

§ 173.389 Radioactive materials; definitions.

(m) *Containment system.* Containment system of a radioactive materials package means those components of the packaging including special form encapsulation where used, which have been specified by the package designer as intended to retain the radioactive contents during transport, whether or not individual vessels in the packaging retain their integrity of containment.

(n) *Maximum normal operating pressure.* Maximum normal operating pressure means the maximum pressure above atmospheric pressure at mean sea level that would develop in the containment system in a period of 1 year, under the conditions of temperature and solar radiation corresponding to environmental conditions of transport in the absence of venting, external cooling by an ancillary system, or operational controls during transport.

B. In § 173.393, paragraphs (m) and (n) are added to read as follows:

§ 173.393 General packaging requirements.

(m) Prior to the first shipment of any package, the shipper shall determine by examination or appropriate test that:

(1) The packaging meets the specified quality of design and construction; and

(2) The effectiveness of the shielding and containment, and, where necessary, the heat transfer characteristics of the package are within the limits applicable to or specified for the package design.

(n) Prior to each shipment of any package, the shipper shall insure by examination or appropriate test that:

(1) The package is proper for the contents to be shipped;

(2) The packaging is in unimpaired physical condition except for superficial marks;

(3) Each closure device of the packaging, including any required gasket, is properly installed and secured and free of defects;

(4) For a fissile material, and moderator and neutron absorber, if required, is present in proper condition;

(5) Any special instructions for filling, closing, and preparation of the package for shipment have been followed;

(6) Each closure, valve, and any other opening of the containment system through which the radioactive content might escape is properly closed and sealed;

(7) Each package containing liquid in excess of a Type A quantity and destined for air shipment is tested to demonstrate that it is leak tight under an ambient atmospheric pressure differential of at least 0.5 atmosphere (absolute) (7.3 p.s.i.a. or 0.5 kg./cm.²); the test may be conducted on the entire containment system or on any receptacle or vessel within the containment system, as appropriate to determine compliance with the requirement;

(8) If the maximum normal operating pressure of a package is likely to exceed

0.35 kg./cm.² (gage), the internal pressure of the containment system will not exceed the design pressure during transportation; and

(9) External radiation and contamination levels are within the allowable limits.

This amendment is effective December 30, 1972. However, compliance with the regulations, as amended herein, is authorized immediately.

(Secs. 831-835, title 18, U.S.C.; sec. 9, Department of Transportation Act, 49 U.S.C. 1657; title VI, sec. 902(h), Federal Aviation Act of 1958, 49 U.S.C. 1421-1230 and 1472(h))

Issued in Washington, D.C. on August 29, 1972.

W. F. REA III, RADM,
Board Member, for the
U.S. Coast Guard.

MAC E. ROGERS,
Board Member, for the
Federal Railroad Administration.

ROBERT A. KAYE,
For the Federal
Highway Administration.

JAMES F. RUDOLPH,
Board Member, for the
Aviation Administration.

[FR Doc.72-14996 Filed 9-1-72; 8:45 am]

SUBCHAPTER B—OFFICE OF PIPELINE SAFETY

[Amdt. 192-7; Docket No. OPS-3E]

PART 192—TRANSPORTATION OF
NATURAL AND OTHER GAS BY
PIPELINE: MINIMUM FEDERAL
SAFETY STANDARDS

Odorization of Gas in Transmission
Lines

The purpose of this amendment is to extend the period of time during which the interim Federal safety standards applying to gas odorization may remain in effect in those States now requiring the odorization of gas in transmission lines.

On November 6, 1970, the Department issued Amendment 192-2 (35 F.R. 17335, November 11, 1970). This amendment kept the interim Federal safety standards on odorization in effect in States whose interim standards required the odorization of gas in transmission lines. These interim standards were to remain in effect until January 1, 1972, or the date upon which the distribution companies in those States were odorizing gas in accordance with § 192.625, whichever occurred earlier. On December 28, 1971, the Department issued Amendment 192-6, which further extended this date to September 1, 1972 (36 F.R. 25423, December 31, 1971).

Based on extensive studies of the subject conducted over the past year, it appears that certain limited odorization of transmission lines may be warranted. The Department is considering this question and expects to propose regulatory changes very shortly. In order to allow sufficient time for carrying out this rule making proceeding, these interim standards for odorization of gas transmission

lines are being extended again until the date upon which the distribution companies in that State have actually taken over the odorization of gas in mains and service lines in accordance with the requirements of § 192.625. Until that time, gas in transmission lines must continue to be odorized in those States. By June 1, 1973, the Department anticipates that the rule making proceeding will be complete and the interim standards can be allowed to lapse.

Since the regulatory provisions that are affected by this amendment are presently in effect, and since this amendment will impose no additional burden on any person, I find that notice and public procedure thereon are impractical and unnecessary and that good cause exists for making it effective on less than 30 days' notice.

In consideration of the foregoing, § 192.625(g)(1) of Title 49 of the Code of Federal Regulations is amended, effective immediately, to read as follows:

§ 192.625 Odorization of gas.

(g) * * *

(1) June 1, 1973; or

(Natural Gas Pipeline Safety Act of 1968, 49 U.S.C. sec. 1671 et seq., Part 1 of the regulations of the Office of the Secretary of Transportation, 49 CFR Part 1; 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 August 29, 1972.

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

[FR Doc.72-15037 Filed 9-1-72; 8:48 am]

Chapter V—National Highway Traffic
Safety Administration, Department
of Transportation

[Docket No. 70-27; Notice 5]

PART 571—FEDERAL MOTOR VEHICLE
SAFETY STANDARDS

Hydraulic Brake Systems

This notice amends Part 571 of Title 49, Code of Federal Regulations, to add a new Motor Vehicle Safety Standard No. 105a (49 CFR 571.105a) that establishes requirements for motor vehicle hydraulic brake systems and parking brake systems. A notice of proposed rulemaking on this subject was published on November 11, 1970 (35 F.R. 17345).

Federal Standard No. 105, in effect since January 1, 1968, represents the initial Federal effort to specify braking requirements for motor vehicles. The standard requires that passenger cars be equipped with a split service brake system, and have stopping ability based upon deceleration rates specified in an SAE recommended practice. Requirements for fade and recovery, water recovery, and stability while braking are also included in the standard. These requirements do not, however, represent