

## APPENDIX—FTA REGIONAL AND METROPOLITAN OFFICES—Continued

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[FR Doc. 2011–18928 Filed 7–26–11; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2011–0177]

#### Pipeline Safety: Potential for Damage to Pipeline Facilities Caused by Flooding

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

**ACTION:** Notice; Issuance of Advisory  
Bulletin.

**SUMMARY:** PHMSA is issuing this  
advisory bulletin to all owners and  
operators of gas and hazardous liquid  
pipelines to communicate the potential  
for damage to pipeline facilities caused  
by severe flooding. This advisory  
includes actions that operators should  
consider taking to ensure the integrity of  
pipelines in case of flooding.

**ADDRESSES:** This document can be  
viewed on the Office of Pipeline Safety  
home page at: <http://ops.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**  
Operators of pipelines subject to  
regulation by PHMSA should contact  
the appropriate PHMSA Regional Office.  
The PHMSA Regional Offices and their  
contact information are as follows:

- Eastern Region: Connecticut,  
Delaware, District of Columbia, Maine,  
Maryland, Massachusetts, New  
Hampshire, New Jersey, New York,

Pennsylvania, Rhode Island, Vermont,  
Virginia, and West Virginia, call 609–  
989–2171.

- Southern Region: Alabama, Florida,  
Georgia, Kentucky, Mississippi, North  
Carolina, Puerto Rico, South Carolina,  
and Tennessee, call 404–832–1140.

- Central Region: Illinois, Indiana,  
Iowa, Kansas, Michigan, Minnesota,  
Missouri, Nebraska, North Dakota, Ohio,  
South Dakota, and Wisconsin, call 816–  
329–3800.

- Southwest Region: Arkansas,  
Louisiana, New Mexico, Oklahoma, and  
Texas, call 713–272–2859.

- Western Region: Alaska, Arizona,  
California, Colorado, Hawaii, Idaho,  
Montana, Nevada, Oregon, Utah,  
Washington, and Wyoming, call 720–  
963–3160.

Intrastate pipeline operators should  
contact the appropriate State pipeline  
safety authority. A list of State pipeline  
safety authorities is provided at:  
[http://www.napsr.org/managers/  
napsr\\_state\\_program\\_managers2.htm](http://www.napsr.org/managers/napsr_state_program_managers2.htm).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Section 192.613(a) of the Pipeline  
Safety Regulations (49 CFR parts 190–  
199) states that “[e]ach operator shall  
have a procedure for continuing  
surveillance of its facilities to determine  
and take appropriate action concerning  
changes in class location, failures,  
leakage history, corrosion, substantial  
changes in cathodic protection  
requirements, and other unusual  
operating and maintenance conditions.”  
Section 192.613(b) further states that  
“[i]f a segment of pipeline is determined

to be in unsatisfactory condition but no  
immediate hazard exists, the operator  
shall initiate a program to recondition or  
phase out the segment involved, or, if  
the segment cannot be reconditioned or  
phased out, reduce the maximum  
allowable operating pressure in  
accordance with § 192.619 (a) and (b).”

Likewise, § 195.401(b)(1) of the  
Pipeline Safety Regulations states that  
“[w]hen an operator discovers any  
condition that could adversely affect the  
safe operation of its pipeline system, it  
must correct the condition within a  
reasonable time. However, if the  
condition is of such a nature that it  
presents an immediate hazard to  
persons or property, the operator may  
not operate the affected part of the  
system until it has corrected the unsafe  
condition.” Section 195.401(b)(2)  
further states that “[w]hen an operator  
discovers a condition on a pipeline  
covered under [the integrity  
management requirements in] § 195.452,  
the operator must correct the condition  
as prescribed in § 195.452(h).”

Severe flooding is the kind of unusual  
operating condition that can adversely  
affect the safe operation of a pipeline  
and require corrective action under  
§§ 192.613(a) and 195.401(b). In October  
1994, major flooding along the San  
Jacinto River near Houston, Texas,  
resulted in eight pipeline failures and  
compromised the integrity of several  
other pipelines. Similar flooding has  
occurred along the Yellowstone River in  
the past few months. While the cause of  
the accident is still under investigation,  
ExxonMobil Pipeline Company  
experienced a pipeline failure near

Laurel, Montana, on July 1, 2011, resulting in the release of crude oil into the Yellowstone River.

Severe flooding and other conditions that can adversely affect the safe operation of a pipeline may also trigger the reporting requirements in Part 191 and Part 195 or applicable state reporting requirements. PHMSA requires operators to submit telephonic and written reports when natural gas or hazardous liquid releases occur that exceed certain threshold requirements. PHMSA also requires operators to submit reports of safety-related conditions involving potentially unsafe conditions on natural gas and hazardous liquid pipelines (§§ 191.23 and 195.55).

*Advisory Bulletin (ADB-11-04)*

*To:* Owners and operators of gas and hazardous liquid pipeline systems.

*Subject:* Potential for damage to pipeline facilities caused by severe flooding.

*Advisory:* Severe flooding can adversely affect the safe operation of a pipeline. Operators need to direct their resources in a manner that will enable them to determine the potential effects of flooding on their pipeline systems. Operators are urged to take the following actions to prevent and mitigate damage to pipeline facilities and ensure public and environmental safety in areas affected by flooding:

1. Evaluate the accessibility of pipeline facilities that may be in jeopardy, such as valve settings, which are needed to isolate water crossings or other sections of a pipeline.
2. Extend regulator vents and relief stacks above the level of anticipated flooding, as appropriate.
3. Coordinate with emergency and spill responders on pipeline location and condition. Provide maps and other relevant information to such responders.
4. Coordinate with other pipeline operators in the flood area and establish emergency response centers to act as a liaison for pipeline problems and solutions.
5. Deploy personnel so that they will be in position to take emergency actions, such as shut down, isolation, or containment.

6. Determine if facilities that are normally above ground (e.g., valves, regulators, relief sets, etc.) have become submerged and are in danger of being struck by vessels or debris; if possible, such facilities should be marked with an appropriate buoy with Coast Guard approval.

7. Perform frequent patrols, including appropriate overflights, to evaluate right-of-way conditions at water crossings during flooding and after

waters subside. Determine if flooding has exposed or undermined pipelines as a result of new river channels cut by the flooding or by erosion or scouring.

8. Perform surveys to determine the depth of cover over pipelines and the condition of any exposed pipelines, such as those crossing scour holes. Where appropriate, surveys of underwater pipe should include the use of visual inspection by divers or instrumented detection. Information gathered by these surveys should be shared with affected landowners. Agricultural agencies may help to inform farmers of the potential hazard from reduced cover over pipelines.

9. Ensure that line markers are still in place or replaced in a timely manner. Notify contractors, highway departments, and others involved in post-flood restoration activities of the presence of pipelines and the risks posed by reduced cover.

If a pipeline has suffered damage, is shut-in, or is being operated at a reduced pressure as a precautionary measure as a result of flooding, the operator should advise the appropriate PHMSA Regional Office or State pipeline safety authority before returning the line to service, increasing its operating pressure, or otherwise changing its operating status. PHMSA or the State will review all available information and advise the operator, on a case-by-case basis, whether and to what extent a line can safely be returned to full service.

Issued in Washington, DC, on July 22, 2011.

**Jeffrey D. Wiese,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 2011-19029 Filed 7-26-11; 8:45 am]

**BILLING CODE 4910-60-P**

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[Docket No. AB 1071]

**Stewartstown Railroad Company;  
Adverse Abandonment; In York  
County, PA**

On July 7, 2011, the Estate of George M. Hart (Estate), filed an application under 49 U.S.C. 10903, requesting that the Surface Transportation Board (Board) authorize the third-party or adverse abandonment of an approximately 7.4-mile line of railroad (Line) in York County, Pa., extending from milepost 0.0 at New Freedom, Pa., to milepost 7.4 at Stewartstown, Pa. The Line is owned by the Stewartstown Railroad Company (SRC), and traverses

United States Postal Service Zip Codes 17349, 17361, and 17363. There are 2 rail stations on the Line. The application is available on the Board's Web site at <http://www.stb.dot.gov>, or a copy can be secured from applicant's counsel, whose name and address appear below.

The Estate asserts that it seeks abandonment so that it may facilitate the sale of the Line through the Board's Offers of Financial Assistance (OFA) procedures, or, barring that, foreclose upon SRC's assets to satisfy SRC's debt obligations, subject to any appropriate processes of state law. To support its abandonment application, the Estate asserts that the Line is dilapidated, cannot safely handle train operations in its current state, and continues to deteriorate due to a lack of funds needed for rail line maintenance. Further, the Estate maintains that there have been no freight operations over the Line for nearly 20 years, that there is no foreseeable need for rail service, and that there are no "significant users" of the Line as defined in 49 CFR 1152.2(l).

In a decision served in this proceeding on March 10, 2011 (March decision), the Estate was granted exemptions from several statutory provisions as well as waivers of certain Board regulations at 49 CFR part 1152 that were not relevant to its adverse abandonment application or that sought information not available to it. Specifically, the Estate was granted waivers of and exemptions from the notice requirements at 49 CFR 1152.20(a)(3), 49 U.S.C. 10903(a)(3)(B), 49 CFR 1152.20(a)(2)(i), 49 U.S.C. 10903(a)(3)(D) (except that the Estate must mail a copy of its notice of intent to former shippers of the Line), 49 CFR 1152.20(a)(2)(xii), and 49 CFR 1152.21; waivers of and exemptions from the application requirements of 49 CFR 1152.10-14, 49 CFR 1152.22(a)(5), 49 U.S.C. 10903(c), 49 CFR 1152.22(c), 49 CFR 1152.22(d), 49 CFR 1152.24(e)(1), and 49 CFR 1152.29(e)(2); partial waiver of and exemption from the offer of financial assistance (OFA) procedures at 49 CFR 1152.27 and 49 U.S.C. 10904; and waiver of portions of the **Federal Register** notice language requirements at 49 CFR 1152.22(i).

According to the Estate, the Line does not contain Federally granted rights-of-way. Any documentation in the Estate's possession will be made available promptly to those requesting it. The Estate asserts that it filed its entire case for adverse abandonment with its application.

The interests of affected railroad employees, if there are any, will be protected by the conditions set forth in