

Michelin states that it discovered the mold labeling error that caused the non-compliance during a routine quality audit.

Michelin argues that this noncompliance is inconsequential to motor vehicle safety because the noncompliant sidewall marking does not affect the strength of the tires and all other labeling requirements have been met.

Michelin points out that NHTSA has previously granted petitions for sidewall marking noncompliances that Michelin believes are similar to the instant non-compliance.

Michelin also stated that it has corrected the problem that caused these errors so that they will not be repeated in future production.

In summation, Michelin states that it believes that because the noncompliances are inconsequential to motor vehicle safety that no corrective action is warranted.

Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods:

a. By mail addressed to: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

b. By hand delivery to U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except Federal holidays.

c. Electronically: by logging onto the Federal Docket Management System (FDMS) Web site at <http://www.regulations.gov>. Follow the online instructions for submitting comments. Comments may also be faxed to 1-202-493-2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

You may view documents submitted to a docket at the address and times given above. You may also view the documents on the Internet at <http://www.regulations.gov> by following the online instructions for accessing the dockets available at that Web site.

The petition, supporting materials, and all comments received before the close of business on the closing date indicated below will be filed and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: March 23, 2009.

Authority: 49 U.S.C. 30118, 30120; delegations of authority at CFR 1.50 and 501.8.

Issued on: February 12, 2009.

Claude H. Harris,
Director, Office of Vehicle Safety Compliance.
[FR Doc. E9-3486 Filed 2-18-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA-2009-0026]

Pipeline Safety: Workshop on Internal Corrosion in Hazardous Liquid Pipelines

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

ACTION: Notice of Workshop.

SUMMARY: The Pipeline, Inspection, Protection, Enforcement, and Safety Act of 2006 (PIPES), Public Law 109-468, Section 22, requires PHMSA to review the internal corrosion control regulations to determine if the regulations are currently adequate to ensure that the pipeline facilities subject to the regulations will not present a hazard to public safety or the environment. As a follow-up to this review and our report to Congress,

PHMSA is sponsoring a Workshop on Internal Corrosion in Hazardous Liquid Pipelines to allow stakeholders of the pipeline safety community to learn about and discuss PHMSA regulations, industry standards and practices, current evaluation practices and methods to assure pipeline safety.

DATES: The workshop will be held on March 26, 2009. Name badge pick-up and on-site registration will be available starting at 7:30 a.m. with the agenda taking place from 8 a.m. until approximately 5 p.m. Refer to the meeting Web site for updated agenda and times: <https://primis.phmsa.dot.gov/meetings/Mtg57.mtg>.

Please note that the workshop will not be webcast. However, presentations will be available on the meeting Web site within 30 days following the workshop.

ADDRESSES: The workshop will be held at the OMNI Hotel at CNN Center, 100 CNN Center, Atlanta, GA 30303. The meeting room will be posted at the hotel on the day of the workshop.

FOR FURTHER INFORMATION CONTACT: Joshua Johnson at (816) 329-3825, or by e-mail at joshua.johnson@dot.gov.

SUPPLEMENTARY INFORMATION:

Registration: Members of the public may attend this free workshop. To help assure that adequate space is provided, all attendees are encouraged to register for the workshop at <http://primis.phmsa.dot.gov/meetings/Mtg57.mtg>.

Comments: Members of the public may also submit written comments, either before or after the workshop. Comments should reference Docket ID PHMSA-09-0026. Comments may be submitted in the following ways:

- *E-Gov Web Site:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the instructions for submitting comments.
- *Fax:* 1-202-493-2251.
- *Mail:* Docket Management System, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590.
- *Hand Delivery:* Docket Management System, Room W12-140, on the ground floor of the West Building, 1200 New Jersey Avenue, SE., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: Identify the Docket ID at the beginning of your comments. If you submit your comments by mail, submit two copies. If you wish to receive confirmation that PHMSA has received your comments, include a self-addressed stamped postcard. Internet

Internet

users may submit comments at <http://www.regulations.gov>. **Note:** Comments will be posted without changes or edits to <http://www.regulations.gov> including any personal information provided. Please see the Privacy Act heading in the Regulatory Analyses and Notices section of the **SUPPLEMENTARY INFORMATION** for additional information.

Privacy Act Statement: Anyone may search the electronic form of all comments received for any of our dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477).

Information on Services for Individuals with Disabilities: For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, please contact Joshua Johnson by March 6, 2009.

Issue Description: Pipeline safety regulations at 49 CFR 195.579(a) require operators to determine if the hazardous liquids they are transporting could corrode the pipeline and, if so, take adequate steps to mitigate that corrosion potential. PHMSA emphasizes that, while the workshop will involve issues related to Part 195, some of the technical discussions on research and methods are of relevance to natural gas pipeline operators. For this reason, PHMSA also encourages natural gas pipeline operators to attend the meeting.

Although the base commodity may not be corrosive, all hazardous liquids regulated under Part 195 could be corrosive during some phase of the production and/or manufacturing process when contaminants could be introduced. Often, the only barrier separating untreated product or corrosive materials from a pipeline transporting processed/refined products is the processing plant or refinery. These plants occasionally undergo upset conditions where all or a portion of the untreated product may bypass the treatment process and enter the downstream piping. During those upset conditions, corrosive materials might be introduced into the pipeline and could create a corrosive condition.

Pipeline operators who previously concluded that an internal corrosion control program was not needed may need to critically re-analyze operating conditions and internal corrosion risk factors and periodically monitor, or otherwise reconfirm, that the pipeline is free of corrosive materials. Operators should perform a periodic system analysis and document the results, confirming that they properly analyzed the pipeline for possible internal corrosion precursors. In addition,

operators should also conduct periodic monitoring for changes that might increase this risk and identify possible sites of selective internal corrosion risks.

The workshop is intended to allow representatives of the pipeline industry, regulatory agencies, the public, and other stakeholders to discuss the implications of these results and the potential need for further research and/or regulatory changes.

Preliminary Workshop Agenda

The workshop will include:

- (1) Overview of current PHMSA regulations and data on internal corrosion.
- (2) Overview of industry internal corrosion control documents.
- (3) Review of current industry practices for evaluating, monitoring, and management of internal corrosion.

Refer to the meeting Web site for a more detailed agenda: <http://primis.phmsa.dot.gov/meetings/Mtg57.mtg>

PHMSA publishes requirements for the mitigation of internal corrosion at 49 CFR Part 195 for hazardous liquids pipelines. PHMSA and other presenters plan to discuss the process of analyzing a pipeline system to determine whether internal corrosion is a threat and how to manage the threat if it exists. PHMSA will consider the discussion at the workshop and comments submitted to the docket in determining whether changes to regulatory requirements are needed and what those changes should be.

Issued in Washington, DC, on February 11, 2009.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35211]

Port Terminal Railroad—Operation Exemption—Rail Line of the Charleston Naval Complex Redevelopment Authority

Port Terminal Railroad (PTR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate rail lines located on the former Charleston Naval Base Complex in Charleston County, SC. The main line of railroad (Navy Base Main Line) measures approximately 1.97 route

miles.¹ There is also a run-around track that is approximately 1,000 feet in length and is bordered by the former navy base. PTR is a subsidiary of the South Carolina Division of Public Railways (SCPR).²

PTR certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier.

The earliest this transaction may be consummated is the March 5, 2009 effective date of the exemption (30 days after PTR filed the verified notice of exemption).³ In publishing this notice, the Board takes no position on the title dispute concerning some of the subject lines before the state court in South Carolina.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction. Petitions for stay must be filed no later than February 26, 2009 (at least 7 days before the exemption becomes effective).

Pursuant to the Consolidated Appropriations Act, 2008, Public Law 110-161 section 193, 121 Stat. 1844 (2007), nothing in this decision authorizes the following activities at any solid waste rail transfer facility: Collecting, storing, or transferring solid waste outside of its original shipping container; or separating or processing solid waste (including baling, crushing, compacting, and shredding). The term "solid waste" is defined in section 1004 of the Solid Waste Disposal Act, 42 U.S.C. 6903.

¹ The Navy Base Main Line is the line of track that: (1) Begins at the point of switch with the North Charleston Terminal Company Railroad (NCTC); (2) proceeds south and enters the North Gate 1 of the former navy base near Virginia Avenue; (3) continues to proceed south and crosses over the Noisette Creek; (4) then crosses Avenue D at grade and proceeds on the east side of Avenue D; (5) turns southeast near the intersection of Avenue D and Turnbull Avenue; (6) crosses Turnbull Avenue at grade; (7) then turns south along the west side of North Hobson Avenue and runs parallel to North Hobson Avenue; (8) then turns southeast and crosses North Hobson Avenue at grade; and (9) proceeds on the east side of North Hobson Avenue to the point where it enters the South Carolina State Ports Authority Veterans Terminal near Viaduct Road. The Navy Base Main Line connects in the north at Gate 1 to the NCTC, which is a joint operation between CSX Transportation, Inc. (CSXT), and Norfolk Southern Railway Company (NS), and to the west with CSXT. There is currently no connection between PTR and CSXT or NS to the south.

² SCPR, a Division of the South Carolina Department of Commerce, is organized and exists under the laws of the State of South Carolina. S.C. Code § 13-1-1310.

³ See 49 CFR 1150.42(b).