

2. At page 72, the sixteenth entry in the hazardous materials table, reading as set forth below, should be deleted.

(1) + E/ A/ W	(2) Hazardous materials descriptions and proper shipping names	(3) Hazard class	(3A) Identi- fication number	(4) Label(s) required (if not excepted)	(5) Packaging		(6) Maximum net quantity in one package		(7) Water shipments		
					(a) Exceptions	(b) Specific require- ments	(a) Passenger carrying aircraft or cailcar	(b) Cargo only aircraft	(a) Cargo vessel	(b) Pas- senger vessel	(c) Other requirements
	Ammonium nitrate - fuel oil mixture (Containing only pulled ammonium nitrate and fuel oil). See Blasting agent, n.o.s.	Poison B	UN1649	Poison	None	173.354	Forbidden	55 gallons	1	5	If flashpoint is less than 141 DE(1) F, segrega- tion same as for flammable liquid.

BILLING CODE 1505-02-M

49 CFR Part 195

[Amdt. 195-20B; Docket No. PS-56A]

Transportation of Liquids by Pipeline; Addition of Water to Pipelines Transporting Anhydrous Ammonia

AGENCY: Materials Transportation
Bureau (MTB).

ACTION: Revocation of final rule.

SUMMARY: This notice revokes a final rule that would require weekly monitoring of the water content of anhydrous ammonia transported by interstate pipeline. The purpose of the rule was to prevent failures caused by stress corrosion cracking. Where necessary, the rule required that water be added to anhydrous ammonia to at least the 0.2 percent level.

Although the costs of the subject rule are practically nil and although a strong technical argument can be made in support of the rule, the MTB does not now have sufficient statistical data to clearly demonstrate that a certain number of failures due to stress corrosion cracking will be prevented by allowing the rule to become effective.

EFFECTIVE DATE: The effective date of this action is made retroactive to June 29, 1981, to cancel the effectiveness of Amendment 195-20.

FOR FURTHER INFORMATION CONTACT: Frank Robinson, 202-426-2392.

SUPPLEMENTARY INFORMATION: Because this document grants relief from a regulatory burden, because there is no additional information to be gained, and because all persons affected by the final rule being withdrawn have had prior

notice and opportunity to comment, no further public proceedings are necessary in the matter and the withdrawal action may take effect in less than 30 days* after publication.

MTB published a final rule (Amdt. 195-20) in the Federal Register on January 2, 1981 (46 FR 39), which required that anhydrous ammonia transported by pipeline be monitored weekly to assure a water content of at least 0.2 percent by weight. The purpose of the rule was to prevent failures caused by stress corrosion cracking. Where necessary, the rule required that water be added to anhydrous ammonia to at least the 0.2 percent level. The final rule was to become effective February 2, 1981.

On April 6, 1981, the effective date of the final rule was postponed (46 FR 20556) until June 30, 1981, pending a review of the costs and benefits.

Although the costs of the subject rule are practically nil and although a strong technical argument can be made in support of the rule, the MTB does not now have sufficient statistical data to clearly demonstrate that a certain number of failures due to stress corrosion cracking will be prevented by allowing the rule to become effective. This is in part because (1) over the years, MTB has imposed the requirement to monitor the water content of anhydrous ammonia under § 195.6, and presumably has thereby prevented failures; (2) few operators transport anhydrous ammonia by interstate pipeline and, therefore, the potential for accidents is small; and (3) recognition of stress corrosion cracking as a cause of failure is technically

difficult, hence, failures may not be properly diagnosed.

In the future, if adequate statistical data is available to clearly demonstrate the value of the benefits of monitoring water content in anhydrous ammonia, the MTB will reconsider requiring such monitoring at that time. In the meantime, the MTB chooses not to use scarce resources to engage in rulemaking that has an unproven safety benefit for only a few operators who transport anhydrous ammonia by interstate pipeline. Moreover, these operators are currently utilizing this safety practice and MTB expects them to continue to do so.

In view of the above, § 195.418(e) is revoked and removed.

(49 U.S.C. 2002; 49 CFR 1.53(a) and Appendix A to Part 1)

Issued in Washington, D.C., on July 21, 1981.

L. D. Santman,

Director, Materials Transportation Bureau.

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49 CFR Part 195

[Amdt. 195-22; Docket PS-70]

Transportation of Liquids by Pipeline

Correction

In FR Doc. 81-21782, published at page 38357, on Monday, July 27, 1981, on page 38372, in the second column, in paragraph § 195.424(b), in the first line "more" should be corrected to read "move"

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