

copies of the proposed collection and supporting documents should be directed to Charles S. Cunningham, Directives Management Branch, U.S. Department of State, Washington, DC 20520, (202) 647-0596.

Dated: December 23, 1997.

Glen H. Johnson,

Chief Information Officer, Acting.

[FR Doc. 98-1010 Filed 1-14-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3306]

Trinity Trailer Mfg., Inc.; Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 224

Trinity Trailer Mfg., Inc. (formerly Farm Bed Mfg., Inc.), of Boise, Idaho, has applied for a three-year temporary exemption from Motor Vehicle Safety Standard No. 224 *Rear Impact Protection*. The basis of the application is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard.

This notice of receipt of the application is published in accordance with agency regulations on the subject and does not represent any judgment by the agency about the merits of the application.

Trinity Trailer manufactures and sells the "Eagle Bridge," self-unloading bulk trailers that have small conveyor belts at the lower rear of the trailer to unload potatoes and other agricultural products. The rear shaft mount for the conveyor belt protrudes 24 inches from the rear of the trailer in order to drop the cargo onto another conveyor belt that is located at the unloading site. Because Standard No. 224 excludes a "special purpose vehicle," the applicant had asked NHTSA on June 28, 1996, for an interpretation that the Eagle Bridge qualified for exclusion because it was manufactured with "work-performing equipment." On August 22, 1997, NHTSA replied that the Eagle Bridge was not excluded. Paragraph S4 of Standard No. 224 defines a special purpose vehicle as "a trailer or semi-trailer having work-performing equipment * * * that, *while the vehicle is in transit*, resides in or moves through the area that could be occupied by the horizontal member of the rear underride guard * * *." (Emphasis added). As NHTSA wrote the applicant, "[t]he small conveyor belt of the Eagle Bridge

at no time passes through the area where the horizontal member of the rear underride guard would be located, and it certainly does not do so while the vehicle is in transit."

The applicant received NHTSA's interpretation approximately seven months before the due date for compliance. Standard No. 224 requires, effective January 26, 1998, that all trailers with a GVWR of 4536 Kg or more be fitted with a rear impact guard that conforms to Standard No. 223 *Rear impact guards*. Because of the costs involved in re-engineering its trailers to accommodate a rear impact guard, Trinity Trailer has asked for an exemption of three years. The company presented cost estimates indicating that the costs to conform at the end of a three year period would be \$637,720 with a corresponding increase in the price of its trailers of \$709, as compared with a cost to conform of \$882,920 and a trailer price increase of \$2,943 at the end of a one-year exemption. The applicant represents that an increase of this magnitude would effectively price its trailers out of the market. In the absence of an exemption, Trinity Trailer will be forced to close because the Eagle Bridge is its sole product. The company's net income for 1996 was only \$137,798 which represented a decline from 1995's net income of \$611,145. The company manufactured 263 trailers in the 12-month period preceding the filing of its application.

The applicant believes that it has made a good faith effort to meet Standard No. 224, saying that, prior to requesting its interpretation from NHTSA, "hundreds of hours were spent to find an automatically retracting rear impact guard," only to find that none are available in the United States. Its engineers have not been successful "in making a moveable guard or a moveable rear shaft and tail fins." The application contains the alternate means of compliance that have been examined, and sets forth the reasons for the rejection of each. It believes that it can achieve full compliance by the end of a three-year exemption period.

The applicant believes that an exemption would be in the public interest and consistent with traffic safety objectives because there is no history of injuries from motor vehicle accidents involving the rear conveyor belt system on its trailers. Further, "the possibility of injury to occupants of a vehicle impacting the rear of a Trinity trailer is minimal because of Trinity's wheels-back design." These trailers are used extensively by the agricultural industry in the Pacific Northwest, and the applicant estimates that "well over

half of all potatoes harvested in the States of Idaho and Washington are hauled in Trinity trailers.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket and notice number, and be submitted to: Docket Management, National Highway Traffic Safety Administration, room PL-410, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 2 copies be submitted.

All comments received before the close of business on the comment closing date below will be considered, and will be available for examination in the docket at the above address both before and after that date, from 10 a.m. to 5 p.m. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: February 4, 1998.

Authority: 49 U.S.C. 30113; delegations of authority at 49 CFR 1.50 and 501.4.

Issued on January 9, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98-999 Filed 1-14-98; 8:45 am]

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DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

January 8, 1998.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. 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, NW., Washington, DC 20220.

Bureau of the Public Debt (PD)

OMB Number: 1535-0023.

Form Number: PD F 4000.

Type of Review: Extension.

Title: Request by Owner for Reissue of United States Savings Bonds/Notes to Add Beneficiary or Co-owner, Eliminate Beneficiary or Decedent, Show Change of Name and/or Correct Error in Registration.