4) Commodity Transported:

| | | | |
|-----------|------------------------------|--------|--|
| Liquid 1: | Refined and/or Petroleum Pro | Gas 1: | |
| Liquid 2: | | Gas 2: | |

5) Year of Original Installation (yyyy): 1954 Pipe specification (e.g. API 5L, ASTM D2513) API 5L

6) Normal Operating Pressure (psig), min: 2 max: 30 % SMYS, max: very low

7) MOP/MAOP (psig), min: 275 max: 275 Changes in MOP/MAOP in previous year: Increase Decrease None

8) Seam Type: Seamless

9) Coating Type: FBE

10) Overall Coating Quality: Poor Fair Good Coating Improvement Efforts: Yes No

Describe: [Empty box]

11) Potential for AC Interference? Yes No Has operator tested for stray current? Yes No

12) Parallel Construction/Crossing? Yes No Explain: [Empty box]

13a) [Gas Only] Is there a monitoring program for liquids? Yes No

Method: [Empty box]

Frequency: [Empty box]

13b) [Liquid Only] Are there Dead Legs? Yes No

Explain: [Empty box]

14) [Liquid Only] Number of cycles: N/A per Day Week Month

Pressure range (psig): [Empty box]

15) Has equipment been deleted/added that changed the hydraulic profile of this line? Yes No

Explain: [Empty box]

16) Level of automation: Manual Control Local/SCADA Remote/SCADA

17) Total unit mileage: 1.3 miles

18) HCA-Affecting Mileage (% of total mileage):

| | |
|--------------------------------------|-----|
| High Population Area (%): | 100 |
| Other Population Area (%): | |
| Drinking Water USA (%): | |
| Ecological Resource USA (%): | |
| Commercially Navigable Waterway (%): | |

19) Indicate the year of the most recent tool run and summarize results, including digs:

| Tool Type | Year | Results Summary |
|-----------|------|-----------------|
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| | | |

Post-Inspection Information

20) Using your engineering judgement, describe how well is the manager addressing this unit's threats:

Corrosion Specific: Poor Fair Good

Equipment Specific: Poor Fair Good

Excavation Specific: Poor Fair Good

Human Error Specific: Poor Fair Good

Material/Weld Specific: Poor Fair Good

Natural Force Specific: Poor Fair Good

Overall: Poor Fair Good

Additional Assessments: The supervisor Laura Sleevi took over the supervisory job after the spill in November 2008. She appeared to be on top of everything going on at the terminal.