

1995. With this action, this proceeding is terminated.

FOR FURTHER INFORMATION CONTACT:

Leslie K. Shapiro, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Report and Order*, MM Docket No. 95-44, adopted August 11, 1995, and released August 21, 1995. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractor, International Transcription Service, Inc., (202) 857-3800, 2100 M Street, NW., Suite 140, Washington, DC 20037.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

Douglas W. Webbink,

Chief, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 95-21006 Filed 8-28-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 192 and 195

[Docket No. PS-141, Notice 1]

RIN 2137-AC38

Increased Inspection Requirements

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Public workshop notice.

SUMMARY: This notice announces a public workshop to discuss issues relevant to development of regulations requiring increased inspection of certain gas and hazardous liquid pipelines. The increased inspection would apply to all gas transmission and hazardous liquid pipelines under RSPA safety regulations in high-density population areas. In addition, hazardous liquid pipelines would have to be inspected in unusually sensitive environmental areas and at crossings of navigable waterways. Congress mandated the increased inspection regulations to reduce the risk of pipeline accidents due to structural defects.

DATES: The workshop will be on October 18, 1995, from 8:30 am to 4:00 pm. Persons who want to participate in the workshop should call (703) 218-

1449 or e-mail their name, affiliation and phone number to RSPA@walcoff.com before close of business October 2, 1995. The workshop is open to all interested persons, but RSPA may limit participation because of space considerations and the need to obtain a spectrum of views. Callers will be notified if participation is not open.

Persons who are unable to attend may submit written comments in duplicate by November 27, 1995. Interested persons should submit as part of their written comments all material that is relevant to a statement of fact or argument. Late filed comments will be considered so far as practicable.

ADDRESSES: The workshop will be held at the U.S. Department of Transportation, Nassif Building, 400 Seventh Street, SW, Room 9230-34, Washington, DC. Non-federal employee visitors are admitted into the DOT headquarters building through the southwest entrance at Seventh and E Streets, SW.

Send written comments in duplicate to the Dockets Unit, Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001. Identify the docket and notice numbers stated in the heading of this notice.

All comments and docketed material will be available for inspection and copying in Room 8421 between 8:30 am and 4:30 pm each business day. A summary of the workshop will be available from the Dockets Unit about three weeks after the workshop.

FOR FURTHER INFORMATION CONTACT: L.M. Furrow, (202) 366-4559, about this document or the Dockets Unit, (202) 366-5046, for copies of this document or other material in the docket.

SUPPLEMENTARY INFORMATION:

I. Background

Pipelines can have various types of defects that threaten their structural integrity. These defects can originate during the manufacture of pipe (e.g., seam weld defects) or during construction of the pipeline (e.g., scratches, gouges, dents, and girth weld flaws). Later, during operation of the pipeline, more defects can occur that threaten pipeline integrity. These defects commonly include metal loss due to corrosion, environmental or fatigue cracking, and scratches, gouges, or dents caused by outside forces, usually excavation equipment.

Defects that are not detected and removed can deteriorate or grow, causing pipeline accidents. For example, RSPA data show that in 1992,

17 percent of the accidents on gas transmission and gathering systems were due to corrosion, 40 percent were due to outside force damage, and 9 percent were due to material or construction defects. Similarly, on hazardous liquid pipelines, corrosion caused 20 percent of the accidents; outside forces, 22 percent; and material or construction defects, 17 percent.

These data do not distinguish outside force accidents that occurred immediately on impact from accidents that occurred after impact because of a defect created by the impact. However, several major pipeline accidents have been attributed to undetected structural defects caused by an outside force. For example, on March 28, 1993, a 36-inch hazardous liquid pipeline failed near Reston, Virginia, spilling over 400,000 gallons of diesel fuel into Sugarland Run Creek, an ecologically-sensitive tributary of the Potomac River. An investigation showed that outside force damage had probably occurred.

The 102d Congress was concerned about the risk of pipeline failures caused by undetected structural defects. So, it directed DOT to issue regulations that require the periodic inspection of certain pipeline facilities (49 U.S.C. § 60102(f)(2)). Under this congressional mandate, gas and hazardous liquid pipelines (except gas distribution lines) must be inspected in high-density population areas. In addition, hazardous liquid pipelines must be inspected in areas that are unusually sensitive to environmental damage in the event of a pipeline accident, and at crossings of navigable waterways. The regulations are to prescribe any circumstances in which inspections must be conducted with an instrumented internal inspection device. Where the device is not required, the regulations are to require the use of an inspection method that is at least as effective as using the device in providing for the safety of the pipeline.

II. Workshop

Consistent with the President's regulatory policy (E.O. 12866), RSPA wants to accomplish this congressional mandate at the least cost to society. Toward this end, RSPA is seeking early public participation in the rulemaking process by holding a public workshop at which participants, including RSPA staff, may exchange views on relevant issues. RSPA hopes the workshop will enable government and industry to reach a better understanding of the problem and the potential solutions before proposed rules are issued.

Workshop participants are encouraged to focus their remarks on

the following issues, but may address other issues as time permits and in supplementary written comments:

A. Apart from internal inspection, are current DOT safety regulations that require periodic inspection of pipelines for corrosion and leaks sufficient under the mandate?

B. What are the circumstances in which the regulations should require operators to use instrumented internal inspection devices?

C. What defects should the regulations require the use of instrumented internal inspection devices to detect?

D. What other inspection methods are as effective as using an instrumented internal inspection device?

E. How should the regulations define areas of high-density population, areas unusually sensitive to environmental damage in the event of a pipeline accident, and navigable waterways.

F. What are the per mile costs of inspection with instrumented internal inspection devices and the factors that determine those costs?
(49 U.S.C. Chapter 601)

Issued in Washington, DC on August 24, 1995.

Richard B. Felder,

Associate Administrator for Pipeline Safety.
[FR Doc. 95-21425 Filed 8-28-95; 8:45 am]

BILLING CODE 4910-60-P

49 CFR Part 195

[Docket No. PS-133, Notice 2]

RIN 2137-AC39

Emergency Flow Restricting Devices/ Leak Detection Equipment on Hazardous Liquid Pipelines

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Public workshop notice.

SUMMARY: This notice announces a public workshop to discuss issues relevant to development of regulations on the circumstances under which operators of hazardous liquid pipelines must use emergency flow restricting devices (including remotely controlled valves and check valves). In addition, the public workshop will discuss issues relevant to development of regulations on the circumstances under which operators of hazardous liquid pipelines identify ruptures on their pipelines. Congress mandated regulations on these items in order to limit hazardous liquid releases subsequent to a failure by more quickly identifying the releases and isolating the failed segment of pipe involved.

DATES: The workshop will be held on October 19, 1995, from 8:30 am to 4:00 pm. Persons who want to participate in the workshop should call (703) 218-1449 or e-mail their name, affiliation, and telephone number to RSPA@walcoff.com before close of business October 2, 1995. The workshop is open to all interested persons, but RSPA may limit participation because of space considerations and the need to obtain a spectrum of views. Callers will be notified if participation is not open.

Persons who are unable to attend may submit written comments in duplicate by November 27, 1995. Interested persons should submit as part of their written comments all material that is relevant to a statement of fact or argument. Late filed comments will be considered so far as practicable.

ADDRESSES: The workshop will be held at the U.S. Department of Transportation, Nassif Building, 400 Seventh Street, SW., room 9230-34, Washington, DC. Non-federal employee visitors are admitted into the DOT headquarters building through the southwest entrance at Seventh and E Streets, SW.

Send written comments in duplicate to the Dockets Unit, room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Identify the docket and notice numbers stated in the heading of this notice.

All comments and docketed material will be available for inspection and copying in Room 8421 between 8:30 am and 4:30 pm each business day. A summary of the workshop will be available from the Dockets Unit about three weeks after the workshop.

FOR FURTHER INFORMATION CONTACT: Lloyd Ulrich, (202) 366-4556, about this document or the Dockets Unit, (202) 366-5046, for copies of this document or other material in the docket.

SUPPLEMENTARY INFORMATION:

I. Background

RSPA has been concerned for some time with operators' optimum placement of emergency flow restricting devices (EFRD), and more rapid detection of leaks on hazardous liquid pipelines to limit commodity release.

The Department's March 1991 study titled "Emergency Flow Restricting Devices Study" (1991 EFRD Study) contained recommendations that RSPA seek public input on the placement of EFRDs in urban areas, at water crossings, at other critical areas affected by commodity release, and areas in close proximity to the public outside of

urban areas. The 1991 EFRD Study concluded remote control and check valves are the only effective EFRDs. A copy of the 1991 EFRD Study is filed in Docket No. PS-133.

In May 1992, RSPA commenced a research study with the Volpe National Transportation Systems Center (VNTSC) to analyze SCADA systems¹ and computer-generated leak detection equipment. RSPA anticipates a report on SCADA and leak detection equipment based on interviews with a number of pipeline operators and equipment vendors will be completed well in advance of the workshop. Once the report is completed, a copy will be placed in Docket No. PS-133.

Congress, in 49 U.S.C. 60102(j), mandated the Secretary of Transportation, by October 24, 1994, conduct a survey and assess the effectiveness of EFRDs and other procedures, systems, and equipment used to detect and locate hazardous liquid pipeline ruptures and minimize product releases from hazardous liquid pipeline facilities. The mandate also required that the Secretary issue regulations within two years of completion of the survey and assessment (no later than October 24, 1996). These regulations would prescribe the circumstances under which operators of hazardous liquid pipelines would use EFRDs and other procedures, systems, and equipment to detect and locate pipeline ruptures and minimize product release from pipeline facilities. The Secretary delegated this authority to RSPA.

RSPA issued an advance notice of proposed rulemaking (ANPRM) (59 FR 2802, Jan. 19, 1994) to solicit data from the public through a series of questions mostly directed to the operators of hazardous liquid pipelines primarily concerning the performance of leak detection equipment and location of EFRDs, including the costs involved, as the means of conducting the survey mandated in 49 U.S.C. 60102.

Nineteen comments were submitted in response to the ANPRM. Sixteen comments were from hazardous liquid operators, two were from leak detection vendors, and one from a trade association, American Petroleum Institute (API). Commenters were generally against requiring leak

¹ SCADA is an acronym for Supervisory Control and Data Acquisition. SCADA systems utilize computer technology to analyze data (e.g., pressure, temperature, and delivery flow rates) that are continuously gathered from remote locations on the pipeline. Computer analysis of this data is used to assist in day-to-day operating decisions on the pipeline and to provide input for real-time models of the pipeline operation which can identify and locate leaks.