

Pugh, Timothy
Rieck, James
Shell, Juan
Tolle II, Donald
Walters, Stephen
Weng, Yu
Westbrook, John

The following 6 applicants do not have verifiable proof of commercial driving experience during a 3-year period under normal highway operating conditions that would serve as an adequate predictor of future safety performance:

Adams, Paul
Ferguson, Dennie
Hamilton, Franklin
Mcalhaney, Leland
Todd, George
Wilson, Tracy

The following 30 applicants were involved in CMV accidents in which they contributed to the accident:

Abernathy, Kevin
Adams, Gene
Barenberg, Stanley
Bedford, Benjamin
Brockman, Jr., Thomas
Clark, Sandy
Cook, Freddy
Cotton, Erick
Cummins, William
Davis, John
Embry, Roger
Finger, Ronald
Freeman, Bobby
Good, Leslie
Gowens, Eddie
Green, Eugene
Holden, John
Jennings, Allen
Jones, Harold
Keller, Clarence
Mullins, Norman
Paschal, Eddie
Petersen, Lester
Sheets, Earl
Snitzer, Jeffrey
Stockton, Phinous
Swann, Jr., Clarence
Tomlinson, Calvin
Wagenmann, Dean
Wood, Bernard

The following 8 applicants do not demonstrate the level of safety required for interstate driving based on information received on state-issued driving reports due to excessive moving/non-moving violations during the 3-year period:

Andersen, Gary
Askin, James
Daniels, Randall
Grundy, Warren
Hahn, George
Hallman, Jerry
Hickenbottom, Walter

Kallhoff, Chad

The following 7 applicants do not hold licenses which allow operation of a CMV over 10,000 pounds gross vehicle weight rating (GVWR) for all or part of the 3-year period:

Berry, Jimmy
Cain III, Fitzhugh
Conn, John
Hartzog, Jay
Martin, Frankie
Mears, Ronnie
Thacker, Emory

The following 14 applicants were placed in the "other" category for having multiple reasons for denial:

Benedict, James
Berglund, Todd
Bosanek, Theodore
Craft, Gilbert
Hills, Jacob
Kowalsky, Richard
Lopez, Jose
O'Dell, George
Peebles, David
Peterson, James
Roseman, Dwight
Pryor, Sam
Smith, Terry
Woodruff, Bill

One applicant, Mr. Sheldon Fryar, does not qualify for an exemption because he submitted unverifiable documentation during the application process.

The following 5 applicants were disqualified because their vision had not been stable within the three-year period:

Baldwin, Sr., James
Coates, James
Malley, Albert
Wadley, Jimmie
Wren, Robert

One applicant, Mr. Roy Via, was disqualified because he held two CDLs simultaneously. Mr. Via was reported to the Department of Motor Vehicles in the two States where he obtained the CDLs. Mr. Via no longer holds two CDLs.

One applicant, Mr. William Hicks, Jr., was not qualified because he did not meet the vision standard in the better eye.

Finally, 4 Canadian drivers applied for an exemption. The reciprocity agreement between the United States and Canada does not permit Canadian drivers who do not meet the medical provisions in the National Safety Code of Canada but may have a waiver issued by one of the Canadian provinces or territories to drive CMVs in the United States.

Anderson, Wayne
Letkeman, Issac
Nott, Chad

Townson, David

Issued on: November 19, 2002.

Brian M. McLaughlin,
Associate Administrator for Policy and Program Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2001-9663]

Notice of Public Workshop

AGENCY: National Highway Traffic Safety Administration, Transportation.

ACTION: Notice of public workshop.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) will conduct a public workshop to allow interested parties to learn details about NHTSA's current techniques for data acquisition in dynamic rollover and handling testing. Information will be provided about instrumentation, outriggers, and other procedures. Two fully instrumented vehicles will be made available for inspection.

DATE AND TIME: The public workshop will be held on December 3, 2002, from 10 a.m. to 2 p.m.

ADDRESSES: The public workshop will be held at NHTSA's Vehicle Research and Test Center, Building 60, Transportation Research Center, 10820 State Route 347, East Liberty, Ohio 43319.

SUPPLEMENTARY INFORMATION: This meeting will not discuss NHTSA's October 7, 2002, proposal to establish a dynamic rollover test procedure and to incorporate information obtained from that testing in consumer information on rollover (67 FR 62528). Any comments on that notice should be submitted to Docket No. NHTSA-2001-9663; Notice 2, by November 21, 2002. This meeting is intended to be a technical meeting to allow interested parties to observe in person and hear details about NHTSA's current techniques for data acquisition in dynamic rollover and handling testing. Information will be provided about instrumentation, outriggers, and other procedures. Two fully instrumented vehicles will be made available for inspection. No information will be provided about the status, projected timetable or NHTSA's tentative conclusions for the final rule on dynamic rollover testing and the presentation of rollover information to the public in the New Car Assessment Program (NCAP).

For security reasons, attendees must register in advance. To register, obtain directions to the Vehicle Research and Test Center, or request additional information, contact Jan Cooper at telephone (937) 666-4511 extension 208. If Ms. Cooper is not available, you may register by contacting Fred Seeberg at telephone (937) 666-4511 or Susan Weiser at telephone (937) 666-4511 extension 209.

The handouts and other information presented at the workshop will be available for public inspection in the DOT Docket in Washington, DC, within two weeks after the meeting. Copies of the materials will be available at ten cents a page upon request to DOT Docket, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. The DOT Docket is open to the public from 10 a.m. to 5 p.m. The material may also be accessed electronically at <http://dms.dot.gov>, at Docket No. NHTSA-2001-9663.

The handouts and other information presented at the workshop will also be available on NHTSA's Web site at URL <http://www-nrd.nhtsa.dot.gov/departments/nrd-01/presentations/presentations.html>.

Should it be necessary to cancel the meeting due to inclement weather or any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on NHTSA's Web site at URL <http://www.nhtsa.dot.gov/nhtsa.announce/meetings/>. If you do not have access to the Web site, you may call for information at the contacts listed below and leave your telephone or telefax number. You will be contacted only if the meeting is postponed or canceled.

FOR FURTHER INFORMATION CONTACT: Jan Cooper at telephone (937) 666-4511 extension 208. If Ms. Cooper is not available, you may contact Fred Seeberg at telephone (937) 666-4511 or Susan Weiser at telephone (937) 666-4511 extension 209.

Issued on: November 20, 2002.

Joseph N. Kaniathra,
Associate Administrator for Applied Research.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Notification of the Susceptibility To Premature Brittle-Like Cracking of Older Plastic Pipe

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

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: RSPA is issuing this follow-up advisory bulletin to owners and operators of natural gas distribution systems to inform them of the susceptibility to premature brittle-like cracking of older plastic pipe and the voluntary efforts to collect and analyze data on plastic pipe performance. A Special Investigation Report issued by the National Transportation Safety Board (NTSB) described how plastic pipe installed in natural gas distribution systems from the 1960s through the early 1980s may be vulnerable to brittle-like cracking resulting in gas leakage and potential hazards to the public and property. On March 11, 1999, RSPA issued two advisory bulletins on this issue. The first bulletin reminded natural gas distribution system operators of the potential poor resistance to brittle-like cracking of certain polyethylene pipe manufactured by Century Utility Products, Inc. The second bulletin advised natural gas distribution system operators of the potential vulnerability of older plastic pipe to brittle-like cracking.

ADDRESSES: This document can be viewed on the Office of Pipeline Safety (OPS) home page at: <http://ops.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Gopala K. Vinjamuri, (202) 366-4503, or by e-mail at gopala.vinjamuri@rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

On April 23, 1998, NTSB issued a Special Investigation Report (NTSB/SIR-98/01), *Brittle-like Cracking in Plastic Pipe for Gas Service*, that describes how plastic pipe installed in natural gas distribution systems from the 1960s through the early 1980s may be vulnerable to brittle-like cracking resulting in gas leakage and potential hazards to the public and property. An NTSB survey of the accident history of plastic pipe suggested that the material may be susceptible to premature brittle-like cracking under conditions of local stress intensification because of improper joining or installation procedures. Hundreds of thousands of

miles of plastic pipe have been installed, with a significant amount installed prior to the early-1980s. NTSB believes any vulnerability of this material to premature cracking could represent a potentially serious hazard to public safety. Copies of this report may be obtained by calling NTSB's Public Inquiry Office at 202-314-6551.

RSPA has already issued two advisory bulletins on this issue. The first advisory bulletin, ADB-99-01, which was published in the **Federal Register** on March 11, 1999 (47 FR 12211), reminded natural gas distribution system operators of the potential poor resistance to brittle-like cracking of certain polyethylene pipe manufactured by Century Utility Products, Inc. The second advisory bulletin, ADB-99-02, also published in the **Federal Register** on March 11, 1999 (47 FR 12212), advised natural gas distribution system operators of the potential brittle-like cracking vulnerability of plastic pipe installed between the 1960s and early 1980s.

The phenomenon of brittle-like cracking in plastic pipe as described in the NTSB report and generally understood within the plastic pipeline industry relates to a part-through crack initiation in the pipe wall followed by stable crack growth at stress levels much lower than the stress required for yielding, resulting in a very tight slit-like openings and gas leaks. Although significant cracking may occur at points of stress concentration and near improperly designed or installed fittings, small brittle-like cracks may be difficult to detect until a significant amount of gas leaks out of the pipe, and potentially migrates into an enclosed space such as a basement. Premature brittle-like cracking requires relatively high localized stress intensification that may be a result from geometrical discontinuities, excessive bending, improper installation of fittings, and dents and gouges. Because this failure mode exhibits no evidence of gross yielding at the failure location, the term brittle-like cracking is used. This phenomenon is different from brittle fracture, in which the pipe failure causes fragmentation of the pipe.

The NTSB report suggests that the combination of more durable plastic pipe materials and more realistic strength testing has improved the reliability of estimates of the long-term hydrostatic strength of modern plastic pipe and fittings. The report also documents that older polyethylene pipe, manufactured from the 1960s through the early 1980s, may fail at lower stresses and after less time than was originally projected. NTSB alleges that