

extent of the inconsistency, hereby modified, including the deletion of any of these lands from those listed in paragraph 1 of Public Land Order No. 5180 of March 9, 1972, as amended by Public Land Order No. 5193 of March 17, 1972.

3. The purpose of this order is to supplement Public Land Order No. 5179, as amended by Public Land Order No. 5192, by reserving additional lands for possible additions to or creation as units of the National Park, Forest, Wildlife Refuge, and Wild and Scenic Rivers Systems, as provided for by section 17(d) (2) (A) of the Act.

4. To the extent that there are not available within the region other public lands, excluding public lands withdrawn by Public Land Order No. 5179, as amended, which meet the criteria of section 11(a) (3) of the Act, then such lands described in Public Land Order No. 5179, as amended, shall be subject to additional orders of withdrawal concurrent with Public Land Order No. 5179, as amended, pursuant to said section 11(a) (3) to the extent necessary to accommodate the rights of Village Corporations to select, and Regional Corporations to identify lands to which they are entitled under the Act.

5. While the lands described in this order remain withdrawn, the lands shall be subject to administration by the Secretary of the Interior under applicable laws and regulations and his authority to make contracts, and to grant leases, permits, rights-of-way, or easements shall not be impaired by this withdrawal. New applications for leases under the Mineral Leasing Act of February 25, 1920, supra, will be rejected until this order is modified or the lands are appropriately classified to permit mineral leasing.

6. It is hereby determined that the promulgation of this public land order is not a major Federal action significantly affecting the quality of the human environment and that no detailed statement pursuant to section 102(2) (C) of the National Environmental Policy Act of 1969, 42 U.S.C. section 4332(2) (C), is required.

ROGER C. B. MORTON,
Secretary of the Interior.

SEPTEMBER 12, 1972.

[FR Doc.72-15781 Filed 9-14-72;8:52 am]

Title 49—TRANSPORTATION

Chapter I—Department of Transportation

SUBCHAPTER B—OFFICE OF PIPELINE SAFETY [Amdt. 195-4, Docket No. HM-6D]

PART 195—TRANSPORTATION OF LIQUIDS BY PIPELINE

Testing of Relief Valves on Storage Tanks

The purpose of this amendment is to extend the time period in § 195.428 for the testing of relief valves on pressurized

storage tanks used to store liquefied gases.

On November 1, 1971, the Hazardous Materials Regulations Board issued Notice 71-27 (36 F.R. 21211, November 4, 1971) proposing to amend § 195.428 of the Department's liquid pipeline safety regulations. Three comments were received and have been considered.

The effect of the amendment is to add a new paragraph (b) to § 195.428 which extends the time interval for the testing of relief valves on liquefied petroleum gas storage tanks from 6 months to 5 years. This extension is justified for several reasons. First, LPG is a "sweet gas" which has little or no corrosive effect on the metal of the valve. Second, valves are not subjected to temperature variations which could cause a permanent set of the valve springs. Third, industry experience indicates many years of operation at infrequent testing intervals without incident due to improper functioning of relief valves. Finally, in many cases, testing of a valve requires removal of the LPG and depressurization of the tank which exposes the carrier to a potentially hazardous condition that would occur less frequently at longer testing intervals. For these reasons, a 6-month testing interval is an expense that is not warranted by considerations of safety.

Notwithstanding this amendment, paragraph (a) still requires that the inspection of these valves be conducted at 6-month intervals. The amendment only affects the testing of these valves.

In response to the comments, two minor changes have been made to paragraph (b). One comment suggested the exception be extended to other liquefied gases since the same reasons would apply to them as well. The Board agrees with this comment. The only other liquefied gas presently being transported under Part 195 is anhydrous ammonia which has the same effect on relief valves as LPG. To the extent any other liquefied gases might be transported, the requirements of § 195.6 would assure notice to the Administrator and an opportunity to review its effect on relief valves.

It was also pointed out by a comment that liquefied gases are stored in storage vessels which are not horizontal storage vessels. However, the relief valves in both types are functionally identical and no basis exists for limiting the exception in § 195.428(b) to horizontal vessels. For this reason, the word "horizontal" has been deleted from the amended regulation.

In consideration of the foregoing, § 195.428 of Title 49 of the Code of Federal Regulations is amended to read as follows, effective October 15, 1972:

§ 195.428 Overpressure safety devices.

(a) Except as provided in paragraph (b) of this section, each carrier shall, at intervals not exceeding 12 months, or 6 months in the case of pipelines used to carry liquefied gases, inspect and test each pressure limiting device, relief valve, pressure regulator, or other item of pressure control equipment to determine that it is functioning properly, is

in good mechanical condition, and is adequate from the standpoint of capacity and reliability of operation for the service in which it is used.

(b) In the case of relief valves on pressure storage vessels containing liquefied gas, each carrier shall test each valve at intervals not exceeding 5 years.

(Secs. 831-835 of Title 18, United States Code; secs. 6 (e) (4), (f) (3) (A), Department of Transportation Act, 49 U.S.C. 1655 (e) (4), (f) (3) (A); § 1.49(f) regulations, Office of the Secretary of Transportation)

Issued in Washington, D.C., on September 7, 1972.

JOHN W. INGRALE,
Administrator,

Federal Railroad Administration.

[FR Doc.72-15760 Filed 9-14-72;8:51 am]

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

[Docket No. 72-21; Notice 1]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

New Pneumatic Tires and Rim Selection and Rims for Passenger Cars

This amendment adds certain new tire size designations and accompanying values and amends values for existing tire size designations in Motor Vehicle Safety Standard No. 109 (49 CFR 571.109), and adds alternative rim sizes and test rims to Motor Vehicles Safety Standard No. 110 (49 CFR 571.110).

On October 5, 1968, guidelines were published in the FEDERAL REGISTER (33 F.R. 14964) by which routine additions could be added to Appendix A, Standard No. 109, and to Appendix A, Standard No. 110. Under these guidelines the additions become effective 30 days from the date of publication in the FEDERAL REGISTER, if no objections are received. If objections are received, rulemaking pursuant to the procedures for motor vehicle safety standards (49 CFR Part 533) is followed. An amendment to the tables was published on August 2, 1972 (37 F.R. 15430). This notice adds tire size designations inadvertently omitted and corrects certain errors made in that publication. It also adds a new tire size designation on which a petition was received after August 2, 1972.

Accordingly, Appendix A of Motor Vehicle Safety Standard No. 109 (49 CFR 571.109), and Appendix A of Motor Vehicle Safety Standard No. 110 (49 CFR 571.110), are amended, subject to the 30-day provision indicated above, as specified below.

§ 571.109 [Amended]

A. The following changes are to be made to Appendix A of § 571.109 *Motor Vehicle Safety Standard No. 109; New Pneumatic Tires*. (Amendments requested by the Rubber Manufacturers Association.)

1. In Table I-R, the following tire size designations and corresponding values are added: