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FOR FURTHER INFORMATION CONTACT: Marvin Fell, (202) 366-6205, to ask questions about this notice; or write by e-mail to *marvin.fell@rspa.dot.gov*.

SUPPLEMENTARY INFORMATION:

Title: National Pipeline Mapping System Program.

Type of Request: Extension of existing information collection.

Abstract: The Department of Transportation (DOT), along with other Federal and State agencies, has been working side by side with natural gas and hazardous liquid operators to develop a national pipeline mapping system (NPMS). This system depicts and provides data on the entire United States natural gas transmission and hazardous liquid pipeline system operating in the United States. The Pipeline Safety Improvement Act of 2002 promulgated on December 17, 2002, requires that all transmission pipeline operators provide maps of their pipelines. Additionally, it requires updates when ownership or operation of these lines change.

Estimate of Burden: 1 hour per mile.

Respondents: Gas transmission and hazardous liquid operators.

Estimated Number of Respondents: 900.

Estimated Total Annual Burden on Respondents: 157,112 hours.

This document can be reviewed between 10 A.M.—5 p.m. Monday through Friday, excluding Federal holidays, at the Dockets Facility, U.S. Department of Transportation, Room PL-401, 400 Seventh St., SW, Washington, DC 20590.

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques.

All timely written comments to this notice will be summarized and included in the request for OMB approval. All comments will also be available to the public in the docket.

Issued in Washington, DC, on October 29, 2003.

Stacey Gerard,

Associate Administrator for Pipeline Safety.

[FR Doc. 03-28327 Filed 11-10-03; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Pipeline Safety: Corrosion Threat to Newly Constructed Gas Transmission and Hazardous Liquid Pipelines

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

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: RSPA's Office of Pipeline Safety (OPS) is issuing this advisory bulletin to owners and operators of natural gas and hazardous liquid pipelines to consider the threat from external corrosion during and immediately after construction of new steel pipelines or pipeline segments. Operators are strongly encouraged to determine whether new pipelines are susceptible to interference and damage from stray electrical currents. Operators should carefully monitor and take action to mitigate any detrimental effects.

FOR FURTHER INFORMATION CONTACT:

Richard Huriaux, (202) 366-4565; or by e-mail, *richard.huriaux@rspa.dot.gov*.

This document can be viewed at the OPS Home page at *http://ops.dot.gov*. General information about the RSPA/OPS programs may be obtained by accessing RSPA's Home page at *http://rspa.dot.gov*.

I. Advisory Bulletin (ADB-03-06)

To: Owners and Operators of Gas Transmission and Hazardous Liquid Pipeline Systems.

Subject: Corrosion Threat to Newly Constructed Gas Transmission and Hazardous Liquid Pipelines.

Purpose: To advise owners and operators of natural gas transmission and hazardous liquid pipelines to consider external corrosion as a possible safety risk to newly constructed pipelines and to identify and remediate the detrimental effects of stray currents during and after construction.

Advisory: Each operator of a natural gas transmission or hazardous liquid pipeline should determine whether new steel pipelines are susceptible to detrimental effects from stray electrical currents. Based on this evaluation, an operator should carefully monitor and

take action to mitigate detrimental effects. The operator should give special attention to a new pipeline's physical location, particularly a location that may subject the new pipeline to stray currents from other underground facilities, including other pipelines, and induced currents from electrical transmission lines, whether aboveground or underground. Operators are strongly encouraged to review their corrosion control programs and to have qualified corrosion personnel present during construction to identify, mitigate, and monitor any detrimental stray currents that might damage new pipelines.

SUPPLEMENTARY INFORMATION:

II. Background

This action follows the discovery of substantial external corrosion on a newly constructed gas transmission pipeline. The pipeline had been in service a little over two years when this unexpected corrosion was revealed by a high-resolution, inline inspection tool. The pipe wall pitting was consistent with that caused by underground stray electrical current before a cathodic protection system is installed. In some isolated areas, the pipeline exhibited more than 50% wall loss. Corrosion due to stray current is most often found on pipelines that cross other underground structures (such as other pipelines) or that follow overhead electric transmission lines.

Pipelines are often routed along common use right-of-ways. This presents complicated corrosion scenarios that must be addressed by corrosion engineers. In some instances, the common right-of-way includes high voltage power lines that can induce alternating current on a new pipeline. This can result in significant corrosion damage to the pipeline in a short period. In other instances, the common right-of-way will cross or parallel foreign pipelines. This requires consideration of the effects of electrical interference from foreign pipeline cathodic protection systems, both on the new pipeline and on the existing foreign pipeline.

Corrosion control on gas transmission and hazardous liquid pipelines is addressed in the Federal Pipeline Safety Regulations at 49 CFR part 192, subpart I and part 195, subpart H. Although 49 CFR 192.455(a)(2) and 195.563(a) state that a cathodic protection system must be installed and placed in operation within one year after completion of construction, operators are encouraged to have qualified corrosion personnel identify, mitigate, and monitor any

detrimental stray currents prior to and during construction.

Operators should refer to recommended practices provided by national consensus standards organizations, such as the American Society of Mechanical Engineers (ASME) standards B31.4 and B31.8, NACE International (NACE) corrosion standards, and Gas Piping Technology Committee (GPTC) guidance documents for help in addressing stray underground electrical current interference on gas transmission and hazardous liquid pipelines.

Issued in Washington, DC, on November 5, 2003.

Stacey L. Gerard,

Associate Administrator for Pipeline Safety.
[FR Doc. 03-28326 Filed 11-10-03; 8:45 am]
BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34426]

Union Pacific Railroad Company— Temporary Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company

The Burlington Northern and Santa Fe Railway Company (BNSF) has agreed to grant temporary overhead trackage rights to Union Pacific Railroad Company (UP) over BNSF's rail line between BNSF milepost 768.89 near Dallas (Forest Avenue), TX, and BNSF milepost 60.6 near Houston (Belt Junction), TX, a distance of approximately 247.5 miles.¹

The transaction was scheduled to be consummated on November 1, 2003,² and the authorization is scheduled to expire on or about December 23, 2003. The purpose of the temporary trackage rights is to facilitate maintenance work on UP lines.

As a condition to this exemption, any employees affected by the temporary 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), *aff'd sub nom. Railway Labor Executives' Ass'n v. United States*, 675 F.2d 1248 (D.C. Cir. 1982).

¹ The trackage rights involve BNSF subdivisions with non-contiguous mileposts. Therefore, total mileage does not correspond to the milepost designations of the endpoints.

² The notice was filed with the Board on October 23, 2003. Accordingly, the earliest the transaction could be consummated was October 30, 2003 (7 days after filing under 49 CFR 1180.4(g)).

This notice is filed under 49 CFR 1180.2(d)(8).³ If it 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. 34426, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Robert T. Opal, 1416 Dodge Street, Room 830, Omaha, NE 68179.

Board decisions and notices are available on the Board's Web site at "<http://www.stb.dot.gov>."

Decided: November 3, 2003.

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

Vernon A. Williams,
Secretary.

[FR Doc. 03-28153 Filed 11-10-03; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34420]

CSX Transportation, Inc.—Trackage Rights Exemption—R.J. Corman Railroad Company/Memphis Line; R.J. Corman Railroad Company/Central Kentucky Lines, LLC—Trackage Rights Exemption—CSX Transportation, Inc.

Pursuant to a written master trackage rights agreement dated October 15, 2003, R.J. Corman Railroad Company/Memphis Line (RJCM) has agreed to grant overhead trackage rights to CSX Transportation, Inc. (CSXT) between CSXT milepost F-118.74/RJCM milepost LF-118.74 at Memphis Junction, KY, and RJCM milepost D-152 at Lewisburg, KY, a distance of approximately 33 miles, and CSXT has agreed to grant overhead trackage rights to R.J. Corman Railroad Company/Central Kentucky Lines, LLC (RJCC) between CSXT milepost VB113.81 at Winchester, KY, connecting to CSXT's CC Subdivision at milepost KC96.1 and CSXT milepost KC131.0 at Berea, KY, a distance of approximately 35 miles.

³ The Board adopted a new class exemption for trackage rights that, by their terms, are for overhead operations only and expire on a date certain, not to exceed 1 year from the effective date of the exemption. See *Railroad Consolidation Procedures—Exemption for Temporary Trackage Rights*, STB Ex Parte No. 282 (Sub-No. 20) (STB served May 23, 2003).

The parties state that consummation of the transaction was scheduled to occur on November 1, 2003.

The purpose of the trackage rights is to provide run through unit train service between Berea and Louisville, KY, and between Louisville and Lewisburg, KY.

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).

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 automatically stay the exemption.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34420, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Michael W. Blaszk, 211 South Leitch Ave., La Grange, IL 60525-2162, and Ronald A. Lane, Fletcher & Sippel LLC, 29 N. Wacker Drive, Suite 920, Chicago, IL 60606.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>."

Decided: November 3, 2003.

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

Vernon A. Williams,
Secretary.

[FR Doc. 03-28199 Filed 11-10-03; 8:45 am]
BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 211X)]

Union Pacific Railroad Company— Abandonment Exemption—In Alameda County, CA

Union Pacific Railroad Company (UP) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 5.38-mile line of railroad in the Milpitas Subdivision from milepost 0.00 near Clark Drive at Niles Junction to milepost 5.38 near Washington Boulevard, in or near Fremont, Alameda County, CA.¹

¹ The portion of the line extending from milepost 2.61 to the end of the proposed abandonment at milepost 5.38 was sold by UP to the Santa Clara