

Today, we're inspecting a section of line from Yuba City to Lincoln Junction using our smart pig. It's a device that runs through the pipeline to detect any type of metal loss, corrosion, any cracks in the pipeline, and detect them early before it becomes a critical issue.

It's propelled by the flow of gas. So the line is in service, and we're working with the system planners to modulate the flows and get the tool running at the optimal speed of three to five miles an hour.

I know that the pig is traveling through here right now. We only have one more mile to go, so--

We use satellite radios to actually track the pig in the pipeline. Inside each of these smart pigs is a transmitter that is hooked up to a device that's called an above-ground marker. And these above-ground markers or boxes are set every mile along the route. And they can tell me how fast the pig is moving. The pressures in front of and behind the pig. We're also monitoring the gas flow.

Copy that, Ellis. It's OK.

Once the inspections are completed, our tool vendor tells us a lot about the health of the pipeline, compiling the data, reviewing the data, and putting together a summary of all of the anomalies for all 26 miles that we just inspected. When customers open up their bills, I'd like them to know that when they are driving to the grocery store, when they're going to pick up their kids, it's important for them to know that the pipeline that they're driving over is, in fact, safe. And so that's what these inspections can tell us.