

**ACTION:** Notice of meeting; issues to be discussed in Philadelphia.

**SUMMARY:** On July 29, 1996, RSPA published an Advance Notice of Proposed Rulemaking and notice of meeting in the Federal Register. In that document, RSPA announced three public meetings at which it would seek ideas, proposals and recommendations regarding the applicability of the Hazardous Materials Regulations to particular hazardous materials transportation activities. The first of the three public meetings was held in Atlanta, Georgia, on September 13, 1996. The second public meeting was held in Sacramento, California, on September 25, 1996. Based on information gathered at those public meetings and information in the docket, RSPA is announcing the topics to be discussed at the October 30, 1996 meeting in Philadelphia, Pennsylvania, by two working groups comprised of interested members of the public. Those two topics are (1) the loading of hazardous materials at shipper and consignee facilities and (2) the loading, unloading and storage of hazardous materials at transfer and other mid-transportation facilities. Also, commenters to date have identified several factors which could provide a framework for possible regulation in these areas. These factors are set forth in this notice and will serve as a starting point for discussion for each working group in Philadelphia.

**DATES:** *Public meeting:* A public meeting will be held October 30, 1996, from 9:00 a.m. to 4:00 p.m. in Philadelphia, Pennsylvania. Any person wishing to participate in the Philadelphia working-group session should notify Nancy E. Machado by telephone or in writing on or before October 23, 1996. Notice is not a prerequisite to participation in the Philadelphia working groups, but will facilitate the agency's planning efforts.

*Written comments:* Written comments must be received on or before November 30, 1996.

**ADDRESSES:** *Public meeting:* Penn Tower Hotel, Civic Center Boulevard at 34th St., Philadelphia, PA 19104.

*Written comments:* Address comments to Dockets Unit (DHM-30), Office of Hazardous Materials Safety, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590-0001. Comments should identify the docket and notice number and be submitted, when possible, in five copies. Persons wishing to receive confirmation of receipt of their comments should include a self-addressed, stamped postcard. The

Dockets Unit is located in Room 8421 of the Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590-0001.

Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday, except on public holidays when the office is closed.

**FOR FURTHER INFORMATION CONTACT:** Nancy E. Machado, Office of the Chief Counsel, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington D.C. 20590-0001, telephone 202-366-4400.

**SUPPLEMENTARY INFORMATION:** On July 29, 1996, RSPA published an Advance Notice of Proposed Rulemaking (ANPRM) and notice of meeting in the Federal Register (61 FR 39522). In that document, RSPA announced three public meetings at which it would seek ideas, proposals and recommendations regarding the applicability of the Hazardous Materials Regulations (HMR) (49 CFR Parts 171-180) to particular hazardous materials transportation activities. In the ANPRM, RSPA asked that participants in the first meeting, held in Atlanta, Georgia, comment on issues identified and respond to questions raised in the July 29, 1996 ANPRM. RSPA proposed to begin the Sacramento and Philadelphia meetings with an overview of the issues of greatest concern to commenters in Atlanta, and then have participants break out into working groups to discuss those issues and to generate further ideas, proposals and recommendations. At the conclusion of the working-group sessions, RSPA proposed to have each working group present its ideas, proposals and recommendations to all meeting participants for further discussion.

The Atlanta meeting was held on September 13, 1996, and was attended by members of the regulated community, local government interests, and Department of Transportation (DOT), Environmental Protection Agency (EPA) and Occupational Safety and Health Administration (OSHA) representatives.

After considering the oral statements made by participants, and information already in the public docket, RSPA announced at the conclusion of the Atlanta meeting that the two topics for working-group discussions in Sacramento would be the unloading of hazardous materials and the storage of hazardous materials. RSPA also published a notice in the Federal Register, (61 FR 49723; Sept. 3, 1996) identifying the issues, as well as several criteria which commenters have suggested as a framework for

determining the applicability or non-applicability of the HMR. Those criteria are:

- (1) The nature of the activity;
- (2) The intent of the activity;
- (3) The time-frame involved in the activity;
- (4) The physical location where the activity takes place;
- (5) The priority of interests of each agency in regulating the activity;
- (6) The nature of the shipping papers (e.g., "active") at the time the activity is taking place; and
- (7) The type of packaging involved in each activity.

The Sacramento meeting was held on September 25, 1996, and was attended by members of the regulated community, State and local government interests, and Department of Transportation (DOT) and Environmental Protection Agency (EPA) representatives. After considering the information, ideas, proposals and recommendations gathered during the two working-group sessions, and information already in the public docket, RSPA announced at the conclusion of the Sacramento meeting that the two topics for working-group discussion in Philadelphia would be (1) the loading of hazardous materials at shipper and consignee facilities and (2) the loading, unloading and storage of hazardous materials at transfer and other mid-transportation facilities. RSPA intends to use the same criteria which were announced in the September 23, 1996 Federal Register notice, and discussed during the Sacramento meeting, as a starting point for discussions in Philadelphia.

RSPA is publishing this information in the Federal Register to allow participants at the Philadelphia meeting to prepare in advance for the working-group discussions.

Issued in Washington, DC on October 7, 1996.

Alan I. Roberts,

Associate Administrator for Hazardous Materials Safety.

[FR Doc. 96-26168 Filed 10-10-96; 8:45 am]

BILLING CODE 4910-60-P

[Contract DTRS-56-96-C-0010]

#### Quarterly Performance Review Meeting on the Contract "Detection of Mechanical Damage in Pipelines"

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

**ACTION:** Notice of meeting.

**SUMMARY:** RSPA invites the pipeline industry, in-line inspection ("smart

pig") vendors, and the general public to a quarterly performance review meeting of progress pursuant to the contract "Detection of Mechanical Damage in Pipelines." RSPA wants the pipeline industry, particularly that segment of the industry involved with in-line inspection, including in-line inspection vendors, to be aware of the status of this contract. This contract is being performed by Battelle Memorial Institute (Battelle), along with the Southwest Research Institute, and Iowa State University. The contract is a research and development contract to develop in-line inspection equipment using electromagnetic technology to detect and characterize mechanical damage and stress corrosion cracking. Battelle's Program Manager will make a presentation on the status of contract tasks, including a summary of the activity and progress during the past quarter and the projected activity for the next quarter.

**DATES:** The quarterly performance review meeting will be held on October 22, 1996, beginning at 9:00 am and ending around noon.

**ADDRESSES:** The quarterly review meeting will be conducted at the Holiday Inn Capitol, 550 C Street, SW, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Lloyd W. Ulrich, Contracting Officer's Technical Representative, Office of Pipeline Safety, telephone: (202) 366-4556, FAX: (202) 366-4566, e-mail: lloyd.ulrich@rspa.dot.gov.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Background**

RSPA is holding quarterly public meetings on the status of its contract "Detection of Mechanical Damage in Pipelines" (Contract DTRS-56-96-C-0010) because it recognizes that this in-line inspection research is of immediate interest to the pipeline industry and in-line inspection vendors. RSPA plans to make the results available on a quarterly basis throughout the two- or three-year period of the contract. The meetings will allow disclosure of the results to all interested parties at the same time and provide an opportunity for interested parties to ask Battelle clarifying questions concerning the research.

The first meeting will be conducted on October 22, 1996, in Washington, DC. Future quarterly review meetings may be held in Columbus, Ohio (Battelle); San Antonio, Texas (Southwest Research Institute); Ames, Iowa (Iowa State University); or Chicago, Illinois (Gas Research Institute). Each of the future meetings will be announced in the Federal

Register at least two weeks prior to the meeting.

We want the pipeline industry, and in particular, that segment of the industry involved with in-line inspection, to be aware of the status of this contract. To assure that the industry is well represented at these meetings, we have invited the major domestic in-line inspection company (Tuboscope-Vetco Pipeline Services) and the following pipeline industry trade associations: American Petroleum Institute, Interstate Natural Gas Association of America, and the American Gas Association to name an engineering/technical representative, to attend the meetings.

##### **II. The GRI/DOT Memorandum of Understanding**

The Gas Research Institute (GRI) and the Department of Transportation (DOT) signed a Memorandum of Understanding (MOU) on June 20, 1996, which formalized a partnership to further the mutual interests of both organizations in providing public safety, and environmental protection, and in reducing risks from gas transmission pipelines. GRI is a cooperative research organization of the natural gas industry. The MOU's objective is to define and formalize a structure to exchange information and coordinate GRI's and DOT's research programs, and to guide research in various areas involving pipeline safety and environmental protection including nondestructive testing, data analysis, risk management, damage prevention, and mapping standards. The research contract RSPA has with Battelle is a cooperative effort between GRI and DOT, with GRI providing technical guidance.

##### **III. The Contract**

The Battelle contract is a research and development contract to evaluate and develop in-line inspection technologies for detecting mechanical damage and cracking, such as stress-corrosion cracking (SCC), in natural gas transmission and hazardous liquid pipelines. Third-party mechanical damage is one of the largest causes of pipeline failure, but existing in-line inspection tools cannot always detect or accurately characterize the severity of some types of third-party damage that can threaten pipeline integrity. For example, although SCC is not very common on pipelines, it usually appears in high-stress, low-population-density areas and only when a limited set of environmental conditions are met. Several attempts have been made to develop an in-line inspection tool for SCC, but there is no commercially successful tool on the market.

Under the contract, Battelle will evaluate and advance magnetic flux leakage (MFL) inspection technology for detecting mechanical damage and two electromagnetic technologies for detecting SCC. The focus is on MFL for mechanical damage because experience shows MFL can characterize some types of mechanical damage and can be successfully used for metal-loss corrosion under a wide variety of conditions. The focus for SCC is on electromagnetic technologies that can be used in conjunction with, or as a modification to, MFL tools. The technologies to be evaluated take advantage of the MFL magnetizer either by enhancing signals or using electrical currents that are generated by the passage of an inspection tool through a pipeline.

The contract includes two major tasks during the base two years of the contract, and one major task (Task 3) being considered for an option year to the contract:

*Task 1* is to evaluate existing MFL signal generation and analysis methods to establish a baseline from which today's tools can be evaluated and tomorrow's advances measured. Then, it will develop improvements to signal analysis methods and verify them through testing under realistic pipeline conditions. Finally, it will build an experience base and defect sets to generalize the results from individual tools and analysis methods to the full range of practical applications.

*Task 2* is to evaluate two inspection technologies for detecting stress corrosion cracks. The focus in Task 2 is on electromagnetic techniques that have been developed in recent years and that could be used on or as a modification to existing MFL tools. Three subtasks will evaluate velocity-induced remote-field techniques, remote-field eddy-current techniques, and external techniques for sizing stress corrosion cracks.

*Task 3*, if done, will verify the results from Tasks 1 and 2 by tests under realistic pipeline conditions. Task 3 will (1) extend the mechanical damage detection, signal decoupling, and sizing algorithms developed in the basic program to include the effects of pressure, (2) verify the algorithms under pressurized conditions in GRI's 4,700 foot, 24-inch diameter Pipeline Simulation Facility (PSF) flow loop, and (3) evaluate the use of eddy-current techniques for characterizing cold working within mechanical damage.

A drawback of present pig technology is the lack of a reliable pig performance verification procedure that is generally accepted by the pipeline industry and

RSPA. The experience gained by the pipeline industry and RSPA with the use of the PSF flow loop in this project will provide a framework to develop procedures for evaluating pig performance. Defect detection reliability is critical if instrumented pigging is to be used as an in-line inspection tool in pipeline industry risk management programs.

The ultimate benefits of the project could be more efficient and cost-effective operations, maintenance programs to monitor and enhance the safety of gas transmission and hazardous liquid pipelines. Pipeline companies will benefit from having access to inspection technologies for detecting critical mechanical damage and stress-corrosion cracks. Inspection tool vendors will benefit by understanding where improvements are beneficial and needed. These benefits will support RSPA's long-range objective of ensuring the safety and reliability of the gas transmission and hazardous liquid pipeline infrastructure.

Issued in Washington, D.C. on October 4, 1996.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 96-26030 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-60-P

### Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 33135]

#### The Columbus & Ohio River Rail Road Company—Acquisition and Operation Exemption—Consolidated Rail Corporation

The Columbus & Ohio River Rail Road Company, a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire by purchase, and to operate, approximately 2.5 miles of rail line owned by Consolidated Rail Corporation between CP 138 and 17th Street in Columbus, OH. Consummation was expected to occur on or after September 30, 1996.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10902.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33135, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Kelvin J. Dowd, Esq., Slover & Loftus, 1224 Seventeenth Street, N.W., Washington, DC 20036.

Decided: October 3, 1996.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 96-26183 Filed 10-10-96; 8:45 am]

BILLING CODE 4915-00-P

### Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 33044]

#### Flats Industrial Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation

Flats Industrial Railroad Company, a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire by purchase, and to operate, approximately 4 miles of rail lines owned by Consolidated Rail Corporation between M.P. 14 at Cleveland, Cuyahoga County, OH, and M.P. 10 at Carter Road, Cuyahoga County, OH, including the industrial lead to Cereal Food Processors, Inc. The proposed transaction was to have been consummated on or after October 1, 1996.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33044, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: D. Scott Morgan, Gallagher Reilly and Lachat, 2000 Market Street, Suite 1300, Philadelphia, PA 19103.

Decided: October 3, 1996.

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 96-26186 Filed 10-10-96; 8:45 am]

BILLING CODE 4915-00-P

### [STB Finance Docket No. 33122]

#### Northwestern Stage Lines, Inc., and Greyhound Lines, Inc.—Purchase (Portion) Exemption

**AGENCY:** Surface Transportation Board.  
**ACTION:** Notice of filing of petition for exemption.

**SUMMARY:** Petitioners, Northwestern Stage Lines, Inc. (NWL), and Greyhound Lines, Inc. (GLI), jointly seek an exemption under 49 U.S.C. 13541, from the prior approval requirements of 49 U.S.C. 14303(a)(2),<sup>2</sup> for each to acquire certain operating rights of the other, within the State of Washington, in interstate, intrastate, and foreign commerce.

**DATES:** Comments must be filed by October 31, 1996. Petitioners may file a reply by November 12, 1996.<sup>3</sup>

**ADDRESSES:** Send an original and 10 copies of comments referring to STB Finance Docket No. 33122 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, send one copy of comments to petitioners' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** NWL (MC-108099), a motor passenger carrier, operates regular-route services in Washington and Idaho.<sup>4</sup> GLI (MC-1515),

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995), abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board) effective January 1, 1996. This notice relates to a transaction that is subject to Board jurisdiction under 49 U.S.C. 14303.

<sup>2</sup> The language of 49 U.S.C. 14303(a)(2) is identical to that in former 49 U.S.C. 11343(a)(2), under which applications of this nature were routinely considered. An exemption of this transaction will exempt petitioners from the antitrust laws and other pertinent state and municipal laws. See 49 U.S.C. 14303(f).

<sup>3</sup> Petitioners request that the decision exempting the transaction become effective no later than November 1, 1996. Because petitioners do not explain why such an expedited schedule is necessary and their proposed schedule would deprive the public of an adequate opportunity to comment, we will deny their request.

<sup>4</sup> NWL is affiliated with Boise-Winnemucca Trailways, a motor passenger carrier.