

business days between the hours of 10 a.m. and 3 p.m. Copies of such filing also will be available for inspection and copying at the principal office of NYSE Arca. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File No. SR-NYSEArca-2010-14 and should be submitted on or before April 8, 2010.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority,<sup>19</sup>

**Florence E. Harmon,**

*Deputy Secretary.*

[FR Doc. 2010-6507 Filed 3-23-10; 8:45 am]

**BILLING CODE 8011-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 35359]

#### **Pacific Rim Railway Company, Inc.— Acquisition and Operation Exemption—City of Keokuk, IA**

Pacific Rim Railway Company, Inc. (PRIM), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from the City of Keokuk, IA and to operate approximately 2,894 feet of railroad trackage (.544-mile) consisting of a 2,194 foot-long railroad bridge over the Mississippi River, commonly known as the Keokuk Municipal Bridge, approximately 600 feet of land and track at the approach to the bridge at Hamilton, IL and approximately 100 feet of land and track at the approach to the bridge at Keokuk (collectively, the Bridge). The Bridge connects trackage at Keokuk with trackage at Hamilton.<sup>1</sup>

The transaction is expected to be consummated on or shortly after April 7, 2010 (the effective date of the exemption).

PRIM certifies that its projected annual revenues as a result of the transaction do not exceed those that would qualify it as a Class III rail carrier and further certifies that its projected

annual revenue will not exceed \$5 million.

If the verified 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 effectiveness of the exemption. Petitions for stay must be filed no later than March 31, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35359, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas F. McFarland, 208 South LaSalle Street, Suite 1890, Chicago, IL 60604.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: March 18, 2010.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Kulunie L. Cannon,**

*Clearance Clerk.*

[FR Doc. 2010-6414 Filed 3-23-10; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Research, Engineering And Development Advisory Committee**

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development (R,E&D) Advisory Committee.

*Agency:* Federal Aviation Administration.

*Action:* Notice of Meeting.

*Name:* Research, Engineering & Development Advisory Committee.

*Time and Date:* April 21, 2010—9 a.m. to 5 p.m.

*Place:* Federal Aviation Administration, 800 Independence Avenue, SW—Round Room (10th Floor), Washington, DC 20591.

*Purpose:* The meeting agenda will include receiving from the Committee guidance for FAA's research and development investments in the areas of air traffic services, airports, aircraft safety, human factors and environment and energy. Attendance is open to the interested public but seating is limited. Persons wishing to attend the meeting or obtain information should contact Gloria Dunderman at (202) 267-8937 or [gloria.dunderman@faa.gov](mailto:gloria.dunderman@faa.gov). Attendees will have to present picture ID at the security desk and be escorted to the Round Room.

Members of the public may present a written statement to the Committee at any time.

Dated: Issued in Washington, DC on March 17, 2010.

**Barry Scott,**

*Director, Research & Technology  
Development.*

[FR Doc. 2010-6254 Filed 3-23-10; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2010-0078]

#### **Pipeline Safety: Girth Weld Quality Issues Due to Improper Transitioning, Misalignment, and Welding Practices of Large Diameter Line Pipe**

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

**ACTION:** Notice; issuance of advisory bulletin.

**SUMMARY:** PHMSA is issuing an advisory bulletin to notify owners and operators of recently constructed large diameter natural gas pipeline and hazardous liquid pipeline systems of the potential for girth weld failures due to welding quality issues. Misalignment during welding of large diameter line pipe may cause in-service leaks and ruptures at pressures well below 72 percent specified minimum yield strength (SMYS). PHMSA has reviewed several recent projects constructed in 2008 and 2009 with 20-inch or greater diameter, grade X70 and higher line pipe. Metallurgical testing results of failed girth welds in pipe wall thickness transitions have found pipe segments with line pipe weld misalignment, improper bevel and wall thickness transitions, and other improper welding practices that occurred during construction. A number of the failures were located in pipeline segments with concentrated external loading due to support and backfill issues. Owners and operators of recently constructed large diameter pipelines should evaluate these lines for potential girth weld failures due to misalignment and other issues by reviewing construction and operating records and conducting engineering reviews as necessary.

**FOR FURTHER INFORMATION CONTACT:** Alan Mayberry by phone at 202-366-5124 or by e-mail at [alan.mayberry@dot.gov](mailto:alan.mayberry@dot.gov).

**SUPPLEMENTARY INFORMATION:**

<sup>19</sup> 17 CFR 200.30-3(a)(12).

<sup>1</sup> PRIM states that, because the Bridge is part of a through route for rail transportation, it is a "railroad line" under 49 U.S.C. 10901(a)(4). Rail transportation over the Bridge is currently being performed by Keokuk Junction Railway Company (KJRY), a Class III rail carrier. PRIM does not propose to operate over the Bridge, but acknowledges that, as owner of the Bridge, it would have a residual common carrier obligation to provide rail transportation in the event KJRY ceases to do so. PRIM seeks an exemption for operation on that basis.

## I. Background

The Federal pipeline safety regulations in 49 CFR Parts 192 and 195 require operators of natural gas transmission, distribution, and hazardous liquids pipeline systems to construct their pipelines using pipe, fittings, and bends manufactured in accordance with 49 CFR §§ 192.7, 192.53, 192.55, 192.143, 192.144, 192.149, 195.3, 195.101, 195.112, and 195.118 and incorporated standards and listed design specifications. This involves reviewing the manufacturing procedure specification details for weld end conditions for the line pipe, fitting, bend, or other appurtenance from the manufacturer to ensure weld end conditions are acceptable for girth welding.

During the 2008 and 2009 pipeline construction periods, several newly constructed large diameter, 20-inch or greater, high strength (API 5L X70 and X80) natural gas and hazardous liquid pipelines experienced field hydrostatic test failures, in-service leaks, or in-service failures of line pipe girth welds. Post-incident metallurgical and mechanical tests and inspections of the line pipe, fittings, bends, and other appurtenances indicated pipe with weld misalignment, improper bevels of transitions, improper back welds, and improper support of the pipe and appurtenances. In some cases, pipe end conditions did not meet the design and construction requirements of the applicable standards including:

- American Petroleum Institute (API), *Specification for Line Pipe*—5L, (API 5L), 43rd (including Table 8—*Tolerance for Diameter at Pipe Ends* and Table 9—*Tolerances for Wall Thickness*) or 44th editions for the specified pipe grade;
- API 1104, 19th and 20th editions, *Welding of Pipelines and Related Facilities*;
- American Society of Mechanical Engineers (ASME) B31.8, *Gas Transmission and Distribution Piping Systems* or ASME B31.4 *Pipeline Transportation Systems for Liquid Hydrocarbons and Other Liquids*; and
- Manufacturers Standardization Society of the Valve and Fittings Industry, Inc. (MSS) MSS-SP-44-1996 *Steel Pipeline Flanges* and MSS MSS-SP-75-2004 *Specification for High-Test, Wrought, Butt-Welding Fittings*.

Post-incident findings were that in some cases the pipe and induction bend girth weld bevels were not properly transitioned and aligned during welding. In some cases, the girth weld pipe ends did not meet API 5L pipe end diameter and diameter out-of-roundness specifications. Many of the problematic

girth welds did not meet API 1104 misalignment and allowable “high-low” criteria.

Some girth welds that failed in-service had non-destructive testing (NDT) quality control problems. NDT procedures, including radiographic film and radiation source selection, were not properly optimized for weld defect detection and repairs. This was particularly the case where there were large variations in wall thickness at transitions. In some situations, NDT procedures were not completed in accordance with established API 1104 and operator procedures.

Many of the integrity issues with transition girth welds were present on pipelines being constructed in hilly terrain and high stress concentration locations such as at crossings, streams, and sloping hillsides with unstable soils. These girth welds had high stress concentrations in the girth weld transitions due to the combination of large variations in wall thickness and improper internal bevels with inadequate pipe support, poor backfill practices and soil movement due to construction activities.

## II. Advisory Bulletin ADB-10-03

*To:* Owners and Operators of Hazardous Liquid and Natural Gas Pipeline Systems.

*Subject:* Girth Weld Quality Issues Due to Improper Transitioning, Misalignment, and Welding Practices of Large Diameter Line Pipe.

*Advisory:* Owners and operators of recently constructed large diameter pipelines should evaluate these lines for potential girth weld failures due to misalignment and other issues by reviewing construction and operating records and conducting engineering reviews as necessary. The assessments should cover all large diameter, 20-inch or greater, high strength line pipe transitions and cut factory bends or induction bends installed during 2008 and 2009, and should include material specifications, field construction procedures, caliper tool results, deformation tool results, welding procedures including back welding, NDT records, and any failures or leaks during hydrostatic testing or in-service operations to identify systemic problems with pipe girth weld geometry/out-of-roundness, diameter tolerance, and wall thickness variations that may be defective.

The reviews should ensure that pipelines were constructed in compliance with the Federal pipeline safety regulations in 49 CFR Parts 192 and 195. Operators of natural gas transmission, distribution, and

hazardous liquids pipeline systems are required to use pipe and fittings manufactured in accordance with 49 CFR §§ 192.7, 192.53, 192.55, 192.143, 192.144, 192.149, 195.3, 195.101, 195.112, and 195.118 and incorporated standards and listed design specifications.

With respect to the construction process, pipe, fittings, factory bends, and induction bends must be made in accordance with the applicable standards to ensure that weld end dimension tolerances are met for the pipe end diameter and diameter out-of-roundness. API 1104 specifies girth weld misalignment and allowable “high-low” criteria. API 1104—19th edition, § 7.2, *Alignment*, specifies for pipe ends of the same nominal thickness that the offset should not exceed 1/8 inch (3mm) and when there is greater misalignment, it shall be uniformly distributed around the circumference of the pipe, fitting, bend, and other appurtenance. ASME B31.4, Figure 434.8.6(a)-(2), *Acceptable Butt Welded Joint Design for Unequal Wall Thickness* and ASME B31.8, Figure I5, *Acceptable Design for Unequal Wall Thickness*, give guidance for wall thickness variations and weld bevels designs for transitions. API 5L, 43rd edition in Table 8—*Tolerance for Diameter at Pipe Ends* and Table 9—*Tolerances for Wall Thickness*, specifies tolerances for pipe wall thickness and pipe end conditions for diameter and diameter out-of-roundness. MSS-SP-44-1996 specifies weld end tolerances in § 5.3—*Hub Design*, § 5.4—*Welding End*, Figure 1—*Acceptable Designs for Unequal Wall Thickness*, and Figures 2 and 3; and MSS-75-2004 specifies weld end tolerances in § 13.3 and Figures 1, 2, and 3 and Table 3—*Tolerances*.

Pipeline owners and operators should closely review the manufacturing procedure specifications for the production, rolling, and bending of the steel pipe, fittings, bends, and other appurtenances to make sure that pipe end conditions (diameter and out of roundness tolerances) and transition bevels are suitable for girth welding. Pipeline owners and operators should request or specify manufacturing procedure specification details for weld end conditions for the line pipe, fitting, bend, or other appurtenance from the manufacturer to ensure weld end conditions are acceptable for girth welding.

To ensure the integrity of the pipeline, field personnel that weld line pipe, fittings, bends, and other appurtenances must be qualified, follow qualified procedures, and operators must document the work performed. Operators should verify that field

practices are conforming to API 5L, API 1104, ASME B31.4 or ASME B31.8 and operator procedures for weld bevel, pipe alignment, back welding, and transitions. If any bends are cut, the operator must have procedures to ensure that the pipe or bend cut ends are acceptable for welding in accordance with the listed specifications. Procedures, inspection, and documentation must be in place to ensure that when pipe, fittings, bends, and other appurtenances are welded, the field girth welds are made and non-destructively tested in accordance with 49 CFR §§ 192.241, 192.243, 192.245, 195.228, 195.230, and 195.234. NDT procedures including film type and radiation source selection should be optimized for weld defect detection and repairs completed in accordance with established welding procedures. When there is a variation in wall thickness between line pipe and a segmented fitting, bend, or other appurtenance, consideration should be given to the installation of a segment of intermediate wall thickness pipe. Additionally, efforts should be taken to ensure pipe girth weld alignment is optimized by utilizing experienced and trained welders, suitable pipe and detailed procedures.

Each material component of a pipeline such as line pipe, fittings, bends, and other appurtenances must be able to withstand operating pressures and other anticipated external loadings without impairment of its serviceability in accordance with 49 CFR §§ 192.143 and 195.110. In order to ensure pipeline integrity, the operator must take all practicable steps to protect each transmission line from abnormal loads while backfilling and other work continues along the right-of-way and to minimize loads in accordance with 49 CFR §§ 192.317, 192.319, 195.246(a), and 195.252. Operators should give special attention to girth welds with variations in wall thickness when located in pipeline segments where significant pipe support and backfill settlement issues after installation may be present, specifically in hilly terrain and high stress concentration locations such as at crossings, streams, and sloping hill sides with unstable soils.

Even if no girth weld concerns are identified by reviewing construction records, if an operator has any knowledge, findings or operating history that leads it to believe that its newly constructed, high material grade, large diameter, line pipe segments contain these type girth weld transitions, the operator should conduct engineering reviews as described above with those operating pipelines to ensure that

material, engineering design, and field construction procedures were in compliance with 49 CFR Parts 192 and 195. Failure to conduct engineering reviews and to remediate findings may compromise the safe operation of the pipeline.

**Authority:** 49 U.S.C. chapter 601 and 49 CFR 1.53.

Issued in Washington, DC, on March 18, 2010.

**Jeffrey D. Wiese,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 2010-6528 Filed 3-23-10; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Voluntary Intermodal Sealift Agreement

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice of Voluntary Intermodal Sealift Agreement (VISA).

**SUMMARY:** The Maritime Administration (MARAD) announces the extension of the Voluntary Intermodal Sealift Agreement (VISA) until October 1, 2011, pursuant to the Defense Production Act of 1950, as amended. The purpose of the VISA is to make intermodal shipping services/systems, including ships, ships' space, intermodal equipment and related management services, available to the Department of Defense as required to support the emergency deployment and sustainment of U.S. military forces. This is to be accomplished through cooperation among the maritime industry, the Department of Transportation and the Department of Defense.

**FOR FURTHER INFORMATION CONTACT:** Jerome D. Davis, Director, Office of Sealift Support, Room W25-310, Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590, (202) 366-2323, Fax (202) 366-5904.

**SUPPLEMENTARY INFORMATION:** Section 708 of the Defense Production Act of 1950, as amended, (50 U.S.C. App. 2158), as implemented by regulations of the Federal Emergency Management Agency (44 CFR Part 332), "Voluntary agreements for preparedness programs and expansion of production capacity and supply", authorizes the President, upon a finding that conditions exist which may pose a direct threat to the national defense or its preparedness programs, "\* \* \* to consult with representatives of industry, business, financing, agriculture, labor and other interests \* \* \*" in order to provide the

making of such voluntary agreements. It further authorizes the President to delegate that authority to individuals who are appointed by and with the advice and consent of the Senate, upon the condition that such individuals obtain the prior approval of the Attorney General after the Attorney General's consultation with the Federal Trade Commission. Section 501 of Executive Order 12919, as amended, delegated this authority of the President to the Secretary of Transportation (Secretary), among others. By DOT Order 1900.9, the Secretary delegated to the Maritime Administrator the authority under which the VISA is sponsored. Through advance arrangements in joint planning, it is intended that participants in VISA will provide capacity to support a significant portion of surge and sustainment requirements in the deployment of U.S. military forces during war or other national emergency.

The text of the VISA was first published in the **Federal Register** on February 13, 1997, to be effective for a two-year term until February 13, 1999. The VISA document has been extended and subsequently published in the **Federal Register** every two years. The last extension was published on November 7, 2007. The text published herein will now be implemented. Copies will be made available to the public upon request.

Text of the Voluntary Intermodal Sealift Agreement:

#### Voluntary Intermodal Sealift Agreement (VISA)

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