

flight crewmembers in a single annual training and proficiency evaluation program.

Grant, January 31, 1997, Exemption No. 6012A

[FR Doc. 97-4064 Filed 2-18-97; 8:45 am]

BILLING CODE 4910-13-M

Maritime Administration

[Docket No. M-028]

Application of Foreign Underwriters to Write Marine Hull Insurance

The Maritime Administration (MARAD) has received an application under 46 CFR part 249 from HIH Casualty and General Insurance Limited, an Australia based underwriter, to write marine hull insurance on subsidized and Title XI program vessels.

In accordance with 46 CFR 249.7(b), interested persons are hereby afforded an opportunity to bring to MARAD's attention any discriminatory laws or practices relating to the placement of marine hull insurance which may exist in the applicant's country of domicile.

Responses to this notice must be sent to the Secretary, Maritime Administration, Room 7300, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20509, and must be received by close of business on Wednesday, March 5, 1997.

Dated: February 13, 1997.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 97-4062 Filed 2-18-97; 8:45 am]

BILLING CODE 4910-81-P

National Highway Traffic Safety Administration

[Docket No. 96-133, Notice 01]

Development of Improved Driver Interview Procedures for Police Use at Checkpoints

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice and Request for Comments on Data Collection.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) plays a key role in the national effort to reduce alcohol related traffic injuries and deaths. One way the enforcement community has tried to combat this problem is by conducting sobriety checkpoints; however, there is evidence that many of the impaired drivers passing through these checkpoints are not detected by police. One component

of this study is the observation by researchers of customary police interviewing practices at sobriety checkpoints. Behaviors and cues of interviewed drivers will be linked to their breath alcohol levels to develop more effective screening procedures. Breath samples will be obtained only from drivers who volunteer to participate in this study. Current data on the best ways to improve driver interviews by police at checkpoints do not exist. NHTSA invites the general public and other Federal agencies to comment the proposed data collection as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)).

DATE: Written comments must be submitted on or before April 21, 1997.

ADDRESSES: Direct all written comments to NHTSA, Docket Section, Room 5111, Docket #96-133, Notice 01, 400 7th Street, SW, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Marvin M. Levy, Ph.D., Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), Washington, DC 20590, Phone Number (202) 366-5597.

SUPPLEMENTARY INFORMATION:

I. Abstract

Alcohol related traffic fatalities rose to 17,274 in 1995, 41 percent of all traffic fatalities for the year. NHTSA is committed to the development of effective programs to reduce the number of deaths and injuries related to alcohol-impaired driving. Among the law enforcement activities aimed at reducing drunk driving, sobriety checkpoints can act both as a specific deterrent, by apprehending impaired drivers passing through the checkpoint, and a general deterrent, by encouraging motorists not to drive after drinking. The success of sobriety checkpoints as a deterrent depends to a large extent on the perception of drivers that they will be caught if they have been drinking. However, past research suggests that many impaired drivers are not being detected by police at checkpoints. If drivers conclude that they may not be detected, then the effectiveness of this enforcement approach may decline. There is some evidence that police interview procedures can be improved, for impaired drivers who are stopped and still seated in their vehicle, when police use a procedure employing eye gaze nystagmus. Other cues or combination of cues may also result in improved detection rates.

The objective of this study is to develop and test an improved set of checkpoint interview procedures that

police may use to detect more effectively drivers who are at illegal blood alcohol concentrations [BACs].

II. Method of Data Collection

Data will be collected voluntarily at two separate sites in cooperating police jurisdictions during regularly scheduled checkpoint operations. To examine the effectiveness of cues and procedures that officers can use to detect drivers at illegal BACs, researchers will accompany officers while they are conducting routine driver interviews. Researchers will observe what the police do, by listening to the kinds of questions they ask and what motorists say in response to police inquiries, and how the drivers behave. Also, drivers will be observed for visual and other cues or signs indicative of alcohol consumption. For those drivers who have been permitted to proceed, a researcher, located downstream of the interviewing officer, will ask the driver to consent to blow into a device that measures the driver's breath alcohol. Each motorist will be assured of confidentiality. No identifiers, such as names, addresses, or license plate numbers, will be obtained regardless of whether or not the motorist agrees to cooperate. Also, no information about the results from breath alcohol testing will be provided to the police. No survey questions will be asked of drivers. The researchers will be using portable non-evidentiary quality "screening devices" to measure BAC. In the event that a driver who may be at an illegal BAC is identified, he or she will be informed of the BAC findings and provided with suggested remedies such as having a sober passenger drive, or taking a cab provided by the researchers.

III. Use of the Findings

The findings from researcher observations of checkpoint operations will help determine whether further development of an improved battery of police interview procedures is warranted. If the results are positive, a field test will be conducted as part of this study to determine whether the new procedures are an improvement over those customarily used by police to detect drivers at illegal BACs. Should the findings from the field test be successful, a police training package, containing the improved procedures, will be developed and disseminated to police agencies.

Improved interview procedures will help police officers at checkpoints make more accurate decisions regarding which drivers should or should not be detained for further sobriety testing.

This should increase the efficiency of checkpoint operations. Such improvements should also heighten the public's perception of being apprehended for drunk driving at sobriety checkpoints.

IV. Data

OMB Number: None.

Form Number: None.

Type of Review: Regular Submission.

Affected Public: Drivers who are stopped at two sobriety checkpoint operations in one community and who are asked to voluntarily provide an alcohol breath sample.

Estimated Number of Respondents: 1,500 drivers.

Estimated Time per Respondent: One minute per respondent.

Estimated Total Annual Burden: 25 hours.

Estimated Cost per Respondent: \$33.75.

V. Request for Comments

Comments are invited on: (a) The need for the proposed collection and the uses of the data to meet the objectives of the study; (b) the information that should be obtained from observations of the drivers and officers; (c) ways to enhance the quality, utility and clarity of the information collected;

(d) the accuracy of the burden estimate, and (e) ways to minimize the burden of the collection of the information on the respondents.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection. Copies of all comments will be placed in Docket 96-133, Notice 1, in the NHTSA Docket Section in Room 5109, 400 Seventh Street SW Washington D.C. 20590 and will become a matter of public record.

James H. Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 97-4059 Filed 2-18-97; 8:45 am]

BILLING CODE 4910-59-P

Discretionary Cooperative Agreements to Support the Air Bag Safety Campaign

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of discretionary cooperative agreements to support the Air Bag Safety Campaign.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces the availability of FY 1997 discretionary cooperative agreements to

support the Air Bag Safety Campaign. The goal of this campaign is to inform the public about how to maximize the lifesaving capabilities of air bags while minimizing the risks and to increase the proper use of safety belts and child safety seats. NHTSA solicits applications from national nonprofit organizations, having regional, state or local chapters, for projects under this program.

DATES: Applications must be received on or before March 21, 1997.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Georgeanne Moses, 400 7th Street, S.W., Room 5301, Washington, D.C. 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH-97-H-05090, and identify the priority program area which the application is submitted. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Mark Kromer, Office of Contracts and Procurement, at (202) 366-9571. Programmatic questions relating to this cooperative agreement program should be directed to Ms. Cheryl Neverman, National Outreach Division, NHTSA, Room 5130 (NTS-22), 400 7th Street, S.W., Washington, D.C., 20590 (202) 366-2696.

SUPPLEMENTARY INFORMATION:

Background

Air bags, when combined with the use of a lap and shoulder belt, offer the most effective combination of protection to adults. More than 1700 lives have been saved by air bags since the mid-1980's. As of July 1996, about 56 million passenger cars and light trucks were equipped with air bags. In five years, more than 50 percent of the U.S. light vehicle fleet, 125 million vehicles, will have air bags. Beginning with model year 1998 for passenger cars and model year 1999 for light trucks, new vehicles will be required to have driver and passenger side air bags and safety belts. As vehicle fleets are being manufactured and sold with both driver and passenger side air bags, concerns have arisen about the dangers of air bags, particularly to children age 12 and under. Some infants, children and small stature adults have been injured or killed in traffic crashes by deploying air bags. In almost all cases to date, the occupants who died were unrestrained, incorrectly restrained, or positioned too close to the

air bag. Since many people do not understand how air bags work, they fail to fully appreciate the threat air bags may pose to some passengers.

Out of concern for the public's safety and the need to educate the public about the lifesaving benefits of air bags, a public and private partnership of automotive manufacturers, insurance companies, occupant restraint manufacturers, government agencies, health professionals, and child health and safety organizations was created to lead a national campaign—the Air Bag Safety Campaign. The privately funded Air Bag Safety Campaign, started in June 1996, is a two-year intensive education campaign whose goal is to inform the public about how to maximize the lifesaving capabilities of air bags, while minimizing the risks and to increase the proper use of safety belts and child safety seats. The campaign takes a three-pronged approach in conveying its messages to the American public:

1. **Public Education:** Development of an intense media campaign to get the "safety belt/air bag/kids-in-back" message out to the public. The group urges people to convey to their friends and neighbors the importance that children ride in proper places and with proper restraints in vehicles.

2. **Legislation:** The campaign supports states in upgrading safety belt and child safety seat laws in order to increase safety restraint use nationwide. Currently, 11 states have "primary" enforcement laws, that allow police to stop and ticket motorists who fail to wear safety belts. Belt use in these states is much higher than in "secondary" law states where police must ticket a motorist for another violation before issuing a safety belt citation.

3. **Enforcement:** The campaign supports high visibility enforcement of safety belt and child safety seat laws. This type of enforcement has proven very effective in increasing safety restraint use and reducing crash-related injuries and fatalities.

The campaign is basing its activities, in part, on experience over the past decade. This experience has shown that a combination of intensive public education, well-written legislation, and high visibility, statewide enforcement of laws will result in an immediate and substantial increase in public awareness and occupant protection use. Increased safety belt and correct child safety seat use will significantly reduce the number of children and adults who are injured during air bag deployments.

Current issues and concerns for the Air Bag Safety Campaign can be summarized as follows: