

practices are conforming to API 5L, API 1104, ASME B31.4 or ASME B31.8 and operator procedures for weld bevel, pipe alignment, back welding, and transitions. If any bends are cut, the operator must have procedures to ensure that the pipe or bend cut ends are acceptable for welding in accordance with the listed specifications. Procedures, inspection, and documentation must be in place to ensure that when pipe, fittings, bends, and other appurtenances are welded, the field girth welds are made and non-destructively tested in accordance with 49 CFR §§ 192.241, 192.243, 192.245, 195.228, 195.230, and 195.234. NDT procedures including film type and radiation source selection should be optimized for weld defect detection and repairs completed in accordance with established welding procedures. When there is a variation in wall thickness between line pipe and a segmented fitting, bend, or other appurtenance, consideration should be given to the installation of a segment of intermediate wall thickness pipe. Additionally, efforts should be taken to ensure pipe girth weld alignment is optimized by utilizing experienced and trained welders, suitable pipe and detailed procedures.

Each material component of a pipeline such as line pipe, fittings, bends, and other appurtenances must be able to withstand operating pressures and other anticipated external loadings without impairment of its serviceability in accordance with 49 CFR §§ 192.143 and 195.110. In order to ensure pipeline integrity, the operator must take all practicable steps to protect each transmission line from abnormal loads while backfilling and other work continues along the right-of-way and to minimize loads in accordance with 49 CFR §§ 192.317, 192.319, 195.246(a), and 195.252. Operators should give special attention to girth welds with variations in wall thickness when located in pipeline segments where significant pipe support and backfill settlement issues after installation may be present, specifically in hilly terrain and high stress concentration locations such as at crossings, streams, and sloping hill sides with unstable soils.

Even if no girth weld concerns are identified by reviewing construction records, if an operator has any knowledge, findings or operating history that leads it to believe that its newly constructed, high material grade, large diameter, line pipe segments contain these type girth weld transitions, the operator should conduct engineering reviews as described above with those operating pipelines to ensure that

material, engineering design, and field construction procedures were in compliance with 49 CFR Parts 192 and 195. Failure to conduct engineering reviews and to remediate findings may compromise the safe operation of the pipeline.

**Authority:** 49 U.S.C. chapter 601 and 49 CFR 1.53.

Issued in Washington, DC, on March 18, 2010.

**Jeffrey D. Wiese,**

*Associate Administrator for Pipeline Safety.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Voluntary Intermodal Sealift Agreement

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice of Voluntary Intermodal Sealift Agreement (VISA).

**SUMMARY:** The Maritime Administration (MARAD) announces the extension of the Voluntary Intermodal Sealift Agreement (VISA) until October 1, 2011, pursuant to the Defense Production Act of 1950, as amended. The purpose of the VISA is to make intermodal shipping services/systems, including ships, ships' space, intermodal equipment and related management services, available to the Department of Defense as required to support the emergency deployment and sustainment of U.S. military forces. This is to be accomplished through cooperation among the maritime industry, the Department of Transportation and the Department of Defense.

**FOR FURTHER INFORMATION CONTACT:** Jerome D. Davis, Director, Office of Sealift Support, Room W25-310, Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590, (202) 366-2323, Fax (202) 366-5904.

**SUPPLEMENTARY INFORMATION:** Section 708 of the Defense Production Act of 1950, as amended, (50 U.S.C. App. 2158), as implemented by regulations of the Federal Emergency Management Agency (44 CFR Part 332), "Voluntary agreements for preparedness programs and expansion of production capacity and supply", authorizes the President, upon a finding that conditions exist which may pose a direct threat to the national defense or its preparedness programs, "\* \* \* to consult with representatives of industry, business, financing, agriculture, labor and other interests \* \* \*" in order to provide the

making of such voluntary agreements. It further authorizes the President to delegate that authority to individuals who are appointed by and with the advice and consent of the Senate, upon the condition that such individuals obtain the prior approval of the Attorney General after the Attorney General's consultation with the Federal Trade Commission. Section 501 of Executive Order 12919, as amended, delegated this authority of the President to the Secretary of Transportation (Secretary), among others. By DOT Order 1900.9, the Secretary delegated to the Maritime Administrator the authority under which the VISA is sponsored. Through advance arrangements in joint planning, it is intended that participants in VISA will provide capacity to support a significant portion of surge and sustainment requirements in the deployment of U.S. military forces during war or other national emergency.

The text of the VISA was first published in the **Federal Register** on February 13, 1997, to be effective for a two-year term until February 13, 1999. The VISA document has been extended and subsequently published in the **Federal Register** every two years. The last extension was published on November 7, 2007. The text published herein will now be implemented. Copies will be made available to the public upon request.

Text of the Voluntary Intermodal Sealift Agreement:

#### Voluntary Intermodal Sealift Agreement (VISA)

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