

9. Other Issues Including Those Related to Cost/Benefit

Scope of Integrity Management Planning

Earlier in this document OPS explained its current thinking about the scope of a proposed integrity management rule. OPS would like comment about its underlying assumptions.

Cost Benefit Analysis

To support its cost benefit analysis, OPS is seeking additional information on the following topics:

- Benefits and costs of a company's active-in-line inspection and pressure testing programs. Information could include the results on safety such as the reduction of accidents or leaks.

- Benefits and costs of a company's integrity assessment program employing direct assessment technologies. Information could include the types of direct assessment that have been used or considered. The costs associated with the technologies. The results related to safety, such as the reduction of accidents or leaks reduced.

- The total mileage of gas transmission pipeline. The number of miles of gas transmission pipelines that have been hydrostatically tested to current standards. The number of miles of gas transmission pipelines that have been pigged at least once.

- The estimated average cost per mile to hydrostatically test a gas transmission pipeline. The fraction of this cost that is associated with taking the line out of service. Ways to minimize the cost associated with taking the line out of service, such as using existing looping.

- The estimated average cost per mile to internally inspect a gas transmission pipeline. The fraction of this cost that is associated with taking the line out of service. Ways to minimize the cost associated with taking the line out of service, such as using existing looping.

- The percentage of an operator's pipelines that are not capable of being pigged. The reasons the pipeline is not piggable, for example, because it is telescopic, has sharp radius bends, or has less than full opening valves. The costs to make the line piggable.

- Impacts on small businesses. The impacts an integrity management rulemaking will have on the company. Include any special concerns that RSPA should consider in addressing impacts on small businesses. Include whether there are alternative requirements for small businesses that are less onerous.

- The estimated average cost per mile to use direct assessment on a gas transmission pipeline. The assumptions

this estimate includes on the number of bell holes required per mile.

- The estimated average cost per mile to change out a gas transmission pipeline to comply with existing class location regulations. The number of miles per year that are typically replaced to comply with this regulation.

- The best available data on the actual costs associated with reported gas pipeline incidents.

- An inventory of pipeline mileage for pipe having diameter greater than or equal to 30 inches and MAOP greater than or equal to 1000 psi.

Standards

During the public meeting, INGAA stated that consensus standards represent a practical way to institutionalize both the use of new technology and the effective application of existing technology. INGAA said that standards currently being developed should provide detailed information for operators in implementing any integrity management rule that is eventually issued.

OPS is seeking information on the schedule the Standards Organizations have for completing the various standards that relate to integrity management that are expected to be prepared, particularly the standards on conducting integrity assessments and repair criteria. The current "draft" Schedule on Standards is found at the end of this Notice.

Industry Data Analysis

We believe that data sources outside OPS incident data should be considered in developing risk analysis and assessment intervals. OPS seeks to better understand the extent to which data beyond these incident histories, including data from all incidents and near misses, were used to validate industry positions.

Issued in Washington, DC, on June 19, 2001.

Jeffrey D. Wiese,

Acting Associate Administrator for Pipeline Safety.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-492 (Sub-No. 2X)]

Fillmore Western Railway Company— Abandonment Exemption—in Fillmore County, NE

Fillmore Western Railway Company (FWRY) has filed a notice of exemption

under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances* to abandon a line of railroad between: (a) milepost 1.7 near Fairmont and milepost 10.0 near Geneva, NE; and (b) milepost 8.1 near Fairmont, NE, and milepost 23.0, near Milligan, NE, a distance of approximately 23.2 miles in Fillmore County, NE.¹ The line traverses United States Postal Service Zip Codes 68354, 68401, 68361, and 68406.

FWRY has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there has been no overhead traffic on the line in the past 2 years; (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 Surface Transportation Board (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 and discontinuance 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 July 27, 2001, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR

¹ Pursuant to 49 CFR 1150.50(d)(2), the railroad must file a verified notice with the Board at least 50 days before the abandonment or discontinuance is to be consummated. While the applicant initially indicated a proposed consummation date of June 10, 2001, because the verified notice was filed on June 7, 2001, consummation may not take place prior to July 27, 2001. Applicant's representative has subsequently confirmed that the correct consummation date is on or after July 27, 2001.

² 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 Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 9, 2001. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 17, 2001, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: T. Scott Bannister, 1300 Des Moines Building, 405—Sixth Avenue, Des Moines, IA 50309.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

FWRV has filed an environmental report which addresses the effects, if any, of the abandonment and discontinuance on the environment and historic resources. SEA will issue an environmental assessment (EA) by July 2, 2001. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

³ Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), FWRV shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned its line. If consummation has not been effected by FWRV's filing of a notice of consummation by June 27, 2002, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at www.stb.dot.gov.

Decided: June 15, 2001.

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

Vernon A. Williams,
Secretary.

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DEPARTMENT OF VETERANS AFFAIRS

Advisory Committee on the Readjustment of Veterans, Notice of Availability of Annual Report

Under section 10(b) of Public Law 92-463 (Federal Advisory Committee Act)

notice is hereby given that the Fifth Annual Report of the Advisory Committee on the Readjustment of Veterans has been issued. The Report provides an assessment of veterans' readjustment needs, a review of the Department of Veterans Affairs' (VA) services and programs available to meet these needs and VA's comments regarding the actions recommended by the Committee.

It is available for public inspection at two locations:

Mr. Edward L. Malone, Jr., Federal Advisory Committee Desk, Library of Congress, Anglo-American Acquisition Division, Government Documents Section, Room LM-B42, 101 Independence Avenue, SE, Washington, DC 20540-4172,
and

Department of Veterans Affairs, Readjustment Counseling Service, VA Central Office, Suite 854, 810 Vermont Avenue, NW, Washington, DC 20420.

Dated: June 13, 2001.

Ventris C. Gibson,

Committee Management Officer.

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