

DEPARTMENT OF TRANSPORTATION**Maritime Administration****[Docket No. MARAD-2014-0121]****Requested Administrative Waiver of the Coastwise Trade Laws: Vessel KEANI KAI; Invitation for Public Comments****AGENCY:** Maritime Administration, Department of Transportation.**ACTION:** Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before October 20, 2014.

ADDRESSES: Comments should refer to docket number MARAD-2014-0121. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel KEANI KAI is: *Intended Commercial Use Of Vessel:* "Sailing tours in waters within 10nm of Kawaihae harbor, Island of Hawaii." *Geographic Region:* "Hawaii."

The complete application is given in DOT docket MARAD-2014-0121 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders

or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: September 9, 2014.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2014-22286 Filed 9-17-14; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION**Maritime Administration****[Docket No. MARAD-2014 0122]****Requested Administrative Waiver of the Coastwise Trade Laws: Vessel SUNBOW; Invitation for Public Comments****AGENCY:** Maritime Administration, Department of Transportation.**ACTION:** Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before October 20, 2014.

ADDRESSES: Comments should refer to docket number MARAD-2014-0122. Written comments may be submitted by

hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel SUNBOW is:

Intended Commercial Use Of Vessel: "day charter."

Geographic Region: "Hawaii."

The complete application is given in DOT docket MARAD-2014-0122 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: September 9, 2014.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2014-22284 Filed 9-17-14; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2014-0040]

Pipeline Safety: Guidance for Pipeline Flow Reversals, Product Changes and Conversion to Service

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

ACTION: Notice; issuance of advisory bulletin

SUMMARY: PHMSA is issuing this advisory bulletin to alert operators of hazardous liquid and gas transmission pipelines of the potential significant impact flow reversals, product changes and conversion to service may have on the integrity of a pipeline. Failures on natural gas transmission and hazardous liquid pipelines have occurred after these operational changes. This advisory bulletin describes specific notification requirements and general operating and maintenance (O&M) and integrity management actions regarding flow reversals, product changes and conversion to service. This advisory bulletin also recommends additional actions operators should take when these operational changes are made including the submission of a comprehensive written plan to the appropriate PHMSA regional office regarding these changes prior to implementation.

FOR FURTHER INFORMATION CONTACT: Julie Halliday by phone at 202-366-0287 or by email at julie.halliday@dot.gov. Information about PHMSA may be found at <http://www.phmsa.dot.gov>.

SUPPLEMENTARY INFORMATION:

I. Background

Two recent pipeline failures occurred on hazardous liquid pipelines where the flow had been reversed. The Tesoro High Plains Pipeline rupture was discovered on September 29, 2013, after leaking an estimated 20,000 barrels of crude oil in a North Dakota field. The location of pressure and flow monitoring equipment had not been changed to account for the reversed flow. The Pegasus Pipeline failed on March 29, 2013, releasing about 5,000 barrels of crude oil into a neighborhood

in Faulkner County, Arkansas. The pipeline flow had been reversed in 2006. Due to these recent accidents and other information PHMSA has become aware of as a result of the large number of recent or proposed flow reversals, product changes and conversion to service projects, PHMSA is alerting operators to the potential significant impact these changes may have on the integrity of a pipeline.

In response to shifts in the supply of and demand for various products transported by gas and hazardous liquid pipelines, operators may consider making operational changes to their pipelines including flow reversal, product change (e.g., crude oil to refined product) and/or conversion to service (e.g., convert from natural gas to crude oil) (49 CFR 192.14 and 195.5). Flow reversals, product changes and conversions to service may impact various aspects of a pipeline's operation, maintenance, monitoring, integrity management and emergency response. Pressure gradient, velocity, and the location, magnitude, and frequency of pressure surges and cycles may change. Operators may also consider increasing the throughput capacity of the pipeline. Increasing throughput may also impact the pressure profile and pressure transients. Product changes may warrant a material compatibility and corrosion susceptibility review. Leak detection and monitoring systems may be affected. Significant additions, removal or modifications of pump stations, compressor stations, tank farms and In-Line Inspection (ILI) launching/receiving facilities may be required. Appurtenances such as flow meters, strainers, liquid separators, corrosion control devices, leak detection devices, control valves and sectionalizing valves may need to be altered.

II. Advisory Bulletin (ADB-2014-04)

To: Owners and Operators of Onshore Oil Pipeline Systems.

Subject: Guidance for Pipeline Flow Reversals, Product Changes and Conversion to Service.

Advisory: This advisory bulletin describes specific notification requirements and general O&M and integrity management requirements as well as additional actions operators should consider taking before, during and after flow reversals, product changes, and conversion to service. PHMSA refers operators to detailed guidance published in the document, *Guidance to Operators Regarding Flow Reversals, Product Changes and Conversion to Service*, which provides operators with PHMSA's expectations

with respect to complying with existing regulations and also contains recommendations that operators should consider prior to implementing these changes. The document addresses flow reversals, product changes and conversion to service individually. The document is located at: <http://phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/Pipeline/Regulations/GORRPPCCS.pdf>.

Notification Requirements & Consideration

Pipeline operators are required to notify PHMSA when the cost to make these changes exceeds \$10 million per §§ 191.22(c) and 195.64(c). While not common, pre-existing special permits or state waivers may require the operator to contact PHMSA prior to significant operational changes such as flow reversal, product changes or conversion to service. Operators should contact PHMSA regarding changes to pipelines with a special permit irrespective of specific language requiring it.

Per § 192.909, operators of gas transmission pipelines must notify PHMSA if these changes will substantially affect their integrity management program, its implementation, or modify the schedule for carrying out the program elements. Under § 194.121, operators of onshore oil pipelines must submit a modified response plan within 30 days of making a change in operating conditions that substantially affects its implementation. Operators will need to reflect changes due to conversion to service and product changes on subsequent Annual Report (required by §§ 191.17 and 195.49) and National Pipeline Mapping System submissions (required by The Pipeline Safety Improvement Act of 2002). Interim NPMS submissions reflecting the changes are not required; operators should wait until their next scheduled NPMS submission. Operators are strongly encouraged to submit a comprehensive written plan to the appropriate PHMSA regional office prior to performing flow reversals, product changes and conversions to service.

O&M and Integrity Management Requirements and Considerations

Requirements to address O&M and integrity issues inherent with flow reversals, product changes and conversions to service are embedded in many parts of the code. While review of O&M and integrity management plan aspects are carried out during regular compliance and verification activities, these matters may be reviewed to the extent that the incremental increase in