PIPPLES

Thousands of miles of pipelines crisscross the Gulf Coast carrying volatile fuels, oil and gas. But NOBODY SEEMS TO KNOW EXACTLY WHERE THEY ARE LOCATED.

What lies beneath

PIPPLES OUT OF POSITION

While all are aware of the National Pipeline Mapping System, are supposed to be within 500 feet of their actual location, researchers in Louisiana have found them more than a half mile out of place, like the example below. This error has been fixed.

Pipelines from the ground up

Witness posts

Researchers have been putting witness posts connecting them to maps.

Flow

Buried in some places under building materials.

Area of study

The researchers have mapped 15 of Louisiana’s 63 parishes, believe in an example from southern New Orleans.

ON THE WEB

For more information on pipelines and the federal mapping system, or to find pipelines in Texas, you can go to:

National Pipeline Mapping System: www.rmx.state.texas.us

General information on pipelines: www.pipelines.gov

To map pipelines in Texas: www.my.state.tx.us/tnex}

The iron hand of built a GOP empire — and may have contributed to its undoing

TOM DELAY

By DONNIE KOTH and MICHAEL HODGES

HOUSTON CHRONICLE

WASHINGTON — The legacy of the once-powerful
Republican Tom DeLay of Texas was a long shadow
that overshadowed most of his colleagues, a shadow
which voters shrank the ranks of a party accorded the
majority, too cozy with special interests, too fond of big
spending.

As minority whip and later House majority leader,
DeLay helped build a Republican political engine that
wanted to make insurance from Texas

by DEANNA CAVALLERO

NEW ORLEANS, La. — The Mississippi River
Wonk plowed through the base-bouncer Cenla
River, striking the calm waters that concealed what
lay beneath.

Four years ago, John Stallings and Frank Filan
were tracking Louisiana’s man-made
new rivers of commerce: the

The Aggie War

In tune with Aggie pride

TEXAS A&M University President and defense
secretary nominee Robert Gates, center, joins
Corps of Cadets members in The Aggie War
at the A&M-Nebraska matchup Saturday in
College Station. Gates has long had a close relationship
with the corps, once saying he came to A&M in large
part because of the famous military training group.

Houston artists have been scattering from the traditional enclaves

By PATRICIA C. JOHNSON

Funner Pat Cattell was working in a florist shop, but
her dreams were different. She wanted to live in Houston,
build a three-story home, raise chickens and kids.

Stallings and Filan

That problem is more acute than in
Louisiana, Oklahoma and Texas, home
to the most extensive and oldest pipeline

Nowhere in the problem more acute than in
Louisiana, Oklahoma and Texas, home
to the most extensive and oldest pipeline
networks in the nation.

transporting fuel, oil and natural gas mixed and refined
down the Gulf Coast to distant

State-issue Boston

HOUSTON CHRONICLE

THIS BATTLE FOR THE MLS CUP

Let’s go Dynamo

We preview today’s MLS Cup in Frisco and outline the Dynamo’s keys to bringing home the championship.

FOUR-PAGE PULLOUT IN SECTION C

HOUSTON CHRONICLE
Continued from Page A1
when the oil was still relatively cheap. Now, with the problem worse than in Oklahoma, Louisiana and Texas, some of the most notorious and oldest pipeline networks in the country face a new challenge: These three states have led the nation in the number of accidents and volume spilled from pipelines, according to federal records.

But perhaps the most startling finding is that maps made by the federally run Pipeline and Hazardous Materials Safety Administration are often in error. The system contains significant omissions of pipeline mapping, experts and state officials say. This is the system that companies that operate pipelines use to decide where they should put their lines.

“The information is not where they say or where they claim it to be,” said Ian Latch, manager of the Pipeline Safety Bureau at the New Mexico Bureau of Oil, Gas and Conservation, which initially resisted Snead and Paulsell’s work since 1999 with almost 100% accuracy. “We don’t regularly collect information at all.”

Over the course of their research, about 10% of the pipeline mapped in the field by Snead and Paulsell differed from where they were supposed to be. In one case, a pipeline was located south of New Orleans, a pipe was a half-mile from its mapped location, a dangerous margin of error.

“It is an issue in every state,” Snead said. “It is not a function of the quality of the mapping.”

The data is collected through a process called RCRA, which stands for Resource Conservation and Recovery Act. The surveys are conducted by states, which are paid by the federal government to compile and maintain an up-to-date asset inventory of all pipelines in urban areas within 10 miles.

In Louisiana, the hope is to reduce the number of spills, and the state is starting to include spill information. The Port of Houston Authority tracks spills in its jurisdiction. The system relies on the mapping,“ said Don Bruno Carrara, general manager for the Pipeline Safety Bureau at the New Mexico Bureau of Oil, Gas and Conservation, which initially resisted Snead and Paulsell’s work since 1999 with almost 100% accuracy. “We don’t regularly collect information at all.”

The administration does not have any maps of federal pipelines. For states where they are supposed to be. In one case, a pipeline was located south of New Orleans, a pipe was a half-mile from its mapped location, a dangerous margin of error.

“It is an issue in every state,” Snead said. “It is not a function of the quality of the mapping.”

The data is collected through a process called RCRA, which stands for Resource Conservation and Recovery Act. The surveys are conducted by states, which are paid by the federal government to compile and maintain an up-to-date asset inventory of all pipelines in urban areas within 10 miles.

In Louisiana, the hope is to reduce the number of spills, and the state is starting to include spill information. The Port of Houston Authority tracks spills in its jurisdiction. The system relies on the mapping, “It’s fundamentally in our interest to have people know where pipelines are,” said Ben Cooper, a spokesman for the Association of Oil Pipelines, a consortium of the nation’s major pipeline operators. “Pipelines and field are doing a lot of the same things, and we’re asking the same questions about how well-versed first responders are on pipeline locations. The fire burned for days, and the city had to go door to door to find people with burns and other injuries. Soon afterward, the Port of Houston Authority stepped in to fix the problem. And in cases in which the pipeline is not in the federal database, emergency responders need to know what company to call and where the pipeline is in cases. Even the San Jacinto River incident in Bellville, young people got Safe to Homes, and Louisiana’s Oil Spill Research Program have led the nation in the number of accidents and volume spilled from pipelines, according to federal records.

But perhaps the most startling finding is that maps made by the federally run Pipeline and Hazardous Materials Safety Administration are often in error. The system contains significant omissions of pipeline mapping, experts and state officials say. This is the system that companies that operate pipelines use to decide where they should put their lines.

“The information is not where they say or where they claim it to be,” said Ian Latch, manager of the Pipeline Safety Bureau at the New Mexico Bureau of Oil, Gas and Conservation, which initially resisted Snead and Paulsell’s work since 1999 with almost 100% accuracy. “We don’t regularly collect information at all.”

Over the course of their research, about 10% of the pipeline mapped in the field by Snead and Paulsell differed from where they were supposed to be. In one case, a pipeline was located south of New Orleans, a pipe was a half-mile from its mapped location, a dangerous margin of error.

“It is an issue in every state,” Snead said. “It is not a function of the quality of the mapping.”

The data is collected through a process called RCRA, which stands for Resource Conservation and Recovery Act. The surveys are conducted by states, which are paid by the federal government to compile and maintain an up-to-date asset inventory of all pipelines in urban areas within 10 miles.

In Louisiana, the hope is to reduce the number of spills, and the state is starting to include spill information. The Port of Houston Authority tracks spills in its jurisdiction. The system relies on the mapping, “It’s fundamentally in our interest to have people know where pipelines are,” said Ben Cooper, a spokesman for the Association of Oil Pipelines, a consortium of the nation’s major pipeline operators. “Pipelines and field are doing a lot of the same things, and we’re asking the same questions about how well-versed first responders are on pipeline locations. The fire burned for days, and the city had to go door to door to find people with burns and other injuries. Soon afterward, the Port of Houston Authority stepped in to fix the problem. And in cases in which the pipeline is not in the federal database, emergency responders need to know what company to call and where the pipeline is in cases. Even the San Jacinto River incident in Bellville, young people got Safe to Homes, and Louisiana’s Oil Spill Research Program have led the nation in the number of accidents and volume spilled from pipelines, according to federal records.

But perhaps the most startling finding is that maps made by the federally run Pipeline and Hazardous Materials Safety Administration are often in error. The system contains significant omissions of pipeline mapping, experts and state officials say. This is the system that companies that operate pipelines use to decide where they should put their lines. The system is supposed to have the location of all of the major pipeline operators. The system relies on the mapping, “It’s fundamentally in our interest to have people know where pipelines are,” said Ben Cooper, a spokesman for the Association of Oil Pipelines, a consortium of the nation’s major pipeline operators. “Pipelines and field are doing a lot of the same things, and we’re asking the same questions about how well-versed first responders are on pipeline locations. The fire burned for days, and the city had to go door to door to find people with burns and other injuries. Soon afterward, the Port of Houston Authority stepped in to fix the problem. And in cases in which the pipeline is not in the federal database, emergency responders need to know what company to call and where the pipeline is in cases. Even the San Jacinto River incident in Bellville, young people got Safe to Homes, and Louisiana’s Oil Spill Research Program have led the nation in the number of accidents and volume spilled from pipelines, according to federal records.

But perhaps the most startling finding is that maps made by the federally run Pipeline and Hazardous Materials Safety Administration are often in error. The system contains significant omissions of pipeline mapping, experts and state officials say. This is the system that companies that operate pipelines use to decide where they should put their lines. The system is supposed to have the location of all of the major pipeline operators. The system relies on the mapping, “It’s fundamentally in our interest to have people know where pipelines are,” said Ben Cooper, a spokesman for the Association of Oil Pipelines, a consortium of the nation’s major pipeline operators. “Pipelines and field are doing a lot of the same things, and we’re asking the same questions about how well-versed first responders are on pipeline locations. The fire burned for days, and the city had to go door to door to find people with burns and other injuries. Soon afterward, the Port of Houston Authority stepped in to fix the problem. And in cases in which the pipeline is not in the federal database, emergency responders need to know what company to call and where the pipeline is in cases. Even the San Jacinto River incident in Bellville, young people got Safe to Homes, and Louisiana’s Oil Spill Research Program have led the nation in the number of accidents and volume spilled from pipelines, according to federal records.

But perhaps the most startling finding is that maps made by the federally run Pipeline and Hazardous Materials Safety Administration are often in error. The system contains significant omissions of pipeline mapping, experts and state officials say. This is the system that companies that operate pipelines use to decide where they should put their lines. The system is supposed to have the location of all of the major pipeline operators. The system relies on the mapping, “It’s fundamentally in our interest to have people know where pipelines are,” said Ben Cooper, a spokesman for the Association of Oil Pipelines, a consortium of the nation’s major pipeline operators. “Pipelines and field are doing a lot of the same things, and we’re asking the same questions about how well-versed first responders are on pipeline locations. The fire burned for days, and the city had to go door to door to find people with burns and other injuries. Soon afterward, the Port of Houston Authority stepped in to fix the problem. And in cases in which the pipeline is not in the federal database, emergency responders need to know what company to call and where the pipeline is in cases. Even the San Jacinto River incident in Bellville, young people got Safe to Homes, and Louisiana’s Oil Spill Research Program have led the nation in the number of accidents and volume spilled from pipelines, according to federal records.

But perhaps the most startling finding is that maps made by the federally run Pipeline and Hazardous Materials Safety Administration are often in error. The system contains significant omissions of pipeline mapping, experts and state officials say. This is the system that companies that operate pipelines use to decide where they should put their lines. The system is supposed to have the location of all of the major pipeline operators. The system relies on the mapping, “It’s fundamentally in our interest to have people know where pipelines are,” said Ben Cooper, a spokesman for the Association of Oil Pipelines, a consortium of the nation’s major pipeline operators. “Pipelines and field are doing a lot of the same things, and we’re asking the same questions about how well-versed first responders are on pipeline locations. The fire burned for days, and the city had to go door to door to find people with burns and other injuries. Soon afterward, the Port of Houston Authority stepped in to fix the problem. And in cases in which the pipeline is not in the federal database, emergency responders need to know what company to call and where the pipeline is in cases. Even the San Jacinto River incident in Bellville, young people got Safe to Homes, and Louisiana’s Oil Spill Research Program have led the nation in the number of accidents and volume spilled from pipelines, according to federal records.