

**DEPARTMENT OF TRANSPORTATION
Research and Special Programs
Administration**

Materials Transportation Bureau

49 CFR Part 192

[Amdt. 192-34B, Docket No. PS-54]

**Transportation of Natural and Other
Gas by Pipeline; Joining of Plastic Pipe**

AGENCY: Materials Transportation Bureau (MTB).

ACTION: Final rule.

SUMMARY: This final rule permits a burst test in accordance with Paragraph 8.5 (Minimum Hydrostatic Burst Pressure) or Paragraph 8.9 (Sustained Static Pressure Test) of ASTM D2517 in qualifying joining procedures for thermosetting plastic pipe. In addition, the rules for qualifying joining personnel are clarified by permitting any one of three tests required to qualify a specific joining procedure to be used to qualify persons to make joints under that procedure.

EFFECTIVE DATE: January 2, 1981. Since this final rule clarifies existing rules and does not add to the regulatory burden, no further public proceeding is necessary, and it may become effective upon publication in the Federal Register.

FOR FURTHER INFORMATION CONTACT: Paul Cory, (202) 426-2082.

SUPPLEMENTARY INFORMATION: A final rule was published on July 23, 1979, (Amdt. 192-34, 44 FR 42068) and revisions thereto on February 14, 1980, (Amdt. 192-34A, 45 FR 9931), establishing tests for qualifying procedures and personnel to make all types of joints in plastic pipelines used in transportation of natural and other gas by pipeline.

Section 192.283(a) sets forth three test methods for qualifying joining procedures that use heat fusion, solvent cement, or adhesive techniques. It was MTB's intent that any one of these three methods be permitted to qualify joining personnel. In the preamble to Amdt. 192-34A in discussing Qualifying Persons to Make Joints, MTB stated: "Convincing arguments were presented for using as a qualifying test any of the test methods permitted under § 192.283(a) for qualifying joining procedures." To carry out this intent, the final wording of § 192.285(b)(2)(i) reads, "tested under § 192.283." At least two operators, Atlanta Gas Light Company and Mountain Fuel Supply Company, have pointed out that this wording indicates that each of the three tests, under § 192.283(a) must be employed.

not just one. This final rule clarifies § 192.285(b)(2)(i) to eliminate this potential point of misunderstanding.

The wording of § 192.283(a) requires all plastic pipe to be burst tested under Paragraph 8.6 or Paragraph 8.7 of ASTM D2513. However, ASTM D2513 specifically applies to thermoplastic piping materials and does not adequately test thermosetting resin plastic pipe. The comparable appropriate tests for use with thermosetting resin pipe are set forth in Paragraph 8.5 or Paragraph 8.9 of ASTM D2517. This distinction and the need to establish a valid test for thermosetting pipe were inadvertently omitted from Amdt. 34A. This final rule amends § 192.283(a) by adding the necessary reference for thermosetting pipe.

In consideration of the foregoing, Part 192 of Title 49 of the Code of Federal Regulations is amended as follows:

1. Section 192.283(a)(1) is revised to read as follows:

§ 192.283 Plastic pipe; qualifying joining procedures.

(a) * * *

(1) The burst test requirements of—

(i) In the case of thermoplastic pipe, Paragraph 8.6 (Sustained Pressure Test) or Paragraph 8.7 (Minimum Hydrostatic Burst Pressure) of ASTM D2513; or

(ii) In the case of thermosetting plastic pipe, Paragraph 8.5 (Minimum Hydrostatic Burst Pressure) or Paragraph 8.9 (Sustained Static Pressure Test) of ASTM D2517;

* * * * *

2. Section 192.285(b)(2)(i) is amended to read as follows:

§ 192.285 Plastic pipe; qualifying persons to make joints.

(b) * * *

(2) * * *

(i) Tested under any one of the test methods listed under § 192.283(a) applicable to the type of joint and material being tested;

* * * * *

(49 USC 1672; 49 USC 1804 with regard to offshore gathering lines; 49 CFR 1.53 and Appendix A of Part 1)

Issued in Washington, D.C., on December 22, 1980.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 80-40474 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-60-M

49 CFR Part 195

[Amdt. 195-20; Docket No. PS-56A]

**Transportation of Liquids by Pipeline;
Addition of Water to Pipelines
Transporting Anhydrous Ammonia**

AGENCY: Materials Transportation Bureau (MTB), DOT.

ACTION: Final rule.

SUMMARY: This final rule prescribes periodic monitoring of the water content of pipelines transporting anhydrous ammonia and the addition of water to such pipelines if the water content is less than 0.2 percent by weight. The purpose of this final rule is to reduce the potential for stress corrosion cracking.

EFFECTIVE DATE: The effective date of the final rule is February 2, 1981, for hazardous liquid pipelines currently subject to Part 195. Upon reissuance of Part 195 under the authority of the Hazardous Liquid Pipeline Safety Act of 1979 (Title II of Pub. L. 96-129, November 30, 1979) and in accordance with the notice of proposed rulemaking (NPRM) in this docket, the effective date of this final rule for intrastate liquid pipelines not now subject to Part 195 will be announced.

FOR FURTHER INFORMATION CONTACT: Frank S. Robinson (202) 426-2392.

SUPPLEMENTARY INFORMATION: An advance notice of proposed rulemaking (Docket PS-56, Notice 1, 44 FR 6961, February 5, 1979) solicited comments on the need to amend Part 195 to require the use of water as an inhibitor in ammonia pipelines. As a result of the information gained from the publication of the advance notice, MTB issued an NPRM on February 7, 1980 (45 FR 8323), proposing to amend Section 195.418, "Internal Corrosion Control," by adding a paragraph to require monitoring of the water content of pipelines transporting anhydrous ammonia and the addition of water to such pipelines if the water content is less than 0.2 percent by weight. The purpose of the proposed rule was to reduce the potential for stress corrosion cracking.

The American Petroleum Institute (API), the American Society of Mechanical Engineers' B31.4 Code Section Committee for Liquid Petroleum Transportation Piping Systems, and one major carrier of anhydrous ammonia responded to the notice.

The API stated that (1) it is not aware of any stress corrosion cracking problems peculiar to pipelines which transport anhydrous ammonia; (2) the MTB should publish a cost/benefit

evaluation of the proposed rule; (3) the rule should be written in performance language which allows the affected carriers flexibility to achieve the regulatory goal; and (4) the proposed rule is redundant in view of the regulatory requirements of § 195.6 and the fact that carriers have been required as a condition of operation under that rule to maintain 0.2 percent water in the anhydrous ammonia they transport. MTB recognizes all of these issues, but believes that they were addressed adequately in the NPRM in justification of the proposal. Since there has been no additional information submitted, there is no need for further assessment or evaluation of the issues in this document.

The major carrier recognized the need to add water to anhydrous ammonia pipelines. It argued against the proposal, however, on the basis that (1) § 195.418 adequately addresses the requirement in a general manner, and (2) means to inhibit stress corrosion cracking other than the addition of water might be developed in the future. The MTB does not agree that § 195.418 adequately covers the problem of stress corrosion cracking in ammonia pipelines. Section 195.418 is written in very general terms, and does not reflect the singular remedy available to combat stress corrosion cracking. Although this rulemaking does not foreclose the opportunity for future rule changes if other means are developed in the future to deal with the problem, MTB believes that stress corrosion is of such significance that the Part 195 regulations must reflect the only known remedy available, the addition of water.

The B31.4 Code Section Committee supported the proposed rule for the reasons set forth in the notice, and advised that the 1979 edition of the B31.4 Code issued February 28, 1980, incorporated the same requirements for the addition of water to anhydrous ammonia pipelines as those proposed in the notice.

In view of (1) the information in Docket HM-113 indicating that stress corrosion cracking in facilities handling anhydrous ammonia can be inhibited with the addition of water, (2) the recognition by most of the commenters to the advance notice and the NPRM that the addition of water will combat stress corrosion cracking and the fact that no other remedy is available for the purpose, and (3) the use of this means as demonstrated by the incorporation into the B31.4 Code of requirements to add water to pipelines transporting anhydrous ammonia, 49 CFR Part 195 is

amended by adding a new § 195.418(e) as follows:

§ 195.418 Internal corrosion control.

* * * * *

(e) Anhydrous ammonia must contain at least 0.2 percent water by weight. Each carrier of anhydrous ammonia must monitor the water content of each pipeline weekly, but with intervals of not more than 10 days. Also, the monitoring must be performed for each source of supply for the pipeline.

(49 USC 2002; 49 CFR 1.53(a), and Appendix A to Part I)

Issued in Washington D.C., on December 19, 1980.

L. D. Santman,

Director, Materials Transportation Bureau.

[FR Doc. 80-40828 Filed 12-31-80; 8:45 am]

BILLING CODE 4910-60-M

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket 70-7; Notice 7]

Fields of Direct View

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Final rule.

SUMMARY: This notice establishes a new Federal motor vehicle safety standard, Standard No. 128, *Fields of Direct View*, that sets performance requirements for: the maximum permissible size of obstructions (e.g., roof pillars) in the field of view of the driver, a minimum field of view for the driver through the windshield, and the light transmittance of the windshield. The requirements set by this notice only apply to passenger cars. The agency plans to issue the remaining portion of the rule applicable to trucks, multipurpose passenger vehicles and buses during the summer of 1981. The effect of this standard is to reduce traffic fatalities and injuries by establishing comprehensive requirements for a safe level of driving visibility.

DATES: The effective date of the standard is September 1, 1984.

ADDRESSES: Petitions for reconsideration should refer to the docket number and be submitted to: Docket Section, Room 5108, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Charles Kaehn, Office of Vehicle Safety Systems, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (202-426-1351).

SUPPLEMENTARY INFORMATION: This notice establishes a new Federal motor vehicle safety standard, Standard No. 128, *Fields of Direct View*. The standard sets requirements on maximum permissible obstructions in the driver's field of view, minimum size of the field of view through the windshield, and light transmittance of the vehicle's windshield.

This final rule is the product of more than 10 years of agency rulemaking on driver visibility, beginning with an advance notice of proposed rulemaking in March 1970 (35 FR 4266) and continuing through the November 1978 notice (43 FR 51677) proposing a rule similar to the one that is adopted today. Consumers, public interest groups, vehicle and equipment manufacturers and others submitted comments on the proposed standard. The final rule is based on an evaluation of all data obtained in NHTSA testing and research, data submitted in the comments, and data obtained from other pertinent documents and test reports. Significant comments submitted to the docket are addressed below.

Applicability of Standard

The November 1978 notice proposed setting field of direct view requirements for passenger cars, trucks, multipurpose passenger vehicles (MPV's) and buses. This notice sets the performance requirements for passenger cars. The agency is still evaluating the performance requirements for trucks, MPV's and buses and plans to issue a final rule for those vehicles, based on the November 1978 notice, during the summer of 1981.

International Harmonization

In developing this final rule, the agency has attempted to promote the harmonization of international vehicle safety standards consistent with the National Traffic and Motor Vehicle Safety Act ("the Act", 15 U.S.C. 1392 *et seq.*) and the Trade Agreements Act of 1979 (Pub. L. 96-39). The test procedures and performance requirements are based, in large part, on the test procedures and performance requirements contained in the Economic Commission for Europe draft regulation on fields of direct view, "Uniform Provisions Concerning the Approval of Vehicles with Regard to the Driver's Field of View, W/TRANS/WP29/431/Rev. 2, 26 February 1975" (ECE draft regulation). The agency's standard and the ECE draft regulation, however, are not identical. As explained below, the agency's standard is more comprehensive and, in some cases, more stringent than the ECE draft regulation.