ACTION: Notice and Request for Comments.

SUMMARY: Pursuant to a delegation of authority from the Secretary of Transportation, the Maritime Administrator is authorized to issue waivers allowing documented vessels with only registry endorsements or foreign flag vessels to be used in operations that treat aquaculture fish or protect aquaculture fish from disease, parasitic infestation, or other threats to their health when suitable vessels of the United States are not available that could perform those services. A request for such a waiver has been received by the Maritime Administration (MARAD). This notice is being published to solicit comments intended to assist MARAD in determining whether a suitable vessel of the United States is available that could perform the required services. If no suitable U.S.-flag vessel is available, the Maritime Administrator may issue a waiver necessary to comply with USCG Aquaculture Support regulations. A brief description of the proposed aquaculture support service is listed in the **SUPPLEMENTARY INFORMATION** section below.

DATES: Submit comments on or before January 12, 2017.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD–2016–0126 by any of the following methods:

- *On-line via the Federal Electronic Portal: http://www.regulations.gov.* Search using ''MARAD–2016–0126'' and follow the instructions for submitting comments.
- *Mail/Hand-Delivery/Courier:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590. Submit comments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

Reference Materials and Docket Information: You may view the complete application, including the aquaculture support technical service requirements, and all public comments at the DOT Docket on-line via *http://www.regulations.gov.* Search using ''MARAD–2016–0126.'' All comments received will be posted without change to the docket, including any personal information provided. The Docket Management Facility is open 9:00 a.m. to 5:00 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23–453, Washington, DC 20590. Telephone 202–366–9309, Email *Bianca.carr@dot.gov.* If you have questions on viewing the Docket, call Docket Operations, telephone: (800) 647–5527.

SUPPLEMENTARY INFORMATION: As a result of the enactment of the Coast Guard Authorization Act of 2010, codified at 46 U.S.C. 12102, the Secretary of Transportation has the discretionary authority to issue waivers allowing documented vessels with registry endorsements or foreign flag vessels to be used in operations that treat aquaculture fish for or protect aquaculture fish from disease, parasitic infestation, or other threats to their health when suitable vessels of the United States are not available that could perform those services. The Secretary has delegated this authority to the Maritime Administrator. Pursuant to this authority, MARAD is providing notice of the services proposed by Cook Aquaculture (Cook) in order to make a U.S.-flag vessel availability determination.

In order to comply with USCG Aquaculture Support regulations at 46 CFR part 106, Cook is seeking a MARAD Aquaculture Waiver to operate the vessels M/V COLBY PERCE and M/V RONJA CARRIER as follows:

Intended Commercial Use of Vessel: ''to use two highly-specialized foreign-flag vessels referred to as ''wellboats'' (or ''live fish carriers'') to treat Cooke's swimming inventory of farmed Atlantic salmon in the company's salt-water grow-out pens off Maine's North Atlantic Coast. This treatment prevents against parasitic infestation by sea lice that is highly destructive to the salmon's health.''

Geographic Region: ''Off Maine's North Atlantic Coast''.

Requested Time Period: ''2017 calendar year, from January 1, 2017 to December 31, 2017''.

Interested parties may submit comments providing detailed information relating to the availability of U.S.-flag vessels to perform the required aquaculture support services. If MARAD determines, in accordance with 46 U.S.C. 12102(d)(1) and MARAD's regulations at 46 CFR part 388, that suitable U.S.-flag vessels are available to perform the required services, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria set forth in 46 CFR 388.4.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to *www.regulations.gov,* as described in the system of records notice, DOT/ALL–14 FDMS, accessible through *www.dot.gov/privacy.* In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

Authority: 49 CFR 1.93(w).

* * * * *

Dated: December 8, 2016.

By order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2016–29894 Filed 12–12–16; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2016–0078; Notice No. 2016–14]

Hazardous Materials: Use of DOT Specification 39 Cylinders for Liquefied Flammable Compressed Gas

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

ACTION: Safety advisory notice.

SUMMARY: PHMSA is issuing this safety advisory notice to inform offerors and users of DOT Specification 39 (DOT–39) cylinders that DOT–39 cylinders with an internal volume exceeding 75 cubic inches (in^3) (1.23 L) should not be filled with liquefied flammable compressed gas. PHMSA maintains filling or transporting DOT–39 cylinders with an internal volume exceeding 75 in^3 (1.23 L) is not safe.

FOR FURTHER INFORMATION CONTACT: Refaat Shafkey, General Engineer, Engineering and Research Division, Office of Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590. Telephone: (202) 366–4545 or, via email: *refaat.shafkey@dot.gov.*

SUPPLEMENTARY INFORMATION:

Public Action Requested

PHMSA advises offerors of DOT–39 cylinders having an internal volume exceeding 75 cubic inches (in^3) (1.23 L) that such cylinders should not be filled with liquefied flammable compressed gas. PHMSA further advises the public not to use any DOT–39 cylinder with an internal volume greater than 75 in^3 (1.23 L) containing a liquefied flammable compressed gas.

Safety Concern

The release of a liquefied flammable compressed gas from or rupture of such a cylinder having an internal volume exceeding 75 in^3 (1.23 L) is a safety concern that could result in extensive property damage, serious personal injury, or even death. A liquefied flammable compressed gas has a stored energy that is several times greater than that of a non-liquefied compressed gas. Further, a DOT–39 cylinder can have a volume of up to 1,526 in^3 (25 L) at a service pressure of 500 psig or less and, as such, can have up to 22 times the stored energy of a DOT–39 cylinder limited to 75 in^3 (1.23 L). Additionally, because of the design specifications that allow for thinner walls when used at lower pressure, the cylinders may be at greater risk from corrosion or puncture. Given the known risks associated with cylinders that are filled with liquefied flammable compressed gases, PHMSA is issuing this safety advisory notice to inform offerors and users of DOT–39 cylinders that cylinders with an internal volume of 75 in^3 (1.23 L) or more should not be filled with liquefied flammable compressed gas.

Background

This safety advisory notice is being issued in part because of concern over confusion about the regulatory requirements when using DOT–39 cylinders for liquefied compressed gases. Historically, the Hazardous Materials Regulations (HMR; 49 CFR parts 171–180) limited the internal volume of a DOT–39 specification cylinder to 75 in^3 (1.23 L) when used for certain liquefied flammable compressed gases. This size limitation applied when DOT–39 cylinders were used for gases that were subject to Note 9 following the table at § 173.304(a)(2) or liquefied petroleum gas as addressed in § 173.304(d)(3) (The table is currently located at § 173.304a).

In an October 30, 1998 notice of proposed rulemaking (NPRM), the Research and Special Programs Administration (RSPA)—the predecessor agency to PHMSA—proposed to extend the 75 in^3 (1.23 L) volume limitation of DOT–39 cylinders to all liquefied flammable compressed gases by revising § 173.304 to delete Note 9 from the table at § 173.304(a)(2) and adding §§ 173.304a and 173.304b.[1] RSPA received several comments in opposition to extending the limit to all liquefied flammable compressed gases which would have been codified in § 173.304a(a)(3). RSPA published a final rule on August 8, 2002 and, based on the opposing comments, decided not to extend the 75 in^3 (1.23 L) limitation to all liquefied flammable compressed gases in a DOT–39 cylinder at that time. However, in the process of publishing the final rule, the agency inadvertently omitted the 75 in^3 (1.23 L) limitation for liquefied flammable compressed gas and liquefied petroleum gas.[2]

On November 13, 2014, PHMSA accepted a petition for rulemaking (P–1622) from Worthington Cylinders to address this error in a rulemaking. On July 26, 2016, PHMSA published in the **Federal Register** an NPRM titled, ''Hazardous Materials: Miscellaneous Amendments Pertaining to DOT Specification Cylinders (RRR),'' [81 FR 48977; Docket No. PHMSA–2011–0140 (HM–234) [3]] that again proposes to extend the limit on the internal volume of DOT–39 cylinders to use with all liquefied flammable compressed gases, thus correcting the inadvertently omitted size limitation and expanding the applicability to capture those liquefied flammable compressed gases (*e.g.,* difluoromethane (Refrigerant gas R 32)) either not reflected in the § 173.304a(a)(2) table or not considered a liquefied petroleum gas.

Issued in Washington, DC on December 5, 2016.

William S. Schoonover,

Acting Associate Administrator for Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration.

[FR Doc. 2016–29813 Filed 12–12–16; 8:45 am]

BILLING CODE 4910–60–P

[1] NPRM—Hazardous Materials: Requirements for DOT Specification Cylinders (HM–220D) [63 FR 58460].

[2] Final Rule—Hazardous Materials: Requirements for Maintenance, Requalification, Repair and Use of DOT Specification Cylinders (HM–220D) [67 FR 51625]

[3] *https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16689.pdf.*

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2016–0065]

Pipeline Safety: High Consequence Area Identification Methods for Gas Transmission Pipelines

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

ACTION: Notice; Issuance of Advisory Bulletin.

SUMMARY: PHMSA is issuing this advisory bulletin to remind gas transmission pipeline operators of certain previously issued guidance and provide operators with additional guidance for the identification of High Consequence Areas (HCAs) along pipeline right-of-ways. This advisory bulletin provides suggestions for accurately mapping and integrating HCA data, documenting how mapping systems are used, periodically verifying and updating their mapping systems, utilizing buffer zones (tolerances) to provide additional protection around the calculated potential impact radius (PIR) along their pipelines, and ensuring the accuracy of class locations. The bulletin emphasizes that HCA identification relies on pipeline-specific information regarding the location, size, and operating characteristics of the line, as well as the identification of structures, specified sites, and their intended usage along the pipeline right-of-way.

FOR FURTHER INFORMATION CONTACT: Allan Beshore by phone at 405–834–8344 or email at *allan.beshore@dot.gov.* All materials in this docket may be accessed electronically at *http://www.regulations.gov.* Information about PHMSA may be found at *http://www.phmsa.dot.gov.*

SUPPLEMENTARY INFORMATION:

I. Background

A key component of PHMSA's pipeline safety regulations is its integrity management (IM) program. For gas transmission pipelines, this program is outlined in Subpart O of 49 CFR part 192 and is based on the concept that pipeline operators need to identify those segments of their pipeline systems that pose the greatest risk to human life, property, and the environment, and to take extra precautions to ensure their safety. These higher-risk areas are known as ''HCAs.'' Each operator is required to survey its entire pipeline system to identify all pipeline segments