

Temperatures,” approved October 1, 2009, (ASTM A672/A672M), IBR approved for § 195.106(e). (7) ASTM A691/A691M–19, “Standard Specification for Carbon and Alloy Steel Pipe, Electric-Fusion-Welded for High-Pressure Service at High Temperatures,” November 1, 2019, (ASTM A691/A691M), IBR approved for § 195.106(e).

(f) Manufacturers Standardization Society of the Valve and Fittings Industry, Inc. (MSS), 127 Park St. NE, Vienna, VA 22180, phone: 703–281–6613, website: <http://www.mss-hq.org/>.

(1) MSS SP–75–2019 Standard Practice, “High-Test, Wrought, Butt-Welding Fittings,” December 2019, (MSS SP–75), IBR approved for § 195.118(a).

(2) [Reserved]

(g) NACE International (NACE), 1440 South Creek Drive, Houston, TX 77084, phone: 281–228–6223 or 800–797–6223, website: <http://www.nace.org/Publications/>.

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(4) NACE SP0204–2015, “Standard Practice, Stress Corrosion Cracking (SSC) Direct Assessment Methodology” March 14, 2015, (NACE SP0204), IBR approved for § 195.588(c).

§ 195.5 [AMENDED]

■ 19. In § 195.5(a)(1)(i), remove the words “ASME/ANSI B31.8” and add, in their place, the words “ASME B31.8”.

■ 20. In § 195.58, revise paragraph (a) to read as follows,

§ 195.58 Reporting submission requirements

(a) *General.* Except as provided in paragraphs (b) and (e) of this section, an operator must submit each report required by this part electronically to PHMSA at <https://portal.phmsa.dot.gov> unless an alternative reporting method is authorized in accordance with paragraph (d) of this section.

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■ 21. In § 195.59, amend paragraph (a) by revising the second sentence to read as follows,

§ 195.59 Abandonment and deactivation of facilities

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(a) * * * To obtain a copy of the NPMS Standards, please refer to the NPMS homepage at <https://www.npms.phmsa.dot.gov>. * * *

§ 195.64 [AMENDED]

■ 22. In § 195.64(b) and (c) remove the words “<http://opsweb.phmsa.dot.gov>” and add, in their place, the words “<https://www.portal.phmsa.dot.gov>”.

§ 195.106 [AMENDED]

■ 23. In § 195.106(b)(1)(i) and (e)(1) remove the words “ANSI/API Spec 5L” and add, in their place, the words “API Spec 5L”.

§ 195.110 [AMENDED]

■ 24. In § 195.110 remove the words “ASME/ANSI B31.4” and add, in their place, the words “ASME B31.4”.

§ 195.116 [AMENDED]

■ 25. In § 195.116(d) remove the words “ANSI/API Spec 6D” and add, in their place, the words “API Spec 6D”.

■ 26. In § 195.307, paragraph (c) is revised to read as follows:

§ 195.307 Pressure testing aboveground breakout tanks.

* * * * *

(c) For aboveground breakout tanks built to API Standard 650 (incorporated by reference, see § 195.3), that were first placed into service after October 2, 2000, testing must be in accordance with sections 7.3.6 and 7.3.7 of API Standard 650.

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§ 195.406 [AMENDED]

■ 27. In § 195.406(a)(1)(i) remove the words “ASME/ANSI B31.8” and add, in their place, the words “ASME B31.8”.

§ 195.428 [AMENDED]

■ 28. In § 195.428(c) remove the words “API RP 2350” and add, in their place, the words “API Std 2350”.

§ 195.565 [AMENDED]

■ 29. Amend § 195.565 to remove the words “ANSI/API RP 651” and add in their place the words “API RP 651”

§ 195.588 [AMENDED]

■ 30. In § 195.588, amend paragraph (c) to remove the words “NACE SP0204–2008” and add in their place the words “NACE SP0204” in each instance they appear.

Issued in Washington, DC, on December 22, 2020, under authority delegated in 49 CFR 1.97.

Alan K. Mayberry,

Associate Administrator for Pipeline Safety.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

49 CFR Parts 192 and 195

[Docket No. PHMSA–2020–0086]

Pipeline Safety: Operator Qualification Frequently Asked Questions

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

ACTION: Notification and request for comments.

SUMMARY: PHMSA is making available for public comment a revised set of operator qualification frequently asked questions (FAQs) that will replace its current operator qualification FAQs. The proposed revisions will provide greater clarity regarding PHMSA’s operator qualification regulations. The revised FAQs would replace current FAQs that are outdated or no longer relevant, and will ensure that each FAQ is tied to a specific regulatory requirement.

DATES: Individuals who are interested in submitting comments on the proposed revisions to the FAQs must do so by February 16, 2021.

ADDRESSES: You may submit comments identified by Docket No. PHMSA–2020–0086 by any of the following methods:

- *E-Gov Web:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the online instructions for submitting comments.

- *Mail:* Comments may be submitted by mailing them to: U.S. Department of Transportation, Docket Management System—Docket Operations (M–30), 1200 New Jersey Avenue SE, Room W12–140, Washington, DC 20590–0001.

- *Hand Delivery:* Comments may be hand-delivered to the U.S. Department of Transportation at 1200 New Jersey Avenue SE, Room W12–140, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except federal holidays.

- *Instructions:* Identify Docket No. PHMSA–2020–0086 at the beginning of your comments. You must provide two copies of your comments if you submit by mail. If you would like confirmation that PHMSA received your comments, please include a self-addressed stamped postcard. Internet users should submit comments at <https://www.regulations.gov>.

- *Privacy Act Statement:* In accordance with 5 U.S.C. 553(c), the

DOT solicits comments from the public to better inform its rulemaking process. The DOT posts these comments without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.dot.gov/privacy>.

- **Confidential Business Information:** Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments in response to this document contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this document, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 CFR 190.343, you may ask PHMSA to provide confidential treatment to information you give to the agency by taking the following steps: (1) Mark each page of the original document submission containing CBI as “Confidential;” (2) send PHMSA a copy of the original document with the CBI deleted along with the original, unaltered document; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under the Freedom of Information Act and they will not be placed in the public docket of this notification. Submissions containing CBI should be sent to James Reynolds, 1200 New Jersey Avenue SE, E24-452, Washington, DC 20590-0001, or emailed to James.Reynolds@dot.gov. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this guidance.

- **Docket:** For access to the docket or to read background documents or comments, go to <https://www.regulations.gov>. Alternatively, you may review the documents in person at the U.S. Department of Transportation at 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590-0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: General: James Reynolds, General Engineer, Office of Pipeline Safety, by phone at (202) 366-2786 or via email at James.Reynolds@dot.gov. Technical: Gregory Ochs, Central Region Director, Office of Pipeline Safety, by phone at

(816) 329-3814 or via email at Gregory.Ochs@dot.gov.

SUPPLEMENTARY INFORMATION: PHMSA uses FAQs and other guidance materials to clarify the Federal pipeline safety regulations (PSRs) found in 49 CFR parts 190-199. PHMSA-developed FAQs include operator qualification FAQs that address the PSRs in 49 CFR part 192, subpart N, and 49 CFR part 195, subpart G. These FAQs are currently available at <https://www.phmsa.dot.gov/pipeline/operator-qualifications/oq-frequently-asked-questions>.

PHMSA proposes revisions to the operator qualification FAQs by modifying and eliminating some of the current FAQs. PHMSA requests public comment on the proposed revisions, which were developed by a team of PHMSA operator qualification subject matter experts (SMEs). The proposed revisions are intended to tie each FAQ to a specific operator qualification regulatory requirement and to eliminate obsolete FAQs.

PHMSA created these FAQs to help the regulated community better understand how to comply with the PSRs. Like all PHMSA guidance, FAQs are not rules, nor do they create legally enforceable rights, assign duties, or impose new obligations that are not contained in the existing regulations and standards. Pipeline operators must comply with the underlying safety standards referred to in the FAQs.

PHMSA’s operator qualification PSRs are codified in 49 CFR part 192, subpart N, and 49 CFR part 195, subpart G. PHMSA originally developed pipeline operator qualification FAQs following a series of public meetings in 2003. The FAQs address PHMSA’s operator qualification PSRs, which help to ensure that qualified individuals perform covered tasks on pipeline facilities and reduce the probability and consequences of pipeline incidents caused by human error. The PSRs state that each pipeline operator is responsible for developing and following an operator qualification program, establishing a covered task list that is applicable to their system, and defining the training and qualification requirements for personnel who perform covered tasks on pipeline facilities. Each operator is responsible for ensuring that its contractors and vendors comply with the requirements of the operator’s qualification program.

PHMSA assembled a team of SMEs to develop the revised operator qualification FAQs based on the existing FAQs, the compliance questions received from operators and the public,

and the requirements of the code. PHMSA SMEs reviewed the 63 current FAQs to determine whether any should be revised, added, or deleted. As a result of this review, PHMSA proposes publishing a total of 40 FAQs for public notice. The draft FAQs are available online on the Federal eRulemaking Portal, <https://www.regulations.gov>; search for Docket No. PHMSA-2020-0086. Once finalized, PHMSA will post the revised FAQs on its public website in place of the current FAQs.

Issued in Washington, DC, on January 5, 2021, under authority delegated in 49 CFR 1.97.

Alan K. Mayberry,

Associate Administrator for Pipeline Safety.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

49 CFR Part 232

[Docket No. FRA-2019-0072; Notice No. 1]

RIN 2130-AC82

Amendments to Brake System Safety Standards Governing Operations Using an Electronic Air Brake Slip System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FRA proposes to amend its brake system safety standards to address operations using an electronic air brake slip (eABS) system, which is a system that tracks details related to individual freight car brake tests. The proposed rule would provide an alternative regulatory framework for railroads to utilize when choosing to use an eABS system, but would not require railroads to use such a system. The NPRM proposes to extend the distance certain individual rail cars may travel (from 1,500 to 2,500 miles) without stopping for brake and mechanical tests, if the cars have a valid eABS record. The NPRM also proposes to allow railroads to add or remove multiple cars from a train without conducting additional brake tests, if the train is solely made up of cars with eABS records.

DATES: Comments are requested no later than March 16, 2021. FRA will consider comments received after that date to the extent possible without incurring additional expense or delay.