

[4910-60]

Title 49—Transportation

CHAPTER I—MATERIALS TRANSPORTATION BUREAU, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER D—PIPELINE SAFETY

[Amendment No. 192-33; Docket No. PS-501]

PART 192—TRANSPORTATION OF NATURAL AND OTHER GAS BY PIPELINE

Corrosion Control Requirements

AGENCY: Materials Transportation Bureau.

ACTION: Final rule.

SUMMARY: This rule makes miscellaneous changes to MTB's corrosion control requirements for natural gas and other gas pipelines. The amendments update and clarify several of the existing regulations and modifies others to provide flexibility in conducting the required periodic operational and maintenance inspections. These changes are based on recommendations of the Technical Pipeline Safety Standards Committee after their review of the existing regulations.

EFFECTIVE DATE: This amendment becomes effective on September 5, 1978.

FOR FURTHER INFORMATION CONTACT:

George Mocharko, 202-426-2082.

SUPPLEMENTARY INFORMATION: In accordance with article 11 of the Department of Transportation (DOT) policy of improving Government regulations issued March 1, 1978 (43 FR 9582), the Materials Transportation Bureau (MTB) has initiated a program for reviewing its existing regulations and revoking or revising those regulations which it determines are not achieving their intended purpose. MTB initiated a systematic review of the existing pipeline safety regulations in 1977, with the aid of the Department's Technical Pipeline Safety Standards Committee (TPSSC). The first segment of the regulations chosen for review was subpart I, Requirements for Corrosion Control, since that segment had been the subject of more inquiries and interpretations than any other. On January 18, 1978, the TPSSC completed its review of the corrosion regulations and recommended some changes.

In consideration of the TPSSC recommendations and other factors, MTB is by this document amending several of the corrosion control regulations as discussed and set forth hereafter.

Some of the other changes to the regulations suggested by the TPSSC were not adopted while one suggestion serves as the basis for a notice of proposed rulemaking on cathodically protected transmission lines published elsewhere in the FEDERAL REGISTER.

Because the amendments contained herein either clarify existing requirements or establish equivalent safety requirements, and impose no added compliance burdens, MTB finds that notice and public procedure are unnecessary and good cause exists for making the amendments effective on less than 30 days' notice.

Section 192.465(b). By a unanimous affirmative vote, the TPSSC proposed to require the inspection of each cathodic protection rectifier or other impressed current power source six times annually at intervals not exceeding 2½ months. MTB agrees that the current regulation requiring inspection at intervals not exceeding 2 months does not allow sufficient flexibility in scheduling personnel.

Section 192.465(c). By unanimous vote, the TPSSC proposed a revision to require an operator to check each reverse current switch, each diode, and each interference bond whose failure could jeopardize its structure six times annually at intervals not exceeding 2½ months. MTB agrees that the current regulation requiring inspection at intervals not exceeding 2 months does not allow sufficient flexibility in scheduling personnel.

Section 192.467(b). By a vote of 10 affirmative to 1 negative, the TPSSC proposed a change to provide that "one or more" insulating devices must be installed where electrical isolation of a portion of a pipeline is necessary to facilitate the application of corrosion control. The current regulation calls for an insulating device to be installed, but more than one insulating device may be required to adequately isolate a portion of a pipeline.

Section 192.477. By a unanimous vote, the TPSSC proposed that each coupon or other means of monitoring internal corrosion must be checked two times annually, but at intervals not exceeding 7½ months. MTB agrees that the current regulation calling for the checks to be conducted at intervals not exceeding 6 months does not allow sufficient flexibility in scheduling personnel.

Section 192.481. By a unanimous affirmative vote, the TPSSC proposed a revision to require operators to reevaluate offshore pipelines that are exposed to the atmosphere once each calendar year but with intervals not exceeding 15 months. MTB agrees that the current regulation calling for these checks to be conducted at intervals not exceeding 1 year does not

allow sufficient flexibility in scheduling personnel.

Section 192.485(a). This regulation provides that generally corroded transmission line pipe with a remaining wall thickness less than that required for maximum allowable operating pressure of the pipeline must be replaced or the operating pressure reduced commensurate with the actual remaining wall thickness except that a small area of general corrosion may be repaired. By a vote of nine affirmative, one negative, and one nonvoting, the TPSSC proposed to allow pressure reduction commensurate with the remaining strength of the pipe. The TPSSC pointed out that there can be significantly pitted areas in the pipe wall that reduce wall thickness but do not reduce the pipe strength materially. MTB agrees that the remaining strength of the pipe is the important determinative criterion and that wall thickness is only a measure of that strength. This point is recognized in §192.485(b) which provides for pressure reduction commensurate with pipe strength for localized corrosion pitting. The amendment to paragraph (a) therefore clarifies the intent of the rule and makes the language consistent with that of paragraph (b).

Evaluating the strength of corroded pipe to contain pressure is a complex problem which can be done in different ways. The ASME Guide for Gas Transmission and Distribution Piping Systems provides operators with suggested methods to evaluate the pressure strength of a corroded area of transmission pipelines. A report, "Summary of Research To Determine the Strength of Corroded Areas in Line Pipe," July 20, 1971, conducted by Battelle Columbus Laboratories for the American Gas Association line pipe research program also describes methods for predicting estimates of remaining pressure strength of corroded pipe based on the principles of fracture mechanics.

In addition to the above changes recommended by the TPSSC, MTB is amending several sections in subpart I by deleting effective dates that were codified to provide adequate notice of leadtime available to comply with new or amended requirements. Now that these effective dates have passed, retaining them in a codified form is unnecessary.

In consideration of the foregoing, Part 192 of Title 49 of the Code of Federal Regulations is amended as follows:

§192.451 [Amended]

1. In §192.451, paragraph (b) is deleted.

§ 192.457 [Amended]

2. In § 192.457, the following phrases and punctuation marks are deleted:

In the first sentence of paragraph (a), delete ", not later than August 1, 1974," and in the first sentence of paragraph (b), delete ", not later than August 1, 1976,".

3. In § 192.465, paragraphs (b) and (c) are amended to read as follows:

§ 192.465 External corrosion control: monitoring

(b) Each cathodic protection rectifier or other impressed current power source must be inspected six times each calendar year, but with intervals not exceeding 2½ months, to insure that it is operating.

(c) Each reverse current switch, each diode, and each interference bond whose failure would jeopardize structure protection must be electrically checked for proper performance six times each calendar year, but with intervals not exceeding 2½ months. Each other interference bond must be checked at least once each calendar year, but with intervals not exceeding 15 months.

4. Section 192.467(b) is amended to read as follows:

§ 192.467 External corrosion control: electrical isolation.

(b) One or more insulating devices must be installed where electrical isolation of a portion of a pipeline is necessary to facilitate the application of corrosion control.

§ 192.473 [Amended]

5. In § 192.473(a), the following phrase is deleted: "After July 31, 1973,".

§ 192.475 [Amended]

6. In § 192.475(a), the following phrase is deleted: "After July 31, 1972,".

7. Section 192.477 is amended to read as follows:

§ 192.477 Internal corrosion control: monitoring.

If corrosive gas is being transported, coupons or other suitable means must be used to determine the effectiveness of the steps taken to minimize internal corrosion. Each coupon or other means of monitoring internal corrosion must be checked two times each

calendar year, but with intervals not exceeding 7½ months.

§ 192.479 [Amended]

8. In § 192.479(b), the following phrase is deleted: "Not later than August 1, 1974,".

9. Section 192.481 is amended to read as follows:

§ 192.481 Atmospheric corrosion control: monitoring.

After meeting the requirements of § 192.479 (a) and (b), each operator shall, at intervals not exceeding 3 years for onshore pipelines and at least once each calendar year, but with intervals not exceeding 15 months, for offshore pipelines, reevaluate each pipeline that is exposed to the atmosphere and take remedial action whenever necessary to maintain protection against atmospheric corrosion.

10. Section 192.485(a) is amended to read as follows:

§ 192.485 Remedial measures: Transmission lines.

(a) *General corrosion.* Each segment of transmission line with general corrosion and with a remaining wall thickness less than that required for the maximum allowable operating pressure of the pipeline must be replaced or the operating pressure reduced commensurate with the strength of the pipe based on the actual remaining wall thickness. However, if the area of general corrosion is small, the corroded pipe may be repaired. Corrosion pitting so closely grouped as to affect the overall strength of the pipe is considered general corrosion for the purpose of this paragraph.

§ 192.491 [Amended]

11. In § 192.491(a), the following phrase is deleted: "After July 31, 1972,".

NOTE.—MTB has determined that this document does not contain a major proposal requiring preparation of a regulatory analysis under DOT procedures.

(49 U.S.C. 1672; 49 U.S.C. 1804; 49 CFR App. A of Part I.)

Issued in Washington, D.C., on August 28, 1978.

L. D. SANTMAN,
Acting Director, Materials
Transportation Bureau.

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[4910-59]

CHAPTER V—NATIONAL HIGHWAY
TRAFFIC SAFETY ADMINISTRA-
TION, DEPARTMENT OF TRANS-
PORTATION

[Docket No. 75-16; Notice 21]

PART 571—FEDERAL MOTOR
VEHICLE SAFETY STANDARDS
Air Brake Systems

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Final rule.

SUMMARY: NHTSA amends its standard No. 121 for the regulation of braking system performance of air-braked trucks, buses, and trailers to specify test procedures and conditions for frictional characteristics of the test track surface, duration of time intervals between road tests, duration of permissible wheel lockup during road tests, and the amount of curving in the test track. This action is in fulfillment of the remand of the Ninth Circuit Court of Appeals in *PACCAR v. National Highway Traffic Safety Administration and Department of Transportation* with regard to modification of test procedures, which is the only aspect of the order not subject to further judicial review. The agency also makes final a long-standing proposal (40 FR 45200, October 1, 1975) to modify the means for establishing the frictional resistance of the road test surface.

DATES: The amendment is effective August 25, 1978. Petitions for reconsideration must be received no later than September 27, 1978.

ADDRESS: Petitions for reconsideration should refer to the docket number and be submitted to: Docket Section, Room 5108, 400 Seventh Street SW., Washington, D.C. 20590.

FOR FURTHER INFORMATION
CONTACT:

Tad Herlihy, Office of Chief Counsel; National Highway Traffic Administration, 400 Seventh Street SW., Washington, D.C. 20590, 202-426-9511.

SUPPLEMENTARY INFORMATION: Standard No. 121 (49 CFR 571.121) regulates the braking system performance of air-braked trucks, buses, and trailers. The standard has been in effect for trailers since January 1, 1975, and for trucks and buses since March 1, 1975. Requirements are established for the service, emergency, and parking brake systems, including a requirement that the service brakes provide retardation, power, and recovery capabilities. Road test procedures are set forth to advise manufacturers how the NHTSA will conduct its com-