

## Office of Pipeline Safety

## [ 49 CFR Part 192 ]

[Docket No. OPS-28; Notice 74-1]

## PIPE TRANSPORTED BY RAILROAD

## Qualification for Use

The Office of Pipeline Safety (OPS) is considering amendments to the gas pipeline safety regulations set forth in Part 192 to (1) incorporate by reference the 1972 edition of the American Petroleum Institute document API RP5L1, entitled "API Recommended Practice for Railroad Transportation of Line Pipe," and (2) provide that pipe transported by railroad after the effective date of the proposed amendment may not be used under § 192.65 (a) unless it is transported in accordance with the latest referenced edition of API RP5L1. The regulations currently incorporate by reference the 1967 edition of API RP5L1. The proposed amendment would not preclude the use of pipe transported by railroad in accordance with the 1967 edition before the proposed amendment becomes effective.

Section 192.65 provides that pipe having an outer diameter to wall thickness ratio of 70 to 1 or more and transported by railroad after November 11, 1970, may not be used in a pipeline to be operated at a hoop stress of 20 percent or more of SMYS unless that transportation was performed in accordance with API RP5L1.

The 1967 edition of API RP5L1 does not cover the transportation of long pipe loaded on short railroad cars. Long pipe, which the industry is beginning to use for economic reasons, is double-jointed pipe (80-foot lengths) or pipe initially manufactured in longer than 40-foot lengths. Because the 1967 edition prohibits pipe overhang of more than five feet, or one-half the distance between intermediate bearing strips, whichever is larger, long pipe transported on the common 52-foot flatcars may not be used under Part 192. While longer flatcars of 89-foot lengths do exist, they are in short supply and not generally available.

The 1972 edition of API RP5L1 was developed by the API's Committee on Standardization of Tubular Goods to provide for the loading and transportation of long pipe on short railroad cars. Records of various companies that have shipped long pipe on short cars in a manner substantially the same as provided in the 1972 edition reveal no failures or damage attributable to that transportation. In addition, the OPS has granted two waivers from § 192.65 which were conditioned upon compliance with requirements of the 1972 edition and the performance of certain inspections and tests (Dockets OPS-8 and OPS-19). Transportation of long pipe conducted under these waivers did not result in damage during shipment, and there were no failures when the pipe was hydrostatically tested to a minimum of 90 percent of SMYS following shipment. Based on this information, OPS proposes to incorporate by reference in Part 192 the

1972 edition of API RP5L1 so as to permit the use of long pipe transported on short flatcars in accordance with the requirements of that edition.

In addition, OPS is proposing, as a qualification for use of pipe under § 192.65(a), that pipe transported by railroad after the proposal takes effect be transported in accordance with the latest referenced edition of API RP5L1. The 1972 edition of API RP5L1 contains improvements in safety over earlier editions. If this edition is incorporated by reference, the 1967 referenced edition would then prescribe criteria different from that adopted by OPS in the 1972 edition. Consequently, OPS believes that to permit the use of pipe transported after the 1972 edition is incorporated by reference where that transportation is in accordance with the 1967 edition would not be in the best interest of pipeline safety. The proposed revision of § 192.65 (a) would not preclude the use of pipe which is transported in accordance with the 1967 edition before the effective date of the proposed revision.

In consideration of the foregoing, it is proposed to amend 49 CFR 192 as follows:

1. Section 192.65(a) would be revised to read as follows:

## § 192.65 Transportation of pipe.

In a pipeline to be operated at a hoop stress of 20 percent or more of SMYS, an operator may not use pipe having an outer diameter to wall thickness ratio of 70 to 1, or more, that is transported by railroad unless—

(a) The transportation is performed in accordance with the 1972 edition of API RP5L1, except that before (effective date) the transportation may be in accordance with the 1967 edition of API RP5L1.

2. In Section II.A of Appendix A to 49 CFR Part 192, item 4 would be amended to read as follows:

## APPENDIX A—INCORPORATED BY REFERENCE

II. Documents incorporated by reference.  
A. American Petroleum Institute:

4. API Recommended Practice 5L1 entitled "API Recommended Practice for Railroad Transportation of Line Pipe" (1967 and 1972 editions).

Interested persons are invited to participate in this rule-making action by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket and notice numbers and be submitted in duplicate to the Director, Office of Pipeline Safety, Department of Transportation, Washington, D.C. 20590. All communications received by April 1, 1974, will be considered by the Director before taking final action on the notice. All comments will be available for examination by interested persons at the Office of Pipeline Safety before and after the closing date for comments. The pro-

posal contained in this notice may be changed in the light of comments received.

This notice is issued under the authority of section 3 of the Natural Gas Pipeline Safety Act of 1968 (49 USC 1672), § 1.58(d) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.58(d)), and the redelegation of authority to the Director, Office of Pipeline Safety, set forth in Appendix A to Part 1 of the regulations of the Office of the Secretary of Transportation (49 CFR Part 1).

Issued in Washington, D.C. on February 11, 1974.

JOSEPH C. CALDWELL,  
Director,  
Office of Pipeline Safety.

[FR Doc.74-3896 Filed 2-15-74;8:45 am]

ENVIRONMENTAL PROTECTION  
AGENCY

## [ 40 CFR 52 ]

APPROVAL AND PROMULGATION OF  
IMPLEMENTATION PLANS

Revisions to Illinois, Indiana, Michigan,  
Minnesota and Wisconsin

On May 31, 1972 (37 FR 10482), pursuant to section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator approved portions of State plans for the implementation of the national ambient air quality standards. These implementation plans are required to contain compliance schedules meeting the requirements of § 51.15, including the requirement that any compliance schedule extending over a period of more than one year contain legally enforceable increments of progress (37 FR 26310, December 9, 1972). A compliance schedule consists of dates by which specified actions are to be taken by an air pollution source toward meeting applicable emission limiting regulations.

On June 20, 1973 (38 FR 16144), the Administrator published approvals and disapprovals of compliance schedules required to be submitted by the States by February 15, 1973. At the same time he proposed substitute compliance schedules where the state submissions did not fully satisfy the requirements of § 51.15 (38 FR 16171, 17737). After subjection to public hearing, these substituted schedules were promulgated for Illinois, Michigan, and Wisconsin in the August 23, 1973 FEDERAL REGISTER (38 FR 22736). It should be noted that, for the State of Michigan, a compliance schedule for sources of sulfur oxides was promulgated on October 28, 1972 (37 FR 23089), which covered sources in priority I and priority II air quality control regions. The schedule promulgated for Michigan on August 23, 1973 applied only to sources in priority III air quality control regions. A standardizing amendment to these regulations was published September 7, 1973 (38 FR 24333).

The States of Illinois, Indiana, Michigan, Minnesota, and Wisconsin have negotiated individual source compliance