

4. Research and development—knowledge gaps and next steps.

This is a technical workshop aimed at sharing information on SCC in pipelines among operators and technical experts, providing regulators with information they can use in pipeline inspection and oversight, and reviewing priorities for research to address the problems posed by SCC in operating gas and hazardous liquid pipelines.

RSPA/OPS will soon publish a final rule to require gas transmission pipelines to develop Integrity Management Plans for high consequence areas that incorporates requirements for addressing SCC threats by referencing Appendix A3 of standard ASME B31.8S. Although criteria and mitigation plans for near-neutral pH (6–8) SCC is not addressed in this standard, NACE International (NACE) is currently developing a standard on Direct Assessment of Stress Corrosion Cracking. Also, NACE will soon issue a technical committee report, *External Stress Corrosion Cracking of Underground Pipelines*, to provide information on SCC for hazardous liquid pipelines.

RSPA/OPS is cosponsoring this workshop with NAPS and major pipeline industry trade groups, including the American Petroleum Institute (API) Association of Oil Pipelines (AOPL), Interstate Natural Gas Association of America (INGAA), American Gas Association (AGA), and a professional association, NACE International.

**Authority:** 49 U.S.C. 60102, 60109, 60117.

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**Jeffrey D. Wiese,**

*Manager, Program Development, Office of Pipeline Safety.*

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

**[Docket No. RSPA–03–14793 (Notice No. 03–11)]**

#### Hazardous Materials: Regulations for the Safe Transport of Radioactive Material (TS–R–1); Public Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** RSPA will conduct a public meeting pertaining to the proposed changes to the International Atomic

Energy Agency's (IAEA) Regulations for the Safe Transport of Radioactive Materials, TS–R–1, scheduled for revision in the year 2005. Interested persons are invited to attend.

**DATES:** *Public meeting.* The public meeting will be held on November 5, 2003 from 9:30 a.m. to 11 a.m.

**ADDRESSES:** *Public meeting.* The meeting will be held at Department of Transportation Headquarters, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590–0001, in room 8236–8240.

*Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to the Docket Management System; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.

**FOR FURTHER INFORMATION CONTACT:** Mr. Rick Boyle, Office of Hazardous Material Technology, U.S. Department of Transportation, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590–0001; (202) 366–2993; [rick.boyle@rspa.dot.gov](mailto:rick.boyle@rspa.dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The purpose of this meeting is to discuss the U.S. Department of Transportation comments forwarded to the International Atomic Energy Agency (IAEA) on the proposed changes to the IAEA Regulations for the Safe Transport of Radioactive Materials, TS–R–1. These comments will be presented as the U.S. positions at the IAEA regulatory review meeting scheduled for November 10–14, 2003, in Bonn, Germany. The public is invited to attend without prior notification. Due to heightened security measures at DOT Headquarters, participants are encouraged to arrive early to allow time to undergo the security checks necessary to obtain access to the building.

The regulatory changes proposed by IAEA are available on the Internet at [http://hazmat.dot.gov/files/IAEA\\_TS-R-1\\_rev\\_prop.pdf](http://hazmat.dot.gov/files/IAEA_TS-R-1_rev_prop.pdf). A consolidated draft of the endorsed proposed TS–R–1 revision may be downloaded at [http://hazmat.dot.gov/files/IAEA\\_TS-R-1\\_rev\\_draft.pdf](http://hazmat.dot.gov/files/IAEA_TS-R-1_rev_draft.pdf). A summary of the U.S. DOT positions forwarded to the IAEA may be downloaded at [http://hazmat.dot.gov/files/IAEA\\_TS-R-1\\_dot\\_position.pdf](http://hazmat.dot.gov/files/IAEA_TS-R-1_dot_position.pdf).

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**Robert A. McGuire,**

*Associate Administrator for Hazardous Materials Safety.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

**[STB Docket No. AB–290 (Sub-No. 239X)]**

#### The Alabama Great Southern Railroad Company—Abandonment Exemption—in New Orleans, LA

The Alabama Great Southern Railroad Company (AGS)<sup>1</sup> has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon approximately 1.28 miles of railroad between milepost 1.22–NT and milepost 2.50–NT, in New Orleans, LA. The line traverses United States Postal Service Zip Code 70112.

AGS has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on November 13, 2003, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>2</sup> formal

<sup>1</sup> AGS is a wholly owned subsidiary of Norfolk Southern Railway Company.

<sup>2</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of

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