

than \$100 million a year, will result in a cost savings to consumers, industry, and government, and no adverse effects are anticipated, this action is not "major" under E.O. 12291 or "significant" under DOT procedures.

List of subjects

49 CFR Part 191

Pipeline safety, Reporting and recordkeeping requirements.

49 CFR Part 195

Ammonia, Petroleum, Pipeline safety, Reporting and recordkeeping requirements.

PART 191—TRANSPORTATION OF NATURAL AND OTHER GAS BY PIPELINE; REPORTS OF LEAKS

PART 195—TRANSPORTATION OF HAZARDOUS LIQUIDS BY PIPELINE

In consideration of the foregoing, Parts 191 and 195 of Title 49 of the Code of Federal Regulations are amended as follows:

1. The authority citation for Part 191 is:

Authority: 49 U.S.C. 1671 et seq.; 49 CFR 1.53 and Appendix A to Part 1.

2. The authority citation for Part 195 is:

Authority: Sec. 203, Pub. L. 96-129, 93 Stat. 1004, 49 U.S.C. 2002; 49 CFR 1.53 and Appendix A to Part 1.

§§ 191.5 and 195.52 [Amended]

3. Sections 191.5(b) and 195.52(b) are amended by removing the words and numerals "area code (202) 426-0700" and inserting in their place the words and numerals "800-424-8802 (in Washington, D.C., 426-2675)".

§§ 191.7, 195.54, 195.58, and 195.62 [Amended]

4. Sections 191.7, 195.54, 195.58, and 195.62 are amended by removing, each place that it appears, the words "Chief, Information Systems Division, Transportation Programs Bureau," and inserting in their place the words "Information Systems Manager, Materials Transportation Bureau,".

Issued in Washington, D.C., on July 20, 1982.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 82-20425 Filed 7-28-82; 8:45 am]

BILLING CODE 4910-60-M

49 CFR Parts 192 and 193

[Docket Nos; PS-54 and OPSO-46]

Gas Pipeline Facilities; Amendment of Safety Standards

AGENCY: Materials Transportation Bureau, Research and Special Programs Administration, DOT.

ACTION: Technical amendment.

SUMMARY: This document amends units of measurement contained in safety standards related to joining plastic pipe and to liquefied natural gas facilities.

EFFECTIVE DATE: July 29, 1982.

FOR FURTHER INFORMATION CONTACT: W. Dennis, 202-426-2392.

SUPPLEMENTARY INFORMATION: In § 192.283(b)(5), regarding the qualifying test for procedures to mechanically join plastic pipe, the metric conversion of 100° F is incorrectly stated as 55.6°C. The exact conversion is 37.8°C. However, there is no justification for the degree of precision implied by three significant figures in this metric conversion under the International System of Units (SI). Therefore, in accordance with the SI rules for conversion and rounding, the correct temperature should read 38°C (100°F).

Section 193.2313(b), regarding welding of liquefied natural gas facility piping, prohibits oxygen fuel gas welding on flammable fluid piping with a service temperature below -20°C (-22°F). Besides an incorrect conversion, this temperature limit is incorrectly specified. The history of § 193.2313 (42 FR 20795), including the industry standard on which the rule is based (section 6232 of the National Fire Protection Association Standard No. 59A, 1975 edition), gives the correct temperature as -20°F (-28.9°C). However, there is no justification for the degree of precision represented by a metric conversion using three significant figures in SI units. Therefore, in accordance with the SI rules of conversion and rounding, the correct temperature should read -29°C (-20°F).

In § 193.2623, relating to LNG tank inspection, which reads in part "does not impair the structural integrity or safety or the tank", the second term "or" is a typographical error and should be the term "of".

In § 193.2629(a)(2)(ii), pertaining to external corrosion control, which reads "before October 23, 1981, or within 1 year after the component is constructed or installed, whichever is earlier", the word "earlier" should be "later".

In § 193.2917(a), regarding warning signs for liquefied natural gas facilities, the metric conversion of 100 feet is incorrectly stated as 39 meters. In accordance with the SI rules of conversion and rounding, the dimension should read 30m (100 ft.).

List of subjects

49 CFR Part 192

Pipeline safety.

49 CFR Part 193

Fire prevention, Pipeline safety, Security measures, Liquefied natural gas facilities.

Accordingly, Parts 192 and 193 of Title 49 of the Code of Federal Regulations are amended as set forth below:

PART 192—TRANSPORTATION OF NATURAL AND OTHER GAS BY PIPELINE

§ 192.283 [Amended]

1. Section 192.283(b)(5) is amended by removing "55.6°C" and adding in its place "38°C".

PART 193—LIQUEFIED NATURAL GAS FACILITIES; FEDERAL SAFETY STANDARDS

§ 193.2313 [Amended]

2. Section 193.2313(b) is amended by removing "-20°C (-22°F)" and adding in its place "-20°C (-20°F)".

§ 193.2623 [Amended]

3. Section 193.2623, the lead-in text is amended by removing the words "or the tank", and adding in their place the words "of the tank".

§ 193.2629 [Amended]

4. Section 193.2629(a)(2)(ii) is amended by removing the word "earlier" located at the end of the paragraph and adding in its place the word "later".

§ 193.2917 [Amended]

5. Section 193.2917(a) is amended by removing "39m" and adding in its place "30m".

6. The authority citation for Part 192 is:

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

7. The authority citation for Part 193 is:

Authority: 49 U.S.C. 1674a; 49 CFR 1.53 and Appendix A of Part 1.

Issued in Washington, D.C., on July 20, 1982.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 82-20446 Filed 7-28-82; 8:45 am]

BILLING CODE 4910-60-M

49 CFR Part 195**[Amdt. 195-22; Docket PS-70]****Transportation of Hazardous Liquids by Pipeline; Correction****AGENCY:** Materials Transportation Bureau (MTB), DOT.**ACTION:** Final rule; technical correction.

SUMMARY: This document corrects typographical and other errors within the safety regulations for hazardous liquid pipelines.

FOR FURTHER INFORMATION CONTACT: Frank Robinson, 202-426-2392.

SUPPLEMENTARY INFORMATION: Part 195, "Transportation of Hazardous Liquids by Pipeline," was reissued by a document published on July 27, 1981 (49 FR 38357), to conform with the Hazardous Liquid Pipeline Safety Act of 1979 (HLPESA) (49 U.S.C. 2001 et seq.) and incorporate a number of HLPESA provisions into Part 195. Errors in 14 sections of the text were published in that document. These were:

1. Section 195.2 in the definition of "Hazardous liquid" incorrectly uses the conjunction "and", making it unclear that petroleum, petroleum products, or anhydrous ammonia either singly or in combination constitute a "Hazardous liquid." The correct conjunction is "or."
2. Section 195.3(b)(1) incorrectly spells the street address as "North Avery." The correct street address is "North Ervay."
3. Section 195.106(e) erroneously cites a pipe specification as "APL 5L." The correct citation is "API 5L."
4. Section 195.114(b) erroneously refers to paragraph (a)(3). The correct reference is paragraph (b)(3).
5. Section 195.118(a) omits a comma between the words "marking" and "end" and between the words "preparation" and "and", making it unclear that marking and end preparation are distinct tasks.
6. Section 195.214(a) erroneously refers to §§ 195.218 through 195.234. The correct reference is §§ 195.216 through 195.234.
7. Section 195.248(a) transposes the words "is" and "it" in the phrase " * * * so that it is buried below the level of cultivation." The phrase should read " * * * so that it is buried below the level of cultivation."
8. Section 195.260(a) incorrectly spells the word "permits" as "perimts."
9. Section 195.402(e)(1) incorrectly spells the word "communicating" as "communciating."
10. Section 195.402(e)(2) omits a comma between the words "facility" and "accidental", making it unclear that

there are two types of emergencies stated.

11. Section 195.403(a)(2) incorrectly spells the word "odorless" as "orderless."

12. Section 195.406(a)(5) incorrectly refers to "lost pressure" rather than "test pressure."

13. Section 195.420 incorrectly spells the word "valve" as "value" in both the title of the section and in the text of paragraph (a).

14. Section 195.426 incorrectly spells the word "of" as "or" in the first sentence in the term " * * * removal of scrapers * * *."

In view of the foregoing, FR Doc 81-21782, appearing on page 38356 in the issue of July 27, 1981, is corrected as follows:

1. On page 38361, § 195.2, the definition of "Hazardous liquid" is corrected by removing "and" and inserting in lieu thereof "or".
2. On page 38362, § 195.3(b)(1) is corrected by removing "Avery" and inserting in lieu thereof "Ervay".
3. On page 38364, the table in § 195.106(e) is corrected by removing "APL 5L" and inserting in lieu thereof "API 5L".
4. On page 38365, the last sentence of § 195.114(b) is corrected by removing "(a)(3)" and inserting in lieu thereof "(b)(3)."
5. On page 38365, § 195.118(a) is corrected by removing "end preparation" and inserting in lieu thereof ", end preparation,".
6. On page 38366, § 195.214(a) is corrected by removing "195.218" and inserting in lieu thereof "195.216".
7. On page 38367, the first sentence of § 195.248(a) is corrected by removing "is it" and inserting in lieu thereof "it is".
8. On page 38368, § 195.260(a) is corrected by removing "perimts" and inserting in lieu thereof "permits".
9. On page 38369, § 195.402(e)(1) is corrected by removing "communciating" and inserting in lieu thereof "communicating".
10. On page 38369, § 195.402(e)(2) is corrected by removing "facility" and inserting in lieu thereof "facility,".
11. On page 38370, § 195.403(a)(2) is corrected by removing "orderless" and inserting in lieu thereof "odorless".
12. On page 38371, § 195.406(a)(5) is corrected by removing "lost" and inserting in lieu thereof "test".
13. On page 38372, § 195.420, the section heading is corrected by removing "Value" and inserting in lieu thereof "Valve", and paragraph (a) is corrected by removing "value" and inserting in lieu thereof "valve".
14. On page 38372, the first sentence of § 195.426 is corrected by removing "or

scrapers" and inserting in lieu thereof "of scrapers".

(49 U.S.C. 2002, 49 CFR 1.53 and Appendix A to Part 1)

Issued in Washington, D.C., on July 20, 1982.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 82-20418 Filed 7-28-82; 8:45 am]

BILLING CODE 4910-60-M

National Highway Traffic Safety Administration**49 CFR Parts 526 and 533****[Docket No. FE 82-01; Notice 2]****Petitions Under the Automobile Fuel Efficiency Act of 1980; Procedures Relating to Light Truck Fuel Economy Standards****AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.**ACTION:** Final rule.

SUMMARY: This notice issues in final form certain fuel economy procedural rules which were initially implemented on an interim basis. Most of the procedures relate to provisions in the Automobile Fuel Efficiency Act of 1980 for granting relief to manufacturers from automobile fuel efficiency requirements. The balance relates to compliance with light truck fuel economy standards. Since no comments were received on the interim procedures, this notice establishes final procedures identical to the interim ones.

DATE: Effective date: July 29, 1982.

FOR FURTHER INFORMATION CONTACT:

Richard Strombotne, Office of Automotive Fuel Economy Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, D.C. 20590 (202-426-0846).

SUPPLEMENTARY INFORMATION: The Automobile Fuel Efficiency Act of 1980 (94 Stat. 1821) amended the fuel economy provisions of the Motor Vehicle Information and Cost Savings Act to assist the automobile manufacturers in complying with fuel economy standards and to promote employment in the U.S. automobile industry. To obtain this relief, the 1980 Act requires manufacturers first to file petitions or plans with the agency and make certain specified showings. On February 18, 1982, the agency published interim procedures on the required contents of these petitions and invited comment on those procedures. See 47 FR 7245. That notice also specified an optional procedure for complying with

1982 light truck standards. Since no comments were received on the interim procedures during the established public comment period, the agency is now adopting those procedures in final form without change.

Two of the petition procedures in the interim rules relate to fuel economy domestic content requirements. The Cost Savings Act specifies that, in general, each manufacturer's domestically manufactured (i.e., those with at least 75 percent U.S. or Canadian content) and imported automobiles must comply separately with average fuel economy standards. This provision was originally enacted to discourage domestic auto manufacturers from merely importing increasing numbers of fuel efficient, foreign produced vehicles to comply with standards, thereby adversely affecting U.S. employment. However, the original provision could, in certain situations, penalize manufacturers which intended to transfer production of a foreign automobile to the United States or, in the case of a foreign manufacturer, to begin U.S. production of an existing model. Therefore, Congress enacted the previously mentioned two exemption provisions.

The first provision applies to foreign manufacturers which begin U.S. production. Such manufacturers may be exempted from domestic content requirements if they submit, and NHTSA approves, a petition demonstrating that granting the requested relief would not adversely affect employment in the U.S. automobile industry. The second provision applies to the situation where a manufacturer transfers a foreign produced automobile to U.S. production. To obtain exemption from domestic content requirements under that provision, a petitioner must show (among other things) that it will achieve at least 75 percent U.S. content with the transferred automobiles by the fourth model year after U.S. assembly begins. The interim procedures specify the required contents for both types of petitions.

The 1980 Act also authorized special relief for manufacturers which plan to exceed fuel economy standards in a future model year, but which may fall short of a standard for a year prior to that future one. Under the current statutory scheme, manufacturers earn credits for any model year in which they exceed a fuel economy standard. These

credits may be used to offset civil penalties which would otherwise be assessed for falling short of a standard in any of the three prior or subsequent model years. The 1980 Act authorized these credits to be available in advance where a manufacturer submits and the agency approves a plan for earning the necessary credits in the future. Approval of such a plan eliminates the need for manufacturers to pay civil penalties and subsequently apply for a refund when credits are earned, and also eliminates any stigma associated with being in violation of a standard.

The fourth provision of the 1980 Act authorizes special relief for manufacturers which are unable to comply with one or more of the four-wheel drive light truck fuel economy standards in model years 1982-85. Such manufacturers may petition the agency to adjust the manner in which average fuel economy is calculated for these trucks. The 1980 Act requires petitioning manufacturers to submit information on their abilities to comply with the standard and the economic consequences of their efforts to comply.

The final provision in the interim rule permitted manufacturers to combine their two-wheel drive and four-wheel drive light truck fleets in order to comply with the 1982 model year fuel economy requirements for light trucks. When those requirements were originally established, 1982 model year light trucks were required to comply with separate two-wheel drive and four-wheel drive standards. Manufacturers' fleets of two-wheel drive trucks were required to comply with a standard of 18 miles per gallon, while the average fuel economy of each company's four-wheel drive trucks was required to be at least 16 miles per gallon. When standards were later established for the 1983-85 model years, the agency set separate standards for each of these classes of trucks. However, it also set an optional combined standard for each manufacturer's entire light truck fleet. The combined standard was intended to achieve essentially the same overall fuel efficiency improvement as the separate standards, while giving manufacturers the flexibility of making greater improvements to one class or the other. When the 1983-85 standards were established, the agency did not make corresponding changes to the 1982 standards by adding a separate combined standard option for that year.

However, that conforming change was made in the February 18 interim procedures, by establishing a 17.5 mile per gallon optional combined standard.

Further information of the final procedures can be found at 47 FR 7245 with the actual text of the procedures appearing at 47 FR 7248-50.

Since this notice makes final existing procedures, it is effective immediately.

For details regarding the agency's determination the preparation of a regulatory evaluation and regulatory flexibility analysis is not necessary, see the February 18 notice. To summarize those determinations, the agency has reviewed the procedures in accordance with E.O. 12291 and concludes that the rule is not major. Further, the agency concludes that the rule is not significant under the Department of Transportation's regulatory procedures. Since the economic impact of this rule is minimal, a regulatory evaluation is not required for this amendment.

The agency has also considered the effect of this rule in relation to the Regulatory Flexibility Act and certifies that it would not have a significant economic impact on a substantial number of small entities. There would similarly be no significant impact on a substantial number of small government jurisdictions and small organizations.

Finally, the agency has analyzed this rule for purposes of the National Environmental Policy Act and has determined that it would have no significant impact on the human environment.

For the reasons set forth in the preamble, the agency adopts as final the amendments made to Chapter V of Title 49, Code of Federal Regulations, in 47 FR 7248-50.

List of Subjects in 49 CFR Parts 526 and 533

Energy conservation, Gasoline, Imports, Motor vehicles.

(Sec. 9, Pub. L. 89-670, 80 Stat. 931 (49 U.S.C. 1657); sec. 301, Pub. L. 94-163, 89 Stat. 901 (15 U.S.C. 2002 and 2003); delegation of authority at 49 CFR 1.50)

Issued on July 2, 1982.

Raymond A. Peck, Jr.,

Administrator.

[FR Doc. 82-20419 Filed 7-28-82; 8:45 am]

BILLING CODE 4910-59-M