

**DEPARTMENT OF
TRANSPORTATION**

Research and Special Programs

[Docket No. 77-13W, Notice 1]

**Transportation of Natural Gas and
Other Gas by Pipeline; Petition for
Waiver**

The Tennessee Gas Pipeline Company has petitioned the Materials Transportation Bureau (MTB) for a waiver from compliance with the requirements of 49 CFR 192.707, which requires the marking of each gas pipeline with a sign at navigable water crossings, except for lines within 100 feet of a marker. The proposed waiver would apply to Tennessee Gas' pipeline systems 100 and 800, each containing multiple pipelines, which cross the Mississippi River near Greenville, Mississippi, and Lake Providence, Louisiana, respectively, in a catenary, or curved configuration.

In support of its petition, Tennessee Gas submits that the current regulation is adequate for multiple line straight crossings, but in the case of a catenary crossing, the required sign would be of little value a short distance from shore, and then of no value further from shore, as the curve of catenary pipelines is so great as to create a misconception of the pipeline's location.

Rather than mark each pipeline in System 100 and 800 as required by §192.707, Tennessee Gas proposes a marking method which would delineate a zone, or corridor, containing all the pipeline crossings in that zone. This zone would be marked by placing signs slightly upstream of the intersection of the first pipeline in the zone and the bank, and downstream slightly past the apogee of the furthestmost pipeline in the zone. Tennessee Gas contends that this proposed marking method would provide better protection against the dangers of anchoring and dredging than by complying with the specific requirements of §192.707.

Tennessee Gas enclosed drawings showing the route, size, and location of each crossing of the multiple pipeline systems and the proposed sign locations. The drawings show that none of the pipelines are laid straight across the river, but form a catenary with the curve extending some 700 to 800 feet downstream from where the pipeline crosses the water's edge. Tennessee Gas also states that under the existing regulations, the 100 system crossing would require eight

signs and the 800 system would require six signs.

Tennessee believes that a marking method consisting of four signs for each pipeline system crossing, two on each bank, will be more informative and provide better warning to boat and dredge operators. This method would delineate the entire warning zone as opposed to indicating only the point at which each catenary pipeline intersects the water's edge. The signs would be standard signs described by §192.707 indicating (Warning, Do Not Anchor or Dredge, Gas Pipeline Crossing, Company Name and Phone Number), but in addition, each sign would contain an arrow of 8 feet by 6 inches long and two feet wide with 12-inch letters stating "Between Signs," with the arrows pointing in the appropriate direction. In addition, six fewer signs would be required by the proposed method, with an estimated cost savings of \$27,000 compared to compliance with the existing regulations.

MTB is considering granting the requested waiver from the requirements of §192.707(2) and §192.707(a)(1) for the following reasons:

1. The use of signs delineating a zone which includes the whole area in which there is danger of pipelines being damaged by anchoring or dredging provides better safety for the public than the existing requirements of §192.707 for those areas where pipelines crossing navigable waters have a curved configuration.
2. After consulting with the Coast Guard and the Corps of Engineers, MTB is of the opinion that the granting of the waiver would not impact adversely on their regulatory functions and would not adversely affect the public safety.
3. The granting of the waiver would lessen the cost to the operator while enhancing safety.

Interested persons are invited to comment on the proposed waiver by submitting in triplicate such data, views or arguments as they may desire. Communications should identify the docket and notice numbers and be submitted between 8:30 a.m. to 5:00 p.m., to: Docket Branch, Room 8426, Materials Transportation Bureau, Department of Transportation, Washington, D.C. 20590.

All comments received before February 1, 1980 will be considered before final action is taken. Late filed comments will be considered so far as practicable. All comments will be available at the Docket Branch, Materials Transportation Bureau, before and after the closing date for comments. No public hear-

ing is contemplated, but one may be held at a time and place set in a Notice in the **Federal Register** if requested by an interested person desiring to comment at a public hearing and raising a genuine issue.

(49 U.S.C. 1672; 49 CFR Part 1.53(a), Appendix A of Part 1 and Appendix A of Part 106).

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