certifies the driver under 49 CFR 391.43. The FMCSA requires each driver to comply with the terms and conditions of the exemption; (2) the exemption has been examined within one year to be consistent with the requirements of the vision waiver program; (3) the vision in the better eye is certified annually. Because each applicant has had stable vision for at least 3 years, and each applicant will undergo an eye examination upon receipt of the exemption, and yearly after receipt of the exemption, the FMCSA considers an exam performed within the last year to be consistent with the requirements of the vision program. In addition, it is consistent with the screening criteria of the vision waiver study program of the early 1990s. Those monocular drivers who participated in that program demonstrated a greater level of safety than that of all CMV drivers collectively.

Discussion of Comments

The FMCSA received two comments in this proceeding. The comments were considered and are discussed below.

Ms. Barb Sachau believes that vision exemptions are granted based on outdated research information from 1920 and 1952, therefore, compromising public safety on the highways. Also, she believes that medical examination information should not be accepted unless it is dated in the year the exemption is granted.

In regard to the first issue, the discussion above under the heading, “Basis for Exemption Determination,” refers to research information completed in 1920 as the “first major research” and the study completed in 1952 as one of multiple “subsequent studies.” The references show that the correlation between past and future driving performance has stood the test of time. This point was also made in the 1971, as well as the agency’s vision waiver study program of the early 1990s. (See 61 FR 13338, 13345, March 26, 1996.) In addition, the agency assembled a panel of physicians expert in diagnosing and treating vision problems and utilized data from the previous vision waiver program (early 1990s) to provide a scientific basis for the current Federal vision examination program.

In regard to the second issue, each applicant has been examined within one year of receiving the exemption by an ophthalmologist or optometrist who certifies the driver’s vision has been stable for at least 3 years preceding the date of application. The FMCSA requires each driver upon receiving an exemption to be physically examined by an ophthalmologist or optometrist who certifies that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and provide a copy of the ophthalmologist’s or optometrist’s report to a medical examiner who conducts a medical examination and certifies the driver under 49 CFR 391.43. Thereafter, each exempted driver must have an eye examination and be certified annually. Because each

DEPARTMENT OF TRANSPORTATION
Pipeline and Hazardous Materials Safety Administration
Pipeline Safety Advisory Bulletin; Inspecting and Testing Pilot-Operated Pressure Relief Valves

AGENCY: Office of Pipeline Safety (OPS), Pipeline and Hazardous Materials Safety Administration, DOT

ACTION: Notice of advisory bulletin.

SUMMARY: This notice announces a pipeline safety advisory bulletin about pilot-operated pressure relief valves installed in hazardous liquid pipelines. The bulletin provides pipeline operators and inspectors with guidance on whether their inspection and test procedures are adequate to determine if these valves function properly. Malfunctioning of a pilot-operated pressure relief valve was a contributing factor in an accident involving a petroleum products pipeline in Bellingham Washington.

FOR FURTHER INFORMATION CONTACT: L. M. Furrow by phone at 202–366–4559, by fax at 202–366–4566, by mail at U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC, 20590, or by e-mail at buck.furrow@dot.gov.

SUPPLEMENTARY INFORMATION: After its investigation of an accident involving a 16-inch petroleum products pipeline operated by the Olympic Pipe Line Company in Bellingham, Washington, the National Transportation Safety Board (NTSB) made the following recommendation to the Research and Special Programs Administration: Develop and issue guidance to pipeline operators on specific testing of pilot-operated pressure relief valves.
procedures that can (1) be used to approximate actual operations during the commissioning of a new pumping station or the installation of a new relief valve, and (2) be used to determine, during annual tests, whether a relief valve is functioning properly. (P–02–4)

The recommendation arose from NTSB’s evaluation of a test Olympic had done to check the pilot of a pilot-operated pressure relief valve in a pumping station at its new Bayview products terminal. NTSB found the test was inadequate to determine if the pilot was configured properly or if it was operating reliably. Furthermore, NTSB concluded that the DOT regulations governing the testing of relief valves and other safety devices on hazardous liquid pipelines provide insufficient guidance to ensure that test protocols and procedures will effectively indicate malfunctions of pressure relief valves or their pilot controls.2

According to NTSB’s accident report 3—available online at http://www.ntsb.gov/Publictn/P_Acc.htm—Olympic installed pressure control devices to protect the Bayview terminal piping and components from overpressure by the 16-inch pipeline. These devices consisted of (1) a control valve to throttle back the inflow of product; (2) a downstream pilot-operated pressure relief valve designed to divert excess product if a set pressure was exceeded; and (3) upstream remotely controlled block valves that would stop the inflow if a pressure of 700 psig was reached inside the terminal.

The report explains that the pilot of the relief valve had been configured for low-pressure operation, with a set point of 100 psig. Consequently, during startup of the Bayview terminal, the relief valve opened at a pressure lower than intended. To correct the problem, Olympic replaced the pilot spring (with an identical spring) and increased the set point to 700 psig. (Olympic did not consult the valve manufacturer’s specifications and was unaware that a different piston, cover, and O-ring were necessary for high-pressure configuration.) The pilot was then tested in situ with a hydraulic pump rig to be sure the pilot valve opened at the correct pressure. Olympic used the same test procedure it used to test relief valves under DOT’s regulations.

The accident investigation disclosed that increasing the set pressure of the pilot had compressed the pilot spring so much that rising inlet pressure could not lift the piston, making operation of the pilot completely unreliable. Although the pilot set point apparently had been tested, the test procedure did not reveal that the pilot had been configured for low-pressure operation and thus would not consistently open at the intended pressure. NTSB observed that if the relief valve did not open because of pilot malfunction and downstream pressure rose above 700 psig, a block valve would close and increase pressure in the 16-inch pipeline, which is what happened in the accident.

Advisory Bulletin (ADB–05–05)

OPS shares NTSB’s concern that pipeline operators could be conducting in-service tests that do not identify unreliable pilot-operated pressure relief valves. Therefore, we are issuing the following advisory bulletin:

**To:** Operators of hazardous liquid pipelines regulated by 49 CFR part 195.

**Subject:** Inspecting and testing pilot-operated pressure relief valves.

**Purpose:** To assure that pilot-operated pressure relief valves function properly.

**Advisory:** Operators should review their in-service inspection and test procedures used on new, replaced, or relocated pilot-operated pressure relief valves and during the periodic inspection and testing of these valves. Operators can use the guidance stated below to ensure the procedures approximate actual operations and are adequate to determine if the valves functions properly.

**Guidance:** The procedures should provide for the following:

(a) During installation, review the valve purchase order (or comparable documentation), valve name-plate, and manufacturer’s specifications. Verify that the valve is:

(1) Compatible with the material and maximum operating pressure of the pipeline;

(2) Compatible with or protected from environmental attack or damage;

(3) Compatible with the hazardous liquid transported at all anticipated operating temperatures and pressures; and

(4) In conformity with the manufacturer’s specifications for the valve model and type of service, and with the purchase order (or comparable documentation);

(5) Configured according to the manufacturer’s specifications for the pilot and in-line valves; and

(6) Operable at the set pressure (i.e., activation of the pilot valve opens the in-line valve).

(b) If the pilot assembly of a previously installed valve is reconfigured or repaired "

(1) Do the work according to the manufacturer’s specifications;

(2) Test the valve to ensure it is operable at the set pressure (i.e., activation of the pilot valve opens the in-line valve) or, if testing the in-line valve would be unsafe or environmentally hazardous, tests the pilot valve according to paragraph (d) below; and

(3) Document the work.

(c) Verify that the valve set pressure is consistent with "

(1) The design or configuration of the pilot valve and in-line valve; and

(2) Use of the valve as a primary overpressure protection device or as a backup safety relief device.

(d) Test the pilot valve at least twice and verify that it activates consistently at the intended set pressure.

(e) During periodic inspections and tests, review the valve installation to determine if it has been modified since the last inspection. If so, verify that the pilot sensor and valve inlet and discharge piping are properly sized and placed and that the installation is consistent with the intended design.

(f) Document all verifications, and sign, date, and keep for the operating life of the valve all documentation.

Issued in Washington, DC, on August 4, 2005.

Stacey Gerard,
Associate Administrator for Pipeline Safety.

[FR Doc. 05–15758 Filed 8–9–05; 8:45 am]

**BILLING CODE 4910–60–P**

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–05–21314; Notice 1]

Pipeline Safety: Petition for Waiver; BOC Gases

**AGENCY:** Office of Pipeline Safety (OPS), Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation (DOT).

**ACTION:** Notice; Petition for Waiver; Correction.

**SUMMARY:** PHMSA is correcting a petition for waiver published in the