

Regulation affected	Reason(s) for proposed change	Proposed amendment														
		<p>(6) If outlet nozzle and its closure extends below the bottom of the outer shell, a V-shaped breakage groove must be cut (not cast) in the upper part of the outlet nozzle at a point immediately below the lowest part of the valve closest to the tank. In no case shall the nozzle wall thickness at the root of the "V" be more than 1/4 inch. The outlet nozzle or the valve body may be steam jacketed, in which case the breakage groove or its equivalent must be below the steam chamber but above the bottom of the center sill construction. If the outlet nozzle is not a single piece or if exterior valves are applied, provision must be made for the equivalent of the breakage groove. On cars without continuous center sills, the breakage groove or its equivalent must not be more than 15 inches below the outer shell.</p> <p>(b) * * *</p> <p>1. The extreme projection of the bottom washout equipment may be no more than that allowed by Appendix E of the AAR Specifications for Tank Cars.</p> <p>(3) If washout nozzle extends below the bottom of the outer shell, a V-shaped breakage groove must be cut (not cast) in the upper part of the nozzle at a point immediately below the lowest part of the inside closure seat or plug. In no case shall the nozzle wall thickness at the root of the "V" be more than 1/4 inch. Where the nozzle is not a single piece, provisions must be made for the equivalent of the breakage groove. The nozzle must be of a thickness to insure that accidental breakage will occur at or below the "V" groove or its equivalent. On cars without continuous center sills, the breakage groove or its equivalent must not be more than 15 inches below the outer shell. On cars with continuous center sills, the breakage groove or its equivalent must be above the bottom of the center sill construction.</p>														
§ 179.220-19(c).....	To make an exception for the use of safety vents on DOT 115A tank cars for the transportation of chloroprene. See § 179.222 for more information.	In § 179.220-19, paragraph (c) would be amended by changing the last sentence to read as follows:														
§ 179.221-1.....	To add a "Special reference" to the Table in § 179.221-1 for the 115A60W1 and 115A60W6 tank cars to coincide with the proposed change to § 179.222 for the transportation of chloroprene.	In § 179.221, the Table would be amended by adding an entry to read as follows:														
Special reference..	§ 179.222-1 .....	179.222-1														
§ 197.222.....	To authorize DOT 115A tank cars for the transportation of chloroprene to be equipped with safety vents instead of safety relief valves. Chloroprene is classed as a flammable liquid. Also, it is polymerizable and its vapor discharging through a relief valve orifice may condense, build up, and plug the orifice. A minimum safety vent diameter of 12 inches is being proposed.	In Part 179, a new section § 179.222 would be added to read as follows: § 179.222 <i>Special commodity requirements for DOT 115A tank car tanks.</i>														
§ 179.222-1.....		In addition to § 179.220 and § 179.221 the following requirements are applicable: § 179.222-1 <i>Chloroprene.</i>														
§ 179.301.....	To add a new DOT Specification 110A600-W to the list of authorized multi-unit tank car tanks.	DOT 115A tank car tanks used to transport chloroprene must be equipped with a safety vent with a diameter not less than 12 inches complying with § 179.221-1 instead of a safety relief valve. The outer shell shall be stenciled "CHLOROPRENE ONLY" on both sides in letters not less than 1 1/2 inches high. In § 179.301, the Table would be amended by adding the following: § 179.301 <i>Individual specification requirements for multi-unit tank car tanks.</i>														
		<table border="1"> <thead> <tr> <th data-bbox="803 1081 1258 1113">DOT specifications</th> <th data-bbox="1258 1081 1411 1113">100A600-W</th> </tr> </thead> <tbody> <tr> <td data-bbox="803 1113 1258 1144">Bursting pressure, psi (see 179.300-5) .....</td> <td data-bbox="1258 1113 1411 1144">1500</td> </tr> <tr> <td data-bbox="803 1144 1258 1165">Minimum thickness shell, inches .....</td> <td data-bbox="1258 1144 1411 1165">5/8</td> </tr> <tr> <td data-bbox="803 1165 1258 1186">Test pressure psi (see § 179.300-16) .....</td> <td data-bbox="1258 1165 1411 1186">600</td> </tr> <tr> <td data-bbox="803 1186 1258 1207">Safety relief devices psi (see § 179.300-15) .....</td> <td data-bbox="1258 1186 1411 1207">450</td> </tr> <tr> <td data-bbox="803 1207 1258 1228">Start-to-discharge, or burst maximum psi .....</td> <td data-bbox="1258 1207 1411 1228">360</td> </tr> <tr> <td data-bbox="803 1228 1258 1253">Vapor-light, minimum psi .....</td> <td data-bbox="1258 1228 1411 1253">360</td> </tr> </tbody> </table>	DOT specifications	100A600-W	Bursting pressure, psi (see 179.300-5) .....	1500	Minimum thickness shell, inches .....	5/8	Test pressure psi (see § 179.300-16) .....	600	Safety relief devices psi (see § 179.300-15) .....	450	Start-to-discharge, or burst maximum psi .....	360	Vapor-light, minimum psi .....	360
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<sup>1</sup> None specified.

Issued in Washington, DC on May 23, 1986 under authority delegated in 49 CFR Part 106, Appendix A.

Alan I. Roberts,  
Director, Office of Hazardous Materials Transportation.

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**Research and Special Programs Administration**

**49 CFR Part 192**

[Docket No. PS-90, Notice 1]

**Transportation of Natural and Other Gas by Pipeline; Period for Confirmation or Revision of Maximum Allowable Operating Pressure**

**AGENCY:** Research and Special Programs Administration (RSPA).

**ACTION:** Notice of Proposed Rulemaking (NPRM).

**SUMMARY:** This notice proposes to clarify the rule that a pipeline's maximum allowable operating pressure (MAOP) must be confirmed or revised within 18 months after an increase in class location. Some operators have misinterpreted this rule to bar later pressure testing to qualify a current MAOP if that pressure is reduced during the 18-month period. The proposed rule would clarify that the previously established MAOP of pipelines that have had their MAOP reduced to meet

the 18-month deadline may be reinstated by pressure testing at any time after the 18-month period.

**DATE:** Interested persons are invited to submit written comments on this proposal by July 18, 1986. Late filed comments will be considered to the extent practicable.

**ADDRESS:** Comments should be sent to the Dockets Branch, Room 8426, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, and identify the docket and notice numbers. All

comments and other docket material are available in Room 8426 for inspection and copying between the hours of 8:30 am and 5:00 pm each working day.

**FOR FURTHER INFORMATION CONTACT:** L.M. Furrow, (202) 426-2392.

Address: Copies of the proposal and documents related thereto may be obtained from the Dockets Branch, Room 8426, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 426-3148.

**SUPPLEMENTARY INFORMATION:** By letter of January 22, 1985, (P-30), The Gas Piping Technology Committee of the American Society of Mechanical Engineers (ASME) petitioned RSPA to clarify the period allowed for confirmation or revision of a pipeline's MAOP following a change in class location.

Whenever an increase in population density causes an increase in a pipeline's designated class location, and the hoop stress corresponding to the pipeline's MAOP is not commensurate with the new class location, the MAOP must be confirmed or revised according to the rules in § 192.611. Paragraph (e) of § 192.611 requires that the confirmation or revision be completed within 18 months of the change in class location.

Section 192.611 permits alternative actions for pipelines that have not previously been pressure tested for at least 8 hours to at least 90 percent of specified minimum yield strength. These alternatives are (1) reduce the pipeline's MAOP (to the level where the corresponding hoop stress does not exceed the stress permitted for new pipelines in that class location (section 192.611(b)), or (2) pressure test the pipeline and either reestablish the original MAOP or establish a lower MAOP based on that test (section 192.611(c)).

Because of operating constraints, reductions in market demand or gas supplies, or other economic factors, operators sometimes find it more practical to reduce a pipeline's MAOP rather than conduct a pressure test, even though the existing MAOP may be needed to handle anticipated future

operating conditions. However, ASME argues that the 18-month rule of § 192.611(e) thwarts this option because it makes the two alternatives mutually exclusive. In other words, ASME says operators who choose pressure reduction as a temporary measure are precluded from pressure testing at a later date to confirm the existing MAOP. As a result, operators are compelled to test within 18 months to preserve an existing MAOP, even though that pressure level is not necessary for current operations.

In contrast, RSPA does not believe that the 18-month rule blocks operators who choose one compliance option from later selecting the other. In an August 29, 1984, response to a waiver request from Tennessee Gas Pipeline (Petition 84-5W), RSPA said:

[T]here is nothing in § 192.611(b), (c), or (e) that bars application of paragraph (c) once paragraph (b) has been applied. Under § 192.611, paragraphs (b) and (c) provide independent alternative ways to comply with the confirmation or revision rule. Choosing pressure reduction under paragraph (b) initially is not inconsistent in any way with testing later under paragraph (c) to confirm the preexisting MAOP. Paragraph (e) requires that confirmation or revision be done within 18 months after a class change occurs. It does not preclude taking alternative compliance action at a later date.

Still, RSPA is concerned, because of the ASME petition and the earlier waiver request, that § 192.611(e) may, in practice, be adversely affecting economical pipeline operations of some operators. Therefore, RSPA is proposing to amend § 192.611 by revising paragraph (e)(2) as set forth below to make it clear that operators who reduce a pipeline's MAOP under § 192.611(b) within the 18-month period may at a later date reinstate the preexisting MAOP by pressure testing under § 192.611(c).

#### Classification

Since this proposed rule will have a positive effect on the economy of less than \$100 million a year, it will result in cost savings to consumers, industry, and government agencies, and no adverse impacts are anticipated the proposed rule is not "major" under Executive

Order 12291. Also, it is not "significant" under Department of Transportation procedures (44 FR 11034). RSPA believes that the proposed rule will reduce the costs of confirmation or revision programs by reducing the number of pressure tests unnecessarily done to satisfy the current rule. However, this savings is not expected to be large enough to warrant preparation of a Draft Regulatory Evaluation.

Based on the facts available concerning the impact of this rulemaking action, I certify pursuant to Section 605 of the Regulatory Flexibility Act that the action will not, if adopted as final, have a significant economic impact on a substantial number of small entities.

#### List of Subjects in 49 CFR Part 192

Pipeline safety, Maximum allowable operating pressure.

#### PART 192--[AMENDED]

In view of the above, RSPA, proposes to amend Part 192 to Title 49 of the Code of Federal Regulations as follows:

1. The authority citation for Part 192 continues to read as set forth below:

Authority: 49 U.S.C. 1672; U.S.C. 1804; 49 CFR 1.53 and Appendix A of Part 1.

2. Section 192.611(e)(2) would be revised to read as follows:

**§ 192.611 Change in class location: Confirmation or revision of maximum allowable operating pressure.**

\* \* \* \* \*

(e) \* \* \*

(2) Confirmation or revision due to changes in class location that occur on or after July 1, 1973, must be completed within 18 months of the change in class location. Pressure reduction under paragraph (b) of the section within the 18-month period does not preclude establishing a maximum allowable operating pressure under paragraph (c) at a later date.

Issued in Washington, DC on May 29, 1986, under authority delegated by 49 CFR Part 108, Appendix A.

Robert L. Paullin,

Director, Office of Pipeline Safety.

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