

in response to the publication. Three commenters indicated that the waiver will only help other countries and, therefore, opposed the waiver. Three others are in support only when the product is not available domestically. None of the commenters provided information on possible domestic manufacturers. During the 15-day comment period, the FHWA conducted additional nationwide review to locate potential domestic manufacturers of Main Submersible pumps (3 @ 3,000 gallons/minute), (1 Low Flow Submersible pump @ 1,000 gallons/minute), (1 Low Flow Sump Pump @ 20 gallons/minute). The National Institute of Standards and Technology—Manufacturing Extension Partnership also conducted supplier scouting on submersible pumps and reported that there were no domestic matching items for the pumps. Based on all the information available to the agency, the FHWA concludes that there are no domestic manufacturers of Main Submersible pumps (3 @ 3,000 gallons/minute), (1 Low Flow Submersible pump @ 1,000 gallons/minute), (1 Low Flow Sump Pump @ 20 gallons/minute).

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110–244, 122 Stat. 1572), the FHWA is providing this notice as its finding that a waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an additional 15 days following the effective date of the finding. Comments may be submitted to the FHWA's Web site via the link provided to Illinois waiver page noted above.

**Authority:** 23 U.S.C. 313; Pub. L. 110–161, 23 CFR 635.410.

Issued on: November 26, 2012.

**Victor M. Mendez,**  
Federal Highway Administrator.

[FR Doc. 2012–29326 Filed 12–4–12; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Buy America Waiver Notification

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice.

**SUMMARY:** This notice provides information regarding the FHWA's finding that a Buy America waiver is appropriate for the use of non-domestic Motor and Machinery brakes; 16" Drum brake, Thruster disk, and 2-Right angle gear reducers for Pasquotnak River

Bridge project, Federal-aid project #STP–0158(51), in the State of North Carolina.

**DATES:** The effective date of the waiver is December 6, 2012.

**FOR FURTHER INFORMATION CONTACT:** For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, (202) 366–1562, or via email at [gerald.yakowenko@dot.gov](mailto:gerald.yakowenko@dot.gov). For legal questions, please contact Mr. Michael Harkins, FHWA Office of the Chief Counsel, (202) 366–4928, or via email at [michael.harkins@dot.gov](mailto:michael.harkins@dot.gov). Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at: <http://www.archives.gov> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

##### Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when the application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. This notice provides information regarding the FHWA's finding that a Buy America waiver is appropriate to use non-domestic Motor and Machinery brakes; 16" Drum brake, Thruster disk, and 2-Right angle gear reducers.

In accordance with Title I, Division C, section 122 of the "Consolidated and Further Continuing Appropriations Act, 2012" (Pub. L. 112–55), the FHWA published a notice of intent to issue a waiver on its Web site for Motor and Machinery brakes; 16" Drum brake, Thruster disk, and 2-Right angle gear reducers (<http://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=63>) on November 14, 2011. The FHWA received no comment in response to the publication. During the 15-day comment period, the FHWA conducted additional nationwide review to locate potential domestic manufacturers of Motor and Machinery brakes; 16" Drum brake, Thruster disk, and 2-Right angle gear reducers. The National Institute of Standards and

Technology—Manufacturing Extension Partnership also conducted supplier scouting on motor and machinery system and reported that there are some domestic manufacturers of subcomponents to the motor and machinery brake system. However, the subcomponents are not compatible with the specified motor and machinery brakes. Based on all the information available to the agency, the FHWA concludes that there are no domestic manufacturers of Motor and Machinery brakes; 16" Drum brake, Thruster disk, and 2-Right angle gear reducers for the Pasquotnak River Bridge project in the State of North Carolina.

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110–244, 122 Stat. 1572), the FHWA is providing this notice as its finding that a waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an additional 15 days following the effective date of the finding. Comments may be submitted to the FHWA's Web site via the link provided to the North Carolina waiver page noted above.

**Authority:** 23 U.S.C. 313; Pub. L. 110–161, 23 CFR 635.410.

Issued on: November 29, 2012.

**Victor M. Mendez,**  
Administrator.

[FR Doc. 2012–29330 Filed 12–4–12; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Buy America Waiver Notification

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice.

**SUMMARY:** This notice provides information regarding the FHWA's finding that a Buy America waiver is appropriate for the use of non-domestic Motor and Machinery Brakes; 16"-Diameter Motor Brakes, weight 340 lb, and 13"-Diameter Machinery Brakes, weight 250 lb, for rehabilitation of Murray Morgan Bridge, project #STP–STPUL–3268(003), and South Park Bridge Replacement, project #TIGERII–BRM–STPL–1491(002), in the State of Washington.

**DATES:** The effective date of the waiver is December 6, 2012.

**FOR FURTHER INFORMATION CONTACT:** For questions about this notice, please contact Mr. Gerald Yakowenko, FHWA Office of Program Administration, (202)

366–1562, or via email at [gerald.yakowenko@dot.gov](mailto:gerald.yakowenko@dot.gov). For legal questions, please contact Mr. Michael Harkins, FHWA Office of the Chief Counsel, (202) 366–4928, or via email at [michael.harkins@dot.gov](mailto:michael.harkins@dot.gov). Office hours for the FHWA are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded from the **Federal Register's** home page at: <http://www.archives.gov> and the Government Printing Office's database at: <http://www.access.gpo.gov/nara>.

##### Background

The FHWA's Buy America policy in 23 CFR 635.410 requires a domestic manufacturing process for any steel or iron products (including protective coatings) that are permanently incorporated in a Federal-aid construction project. The regulation also provides for a waiver of the Buy America requirements when the application would be inconsistent with the public interest or when satisfactory quality domestic steel and iron products are not sufficiently available. This notice provides information regarding the FHWA's finding that a Buy America waiver is appropriate to use non-domestic Motor and Machinery Brakes; 16"-Diameter Motor Brakes, weight 340 lb, and 13"-Diameter Machinery Brakes, weight 250 lb, for rehabilitation of Murray Morgan Bridge, project #STP-STPUL-3268(003), and South Park Bridge Replacement, project #TIGERII-BRM-STPL-1491(002), in the State of Washington.

In accordance with Title I, Division C, section 122 of the "Consolidated and Further Continuing Appropriations Act, 2012" (Pub. L. 112–55), the FHWA published a notice of intent to issue a waiver on its Web site for Motor and Machinery Brakes; 16"-Diameter Motor Brakes, weight 340 lb and 13"-Diameter Machinery Brakes, weight 250 lb (<http://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=64>) on November 14, 2011. The FHWA received no comment in response to the publication. During the 15-day comment period, the FHWA conducted additional nationwide review to locate potential domestic manufacturers of Motor and Machinery Brakes; 16"-Diameter Motor Brakes, weight 340 lb and 13"-Diameter Machinery Brakes, weight 250 lb. The National Institute of Standards and Technology—Manufacturing Extension Partnership also conducted supplier scouting on motor and machinery

system and reported that there are some domestic manufacturers of subcomponents to the motor and machinery brake system. However, the subcomponents are not compatible with the specified motor and machinery brakes. Based on all the information available to the agency, the FHWA concludes that there are no domestic manufacturers of Motor and Machinery Brakes; 16"-Diameter Motor Brakes, weight 340 lb and 13"-Diameter Machinery Brakes, weight 250 lb for rehabilitation of Murray Morgan Bridge project #STP-STPUL-3268(003) and South Park Bridge Replacement project #TIGERII-BRM-STPL-1491(002) in Washington State.

In accordance with the provisions of section 117 of the SAFETEA-LU Technical Corrections Act of 2008 (Pub. L. 110–244, 122 Stat. 1572), the FHWA is providing this notice as its finding that a waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an additional 15 days following the effective date of the finding. Comments may be submitted to the FHWA's Web site via the link provided to the Washington State waiver page noted above.

**Authority:** 23 U.S.C. 313; Pub. L. 110–161, 23 CFR 635.410).

Issued on: November 26, 2012.

**Victor M. Mendez,**  
Administrator.

[FR Doc. 2012–29329 Filed 12–4–12; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2012–0279]

#### Pipeline Safety: Using Meaningful Metrics in Conducting Integrity Management Program Evaluations

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice; Issuance of Advisory Bulletin.

**SUMMARY:** PHMSA is issuing an Advisory Bulletin to remind operators of gas transmission and hazardous liquid pipeline facilities of their responsibilities, under Federal integrity management regulations, to perform evaluations of their integrity management programs using meaningful performance metrics.

**FOR FURTHER INFORMATION CONTACT:** Alan Mayberry by phone at 202–366–

5124 or by email at [alan.mayberry@dot.gov](mailto:alan.mayberry@dot.gov). All materials in this docket may be accessed electronically at <http://www.regulations.gov>. General information about the PHMSA Office of Pipeline Safety (OPS) can be obtained by accessing OPS's Internet home page at <http://www.phmsa.dot.gov/pipeline>.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

PHMSA's integrity management regulations require operators to establish processes to evaluate the effectiveness of their integrity management programs. Program evaluation is one of the key required program elements as established in the integrity management rules. For hazardous liquid pipelines, §§ 195.452(f)(7) and 195.452(k) require methods to measure program effectiveness:

*§ 195.452(f) What are the elements of an integrity management program?* An integrity management program begins with the initial framework. An operator must continually change the program to reflect operating experience, conclusions drawn from results of the integrity assessments, other maintenance and surveillance data, and evaluation of consequences of a failure on the high consequence area. An operator must include, at minimum, each of the following elements in its written integrity management program:

\* \* \* \* \*

(7) Methods to measure the program's effectiveness (see paragraph (k) of this section);

*§ 195.452(k) What methods to measure program effectiveness must be used?* An operator's program must include methods to measure whether the program is effective in assessing and evaluating the integrity of each pipeline segment and in protecting the high consequence areas. (See Appendix C of this part for guidance on methods that can be used to evaluate a program's effectiveness.)

Appendix C provides more specific guidance on establishing performance measures, including the need to select measures based on the understanding and analysis of integrity threats to each pipeline segment. Appendix C also describes three general types of metrics that an integrity management program should have:

- *Activity Measures* that monitor the surveillance and preventive activities that are in place to control risk. These measures indicate how well an operator is implementing the elements of its integrity management program.