

corporation having any interest (within the meaning of section 805(a)) in Waterman's request and desiring to submit comments concerning the request must by 5:00 PM on February 22, 1995, file written comments in triplicate with the Secretary, Maritime Administration, together with petition for leave to intervene. The petition shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief.

If no petition for leave to intervene is received within the specified time or if it is determined that petitions filed do not demonstrate sufficient interest to warrant a hearing, the Maritime Administration will take such action as may be deemed appropriate.

In the event petitions regarding the relevant section 805(a) issues are received from parties with standing to be heard, a hearing will be held, the purpose of which will be to receive evidence under section 805(a) relative to whether the proposed operations (a) could result in unfair competition to any person, firm, or corporation operating exclusively in the coastwise or intercoastal service, or (b) would be prejudicial to the objects and policy of the Act relative to domestic trade operations.

(Catalog of Federal Domestic Assistance Program No. 20.805 (Operating-Differential Subsidies))

Dated: February 6, 1995.

By order of the Maritime Administrator.

Murray A. Bloom,

Acting Secretary.

[FR Doc. 95-3302 Filed 2-8-95; 8:45 am]

BILLING CODE 4910-81-P

National Highway Traffic Safety Administration

[Docket No. 95-007; Notice 1]

Antilock Brake Systems; Technical Report; Preliminary Evaluation of the Effectiveness of Antilock Brake Systems for Passenger Cars

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Request for comments.

SUMMARY: This notice announces the publication by NHTSA of a Technical Report on its *Preliminary Evaluation of the Effectiveness of Antilock Brake Systems for Passenger Cars*. The principal goals of ABS are to prevent skidding and loss-of-control due to locked-wheel braking, and to allow a driver to steer the vehicle during hard braking. NHTSA's report evaluates the accident rates of the ABS-equipped cars

currently on the road, and compares them to the accident rates of similar cars without ABS.

DATES: Comments must be received no later than May 10, 1995.

ADDRESSES: *Report:* Interested people may obtain a copy of the report free of charge by sending a self-addressed mailing label to Ms. Glorious Harris (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

Comments: All comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, Nassif Building, 400 Seventh Street, SW, Washington DC 20590. [Docket hours, 9:30 a.m.-4:00 p.m., Monday through Friday.]

FOR FURTHER INFORMATION CONTACT: Mr. Charles J. Kahane, Acting Chief, Evaluation Division, Office of Strategic Planning and Evaluation, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2560).

SUPPLEMENTARY INFORMATION: Section 2507 of the NHTSA Authorization Act of 1991 directed NHTSA to publish an advance notice of proposed rulemaking (ANPRM) to consider the need for any additional brake performance standards for passenger cars, including antilock brake standards. On January 2, 1994, NHTSA published an ANPRM in which the agency announced its plans to consider various regulatory actions to improve the brake performance of light vehicles, particularly the benefits and costs related to requiring antilock brake systems (ABS). (59 FR 281). ABS serves to prevent skidding and loss-of-control due to locked-wheel braking, particularly on wet surfaces, and to allow a driver to steer the vehicle during hard braking.

Along with that rulemaking notice, NHTSA has studied the effectiveness of ABS on passenger cars. NHTSA compared the accident involvement rates of passenger cars equipped with Antilock Brake Systems (ABS) to the rates of counterpart cars without ABS, based on 1990-92 Florida, Pennsylvania and Missouri data, and the 1989-93 Fatal Accident Reporting System. In general, the statistical analyses compared the accident involvements of passenger cars of the first 2 model years with ABS to cars of the same makes, models and subseries, but from the last 2 model years before ABS became standard equipment. The principal findings and conclusions from the statistical analyses of accident experience of cars currently equipped with ABS were the following:

- ABS significantly reduced the involvements of passenger cars in multivehicle crashes on wet roads. ABS reduced police-reported crash involvements by an estimated 14 percent, and fatal involvement by 24 percent. The finding is consistent with the outstanding performance of ABS in stopping tests on wet roads.

- ABS had little effect on multivehicle crashes on dry roads.

- The risk of fatal collisions with pedestrians and bicyclists was reduced by a statistically significant 27 percent in passenger cars with ABS. Unlike the effects for multivehicle crashes, this reduction was about equally large on wet and dry roads.

- All types of run-off-road crashes—rollovers, side impacts with fixed objects and frontal impacts with fixed objects—increased significantly with ABS. Nonfatal run-off-road crashes increased by an estimated 19 percent, and fatal run-off-road crashes by 28 percent. The increase in run-off-road crashes was about the same under wet and dry road conditions.

- The overall, net effect of ABS on fatal as well as nonfatal crashes was close to zero.

It is unknown to what extent the increase in run-off-road crashes is a consequence of ABS, or is due to other causes. In particular, it is unknown to what extent, if any, the increase is due to incorrect responses by drivers to their ABS systems, and, if so, whether the effect is likely to persist in the future. The increase may involve all types of ABS run-off-road ABS or only certain ABS designs.

NHTSA welcomes public review of the technical report and invites the reviewers to submit comments about the data and the statistical methods used in the report. The agency is interested in learning of any additional data that could be used to expand or improve the analyses, especially any information about run-off-road crashes involving ABS-equipped cars or about factors that could be making current ABS-equipped cars more prone to running off the road. It is requested but not required that 10 copies of comments be submitted.

All comments must not exceed 15 pages in length. (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15-page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality business information, should be submitted to the Chief Counsel, NHTSA, at the street address

given above, and 7 copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. (49 CFR part 512).

All comments received before the close of business on the comment closing date will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested people continue to examine the docket for new material.

People desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Issued on February 6, 1995.

Donald C. Bischoff,

Associate Administrator for Plans and Policy.
[FR Doc. 95-3224 Filed 2-8-95; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

February 1, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, N.W., Washington, DC 20220.

Internal Revenue Service (IRS)

OMB Number: 1545-0007

Form Number: IRS Form T

Type of Review: Extension

Title: Forest Activities Schedules

Description: Form T is filed by individuals and corporations to report

income and deductions from the timber business. The IRS uses Form T to determine if the correct amount of income and deductions are claimed.

Respondents: Individuals or households, Business or other for-profit

Estimated Number of Respondents/

Recordkeepers: 37,000

Estimated Burden Hours Per

Respondent/Recordkeeper:

Recordkeeping—37 hr., 4 min.

Learning about the law or the form—35 min.

Preparing and sending the form to the IRS—1 hr., 14 min.

Frequency of Response: Annually

Estimated Total Reporting/

Recordkeeping Burden: 1,438,930 hours

OMB Number: 1545-0117

Form Number: IRS Form 1099-OID

Type of Review: Extension

Title: Original Issue Discount

Description: Form 1099-OID is used for reporting original issue discount as required by section 6049 of the Internal Revenue Code. It is used to verify that income earned on discount obligations is properly reported by the recipient.

Respondents: Business or other for-profit

Estimated Number of Respondents: 9,185

Estimated Burden Hours Per

Respondent: 10 minutes

Frequency of Response: Annually

Estimated Total Reporting Burden: 765,000 hours

OMB Number: 1545-0183

Form Number: IRS Form 4789

Type of Review: Extension

Title: Currency Transaction Report

Description: Financial institutions are required to file Form 4789 within 15 days of any transaction of more than \$10,000. The information is used to check tax compliance.

Respondents: Business or other for-profit

Estimated Number of Respondents: 788,871

Estimated Burden Hours Per

Respondent: 24 minutes

Frequency of Response: On occasion

Estimated Total Reporting/

Recordkeeping Burden: 2,185,805 hours

OMB Number: 1545-0199

Form Number: IRS Form 5306-SEP

Type of Review: Extension

Title: Application for Approval of Prototype Simplified Employee Pension-SEP

Description: This form is issued by banks, credit unions, insurance companies, and trade or professional

associations to apply for approval of a Simplified Employee Pension Plan to be used more than one employer. The data collected is used to determine if the prototype plan submitted is an approved plan.

Respondents: Business or other for-profit

Estimated Number of Respondents/

Recordkeepers: 650

Estimated Burden Hours Per

Respondent/Recordkeeper:

Recordkeeping—8 hr., 37 min.

Learning about the law or the form—1 hr., 4 min.

Preparing the form—2 hr., 11 min.

Copying, assembling and sending the form to the IRS—16 min.

Frequency of Response: On occasion

Estimated Total Reporting/

Recordkeeping Burden: 7,878 hours

OMB Number: 1545-1036

Form Number: IRS Form 8716

Type of Review: Extension

Title: Election to Have a Tax Year Other Than a Required Tax Year

Description: This form is filed by partnerships, S Corporations, personal service corporations, under section 444(a), to retain or to adopt a tax year that is not a required tax year. Service Centers accept Form 8716 and use the form information to assign mater-file codes that allow the Center to accept the filer's tax return filed for a tax year (fiscal year) that would not otherwise be acceptable.

Respondents: Business or other for-profit, Farms

Estimated Number of Respondents/

Recordkeepers: 40,000

Estimated Burden Hours Per

Respondent/Recordkeeper:

Recordkeeping—2 hr., 23 min.

Learning about the law or the form—1 hr., 12 min.

Preparing and sending the form to the IRS—1 hr., 17 min.

Frequency of Response: Other

Estimated Total Reporting/

Recordkeeping Burden: 194,400 hours

Clearance Officer: Garrick Shear, (202) 622-3869, Internal Revenue Service, Room 5571, 1111 Constitution Avenue, N.W., Washington, DC 20224

OMB Reviewer: Milo Sunderhauf, (202) 395-7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 95-3172 Filed 2-8-95; 8:45 am]

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