

*Seating Systems, 209 Seat Belt Assemblies, 210 Seat Belt Assembly Anchorages, 212 Windshield Mounting, 219 Windshield Zone Intrusion, 301 Fuel System Integrity, and 302 Flammability of Interior Materials.*

The petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: installation of an indicator lamp lens cover inscribed with the word "brake" in the instrument cluster in place of one inscribed with the international ECE warning symbol.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of U.S.-model (a) headlamp assemblies that incorporate front side marker lamps and front side reflex reflectors; (b) taillamp assemblies that incorporate rear side marker lamps and rear side reflex reflectors; and (c) a high-mounted stoplamp assembly.

Standard No. 111 *Rearview Mirrors*: installation of a U.S.-model passenger side rearview mirror, or inscription of the required warning statement on the face of the passenger side rearview mirror.

Standard No. 208 *Occupant Crash Protection*: installation of air bag warning labels to meet the requirements of this standard.

The petitioner states that the occupant protection system in these vehicles consists of an airbag and combination lap and shoulder belts at the driver's seating position.

Standard No. 214 *Side Impact Protection*: inspection of all vehicles and installation of U.S.-model components, on vehicles that are not already so equipped, to ensure compliance with the standard.

The petitioner also states that a vehicle identification plate must be affixed to the vehicles near the left windshield post to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition

will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

**Claude H. Harris,**

*Director, Office of Vehicle, Safety Compliance.*

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. RSPA-04-18817; Notice 2]

#### Pipeline Safety: Grant of Waiver; Tractebel Power, Inc.

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice; grant of waiver.

**SUMMARY:** The Pipeline and Hazardous Materials Safety Administration's (PHMSA), formerly the Research and Special Programs Administration (RSPA), Office of Pipeline Safety (OPS) is granting Tractebel Power, Inc.'s (TPI) petition for a waiver of the pipeline safety regulations to employ a 1.0 longitudinal joint factor (LJF) for austenitic stainless steel pipe in its Tractebel Calypso Pipeline (TCP) project.

#### SUPPLEMENTARY INFORMATION:

##### Background

TPI petitioned RSPA/OPS for a waiver from compliance with the gas pipeline safety regulations at 49 CFR 192.113 to allow it to employ a 1.0 longitudinal joint factor (LJF) for austenitic stainless steel pipe. TPI requested the waiver because it intends to install a 96 mile, 24-inch diameter, X65 steel, standard API 5L compliant interstate natural gas pipeline. The pipeline will extend from its liquefied natural gas (LNG) receiving and re-gasification terminal in Freeport, Grand Bahamas Island, to an onshore location in Broward County, FL. TPI intends to construct a portion of this pipeline through a U.S. Navy exclusion zone offshore of Port Everglades, in Broward County, FL. As a condition of the pipeline traversing the exclusion zone, the U.S. Navy stipulated that approximately 14,000 feet of the pipeline be constructed of a low magnetic permeability steel material to prevent electromagnetic interference with U.S. Navy operations. Therefore, TPI is proposing to use a 1.0 LJF and

install austenitic stainless steel pipe to satisfy the U.S. Navy requirement. TPI also intends to use mechanical joints to isolate the carbon steel from the austenitic stainless steel pipeline and will use fusion bond epoxy abrasion coating material to minimize coating disbondment. TPI gave the following reasons for selecting austenitic stainless steel pipe and the use of a 1.0 LJF:

- The pipeline meets the requirements of the U.S. Navy and is a low magnetic permeability pipe material;
  - The pipeline is manufactured to the American Society for Testing and Materials (ASTM) standards ASTM A 358 and A 999;
  - The plate material is manufactured to comply with standards ASTM A 240 and Unified Numbering System S31254;
  - The selected material is compatible with the bending properties and the test criteria in Appendix B of 49 CFR part 192;
  - The selected material is compatible with the weldability testing and inspection criteria required by Appendix B of 49 CFR part 192; and
  - The selected material is consistent with prior practice of the American Society of Mechanical Engineers (ASME) standard ASME B31.8 to allow a LJF of 1.0 when the longitudinal seam has been subjected to 100 percent X-ray.
- On September 17, 2004, RSPA/OPS published a notice in the **Federal Register** requesting public comment on TPI's waiver request (69 FR 056113). No comments were received in response to the Notice.

#### Findings and Grant of Waiver

For the reasons explained above and in Notice 1, PHMSA/OPS finds that the requested waiver is consistent with pipeline safety. Therefore, TPI's request for waiver of compliance with 49 CFR 192.113 is granted on the condition that TPI conducts the following activities:

- TPI must X-ray 100 percent of the girth welds of this pipeline as part of the procurement specification to comply with the requirements of Appendix B to Part 192—Qualification of Pipe, Section II (B) Weldability;
- TPI must purchase ASTM A 358, class 1 pipe and radiograph 100 percent of the longitudinal joint;
- TPI must employ qualified welding procedures specifically designed to address the material characteristics of austenitic stainless steel pipe;
- TPI must consider and address any special testing requirements unique to the material characteristics of austenitic stainless steel pipe;
- TPI must provide PHMSA/OPS—Southern Region the opportunity to

review its overall project design package prior to and during the construction of this pipeline. The design package must include TPI's methodology to validate the calibration of the in-line inspection (ILI) tool that TPI intends to use when performing an inspection of its austenitic stainless steel pipeline. The design package must also include a description of the ILI tool. The ILI tool must be capable of detecting anomalies including—but not limited to—mechanical damage and pipe deformation; and

- TPI must exceed the tensile testing requirements of Appendix B to Part 192, Qualification of Pipe, Section II (D) Tensile Properties—which requires one test per 10 lengths of pipe—and perform one tensile test per five lengths of pipe for both the plate and the welded joint per the tensile testing required under ASTM A 358 (Section 12).

**Authority:** 49 U.S.C. 60118(c) and 49 CFR 1.53.

Issued in Washington, DC on April 15, 2005.

**Theodore L. Willke,**

*Deputy Associate Administrator for Pipeline Safety.*

[FR Doc. 05–8011 Filed 4–20–05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–05–20922]

#### Pipeline Safety: Pipeline Integrity Management in High Consequence Areas for Hazardous Liquid Operators

**AGENCY:** Office of Pipeline Safety (OPS), Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice; hazardous liquid integrity management lessons learned meeting.

**SUMMARY:** OPS will sponsor a 1½ day workshop to review the initial Integrity Management (IM) inspections of hazardous liquid pipeline operators. Workshop topics will cover the lessons learned, accomplishments, and future expectations for such programs from both the OPS and industry perspectives.

**DATES:** Tuesday, May 17, 2005, from 8:30 a.m. to 5 p.m., and Wednesday, May 18, 2005, from 8:30 a.m. to 12 p.m.

**ADDRESSES:** The Westin Oaks, 5011 Westheimer, Houston, Texas 77056; (713) 960–8100. For discounted rates, please refer to the U.S. Department of Transportation (USDOT)—Liquid IM Meeting guest room block when making

reservations. The deadline for reserving sleeping room accommodations is April 18, 2005. Further information is available on the PHMSA Web site at <http://primis.phmsa.dot.gov/meetings/Mtg30.mtg>. The Web site provides links to other useful information, such as the meeting agenda, and enables viewers to submit questions to OPS regarding the workshop.

This meeting is open to all interested parties. To facilitate meeting planning, advance registration for attending the workshop is strongly recommended. Advanced registration can be accomplished at the PHMSA web site. The deadline for advanced registration is Friday, May 13, 2005. Walk-in registration will be accommodated on a first-come, first-served basis.

**FOR FURTHER INFORMATION CONTACT:** Beth Callsen (tel. 202–366–4572; E-mail: [beth.callsen@dot.gov](mailto:beth.callsen@dot.gov)).

#### SUPPLEMENTARY INFORMATION:

##### 1. Background

In 2000, OPS issued the first in a series of rules to improve safety and environmental protection in High Consequence Areas (HCAs). The first IM rule (65 FR 75378; November 3, 2000; effective May 29, 2001) applies to hazardous liquid operators who own or operate 500 or more miles of pipeline. Subsequently, the rule was extended to include operators who own or operate less than 500 miles of hazardous liquid pipeline, (67 FR 2136; January 26, 2002; effective February 15, 2002).

The IM rule applies to pipelines that can affect HCAs. HCAs include populated areas, unusually sensitive environmental areas, and commercially navigable waterways. The objectives of the rule are to:

- Accelerate the assessment of pipeline segments that can affect HCAs. Assessment includes in-line inspection, hydrostatic pressure testing, or other equivalent methods.

- Improve operator management systems to identify and prevent potential integrity threats.

- Improve government's role in the oversight of operator integrity management programs.

- Improve public confidence in safe pipeline operation.

The rule also addresses several National Transportation Safety Board (NTSB) recommendations, Congressional mandates, and pipeline safety issues raised over the years. More information about the rule can be found at <http://primis.phmsa.dot.gov/iim>.

Beginning September 2002, OPS began full IM Program inspections of hazardous liquid pipeline operators. In

2004, OPS inspected over 100 hazardous liquid pipeline operators with pipeline lengths ranging from a few miles to more than 10,000 miles. These pipelines comprise more than 99% of the nation's hazardous liquid pipeline mileage.

Through these inspections and the resulting enforcement actions, OPS has assured that operators are conducting integrity assessments of their pipelines, are repairing defects that could undermine safe operation, and are putting in place the management systems and tools to improve identification and remediation of potential unsafe conditions. These interactions with operators have provided OPS a thorough understanding of operator IM programs, and have significantly improved OPS's understanding of the physical condition of the nation's pipelines.

During this meeting, OPS will share the results and lessons learned from these inspections, and will describe how these lessons will be applied in planning and conducting future IM inspections. OPS will also cover the modifications it has made to the inspection protocols as a result of these initial inspections. Industry representatives will present their perspectives on the IM inspections, summarize their IM program accomplishments, and present their perspectives on future challenges.

Issued in Washington, DC, on April 12, 2005.

**Theodore L. Willke,**

*Deputy Associate Administrator for Pipeline Safety.*

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. RSPA–04–19856]

#### Pipeline Safety: Drug and Alcohol Testing

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation (DOT).

**ACTION:** Notice of intent to issue an Advisory Bulletin; request for public comment.

**SUMMARY:** This notice advises operators of gas, hazardous liquid and carbon dioxide pipelines and liquefied natural gas facilities that the Pipeline and Hazardous Materials Safety Administration (PHMSA), Office of