

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[DA 03-3922]

Radio Broadcasting Services; Various Locations

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: The Commission, on its own motion, editorially amends the Table of FM Allotments to specify the actual classes of channels allotted to various communities. The changes in channel classifications have been authorized in response to applications filed by licensees and permittees operating on these channels. This action is taken pursuant to *Revision of Section 73.3573(a)(1) of the Commission's Rules Concerning the Lower Classification of an FM Allotment*, 4 FCC Rcd 2413 (1989), and *Amendment of the Commission's Rules to Permit FM Channel and Class Modifications by Applications*, 8 FCC Rcd 4735 (1993).

DATES: Effective January 6, 2004.

FOR FURTHER INFORMATION CONTACT: Kathleen Scheuerle, Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's Report and Order, adopted December 12, 2003, and released December 16, 2003. The full text of this Commission decision is available for inspection and copying during regular business hours at the FCC Reference Information Center, Portals II, 445 12th Street, SW., Room CY-A257, Washington, DC 20554. This document may also be purchased from the Commission's duplicating contractor, Qualex International, Portals II, 445 12th Street, SW., Room CY-B402, Washington, DC, 20554, telephone 202-863-2893, facsimile 202-863-2898, or via e-mail qualexint@aol.com.

List of Subjects in 47 CFR Part 73

Radio, Radio broadcasting.

■ Part 73 of title 47 of the Code of Federal Regulations is amended as follows:

PART 73—RADIO BROADCAST SERVICES

■ 1. The authority citation for part 73 continues to read as follows:

Authority: 47 U.S.C. 154, 303, 334, and 336.

■ 2. Section 73.202(b), the Table of FM Allotments under Arizona, is amended by removing Channel 255C1 and by adding Channel 255C2 at Leupp.

■ 3. Section 73.202(b), the Table of FM Allotments under Idaho, is amended by removing Channel 298A and by adding Channel 298C0 at Sun Valley.

■ 4. Section 73.202(b), the Table of FM Allotments under Louisiana, is amended by removing Channel 256C and by adding Channel 256C0 at New Iberia and by removing Channel 258C and by adding Channel 258C0 at New Orleans.

■ 5. Section 73.202(b), the Table of FM Allotments under Mississippi, is amended by removing Channel 242C and by adding Channel 242C0 at Jackson and by removing Channel 262C and by adding Channel 262C0 at Laurel.

■ 6. Section 73.202(b), the Table of FM Allotments under North Carolina, is amended by removing Channel 246C and by adding Channel 246C0 at Greensboro.

■ 7. Section 73.202(b), the Table of FM Allotments under Tennessee, is amended by removing Channel 248C3 and by adding Channel 249C2 at Trenton.¹

■ 8. Section 73.202(b), the Table of FM Allotments under Utah, is amended by removing Channel 286C and by adding Channel 285C0 at Tremonton.

■ 9. Section 73.202(b), the Table of FM Allotments under Wyoming, is amended by removing Channel 285A and by adding Channel 285C2 at Cheyenne.

Federal Communications Commission.

John A. Karousos,

Assistant Chief, Audio Division, Media Bureau.

[FR Doc. 04-118 Filed 1-5-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Part 195

[Docket No. RSPA-01-9832; Amdt. 195-80]

RIN 2137-AD59

Pipeline Safety: Hazardous Liquid Pipeline Operator Annual Reports

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Final rule.

SUMMARY: This action requires operators of pipeline systems subject to RSPA's hazardous liquid pipeline safety regulations to prepare and file annual reports containing information about these systems. This data will provide

¹ Channel 249C3 was substituted for Channel 248C3 at Trenton, Tennessee, in Docket 99-196. See 67 FR 52877, August 14, 2002.

the basis for more efficient and meaningful analyses of the safety status of hazardous liquid pipelines. RSPA's Office of Pipeline Safety (RSPA/OPS) will use the information to compile a national pipeline inventory, identify and determine the scope of safety problems, and target inspections.

DATES: This final rule is effective on February 5, 2004.

FOR FURTHER INFORMATION CONTACT: Shauna Turnbull by phone at (202) 366-3731, by e-mail at shauna.turnbull@rspa.dot.gov, or by mail at the U.S. Department of Transportation, Research and Special Programs Administration, Office of Pipeline Safety, Room 2103, 400 7th St., SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Background

The Federal pipeline safety regulations at 49 CFR part 195 apply to more than 160,000 miles of hazardous liquid and carbon dioxide pipelines. RSPA/OPS shares responsibility for inspecting and overseeing the safety of these pipelines with many State pipeline safety offices.

RSPA/OPS uses pipeline accident data to identify safety issues and target risk-based inspections. The data are from accident reports that operators submit on Form F7000-1, *Accident Report—Hazardous Liquid Pipelines* (§§ 195.50 and 195.54).

In recent years, Congress, the National Transportation Safety Board (NTSB), and DOT's Office of the Inspector General (OIG) have urged RSPA/OPS to improve the quality of its accident data and data analyses. In response, RSPA/OPS reduced the volumetric threshold for accident reporting from 5 barrels to as little as 5 gallons of product released during an accident (67 FR 831; January 8, 2002). However, RSPA/OPS still lacks the information necessary to improve accident analyses.

To obtain this information, RSPA/OPS published a notice of proposed rulemaking (NPRM) that would require operators to submit an annual report of pipeline inventory and other information about their pipeline systems (67 FR 48844; July 26, 2002). This information would provide a foundation for more efficient and meaningful analyses of accident data. For example, to help determine the effect of system improvements and other safety practices, RSPA/OPS would use information from annual reports to calculate leaks by cause on a per mile basis. The information could also be used for trending accident data, assessing risk, prioritizing safety