

collection for which approval has expired.

*OMB Clearance Number*—2127–0053.

*Form Number*—This collection of information uses no standard form.

*Requested Expiration Date of Approval*—Three years from the approval date.

*Summary of the Collection of Information*—The labeling of motor vehicle tire and rims with information required by the regulations and standards to benefit motor vehicle manufacturers and consumers. Primarily, these labeling requirements (49 CFR Parts 569 & 574) help ensure that tires are mounted on appropriate rims; and that the rims and tires are mounted on vehicles for which they were intended.

*Description of the need for the information and proposed use of the information*—The agency has not considered methods of collecting the required information and providing it to consumers and tire dealers other than permanently labeling motor vehicles, tires, and rims. The safety information provided on the labels is needed throughout the useful life of the motor vehicle, tire, or rim. The permanent vehicle, tire, and rim labels are required by the federal standards for tires and rims. These standards are legal obstacles to reducing the burden of the labeling requirements.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—The estimated number of respondents totals 6,673; the frequency of response will be each time a tire or rim is manufactured;

*Estimate of the Total Annual Reporting and Record keeping Burden Resulting from the Collection of Information*. The yearly burden rate for new tire manufacturers, retreaders and rim manufacturers to label the motor vehicle tires and rims is 264,444 hours.

The labeling requirements apply to all motor vehicle tires and rims intended for use on the nation's highways regardless of the size of the manufacturer or retreader. The burden to small manufacturers and entities resulting from these labeling requirements cannot be adjusted or minimized since all tires and rims must be labeled with this information.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: December 13, 1996.

L. Robert Shelton,  
Associate Administrator for Safety  
Performance Standards.

[FR Doc. 96–33121 Filed 12–27–96; 8:45 am]

BILLING CODE 4910–59–P

## Research and Special Programs Administration

### Second Quarterly Performance Review Meeting on the Contract "Detection of Mechanical Damage in Pipelines" (Contract DTRS–56–96–C–0010)

**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 the second quarterly performance review meeting of progress on the contract "Detection of Mechanical Damage in Pipelines." 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 technologies using electromagnetic technology to detect and characterize mechanical damage and stress corrosion cracking. There will be a presentation on the status of work on the contract tasks, including a summary of the activity and progress during the past quarter and the projected activity for the next quarter.

**DATES:** The second quarterly performance review meeting will be held on January 14, 1997 beginning at 8:30 a.m. and ending around 12:30 p.m.

**ADDRESSES:** The quarterly review meeting will be conducted in the Venice I & II meeting rooms at the Doubletree Guest Suites, 5353 Westheimer Road, Houston, Texas. The hotel's telephone number is (713) 961–9000.

**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 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 was conducted on October 22, 1996, in Washington, DC. This, the second quarterly review meeting, is being held in Houston, Texas, in parallel with a meeting of the Gas Research Institute's (GRI) Nondestructive Evaluation Technical Advisory Group in order to enable significant participation by pipeline operators and inspection vendors. The research contract RSPA has with Battelle is a cooperative effort between GRI and DOT, with GRI providing technical guidance.<sup>1</sup> Future meetings may be conducted in Columbus, Ohio (Battelle); San Antonio, Texas (Southwest Research Institute); Ames, Iowa (Iowa State University); or Chicago, Illinois (Gas Research Institute). It is anticipated that every other meeting will be conducted in Washington, DC. 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 each meeting.

##### II. 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. 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

<sup>1</sup> See the notice of the first quarterly performance review meeting (61 FR 53484; Oct. 11, 1996) for information on the Memorandum of Understanding between DOT and GRI.

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, DC on December 24, 1996.

Richard B. Felder,

*Associate Administrator for Pipeline Safety.*

[FR Doc. 96-33165 Filed 12-27-96; 8:45 am]

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### Surface Transportation Board

[STB Finance Docket No. 33312]

#### Illinois Central Railroad Company— Trackage Rights Exemption—Norfolk Southern Railway Company

Norfolk Southern Railway Company has agreed to grant local trackage rights to Illinois Central Railroad Company over a total of approximately 4 miles of rail line located between the parties' trackage connection at Champaign, IL, and The Anderson's Inc., at Champaign, IL. The transaction was expected to be consummated on December 18, 1996.

This notice is filed under 49 CFR 1180.2(d)(7). 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 stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33312, 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: Myles L. Tobin, Associate General Counsel, Illinois Central Railroad Company, 455 North Cityfront Plaza Drive, Chicago, IL 60611-5504.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Decided: December 20, 1996.

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

Vernon A. Williams,  
Secretary.

[FR Doc. 96-33151 Filed 12-27-96; 8:45 am]

BILLING CODE 4915-00-P

### DEPARTMENT OF THE TREASURY

#### Office of the Comptroller of the Currency

#### BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

#### FEDERAL DEPOSIT INSURANCE CORPORATION

#### Agency Information Collection Activities: Proposed Collection; Comment Request

**AGENCIES:** Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

**ACTION:** Notice and request for comment.

**SUMMARY:** In accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC (the "agencies") may not conduct or sponsor, and the respondent is not required to respond to, an information collection that has been extended, revised, or implemented on or after October 1, 1995, unless it displays a currently valid Office of Management and Budget (OMB) control number. The Federal Financial Institutions Examination Council (FFIEC), of which the agencies are members, has recently approved the agencies' publication for public comment of proposed revisions to the Foreign Branch Report of Condition (Foreign Branch Report), which is currently an approved collection of information. At the end of the comment period, the comments and recommendations received will be analyzed to determine the extent to which the FFIEC should modify the