

(3) Presentation of the task statement and formation of the Subcommittee on Cargo Names.

(4) Presentation on requirements for chemical shipping names.

(5) Presentation on American Bureau of Shipping (ABS) effort on chemical barge design rules/standards.

(6) Presentation on simulation training for inland towboat captains and pilots.

(7) Status of the U.S. Coast Guard International Safety Management (ISM) Code and Hazardous Substance Response Plan (HSRP) rulemaking projects.

*Subcommittee on Prevention Through People (PTP).* The agenda includes the following:

(1) Review the final report on medium term tasks.

*Subcommittee on Vapor Control System (VCS).* The agenda includes the following:

(1) Review final report of the VCS Line Clearance (Pigging) Work Group.

(2) Review final report of the Tank Barge Cleaning Work Group.

#### Procedural

All three meetings are open to the public. At the Chairs' discretion, members of the public may make oral presentations during the meetings. If you should like to make an oral presentation at a meeting, please notify the Executive Director no later than February 23, 1998. Written material and distribution at a meeting should reach the U.S. Coast Guard no later than February 23, 1998. If you would like a copy of your material distributed to each member of CTAC or Subcommittees on PTP and VCS in advance of a meeting, please submit 25 copies to the Executive Director no later than February 17, 1998.

#### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: January 29, 1998.

**Joseph J. Angelo,**

*Director of Standards, Marine Safety and Environmental Protection.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 97-055; Notice No. 1]

#### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Request for public comment on proposed collections of information.

**SUMMARY:** This notice solicits public comments on the manufacturer reporting requirements specified in 49 CFR part 590, for the phase-in of the motor vehicle rear-door retention requirement.

Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes the collection of the information concerning vehicle manufacturers' plans for beginning to comply with these rear door retention requirements, for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before April 10, 1998.

**ADDRESSES:** Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to Docket Section, Room 5109, NHTSA, 400 Seventh St. S.W., Washington, D.C. 20590. Please identify the subject of the proposed collection of information for which a comment is provided. It is requested, but not required, that 1 original plus 2 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

#### FOR FURTHER INFORMATION CONTACT:

Complete copies of each NHTSA request for collection of information approval may be obtained at no charge from Mr. Edward Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, S.W., Room 6123, Washington, D.C. 20590. Mr. Kosek's telephone number is (202) 366-2589. Please identify the relevant collection of information by referring to its OMB Clearance Number.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for

approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

#### Production Schedule for Compliance of Back Door Locks and Door Retention Components With FMVSS 206

*Type of Request*—New Request for Clearance.

*OMB Clearance Number*—2127.

*Form Number*—This collection of information uses no standard forms.

*Requested Expiration Date of Approval*—February 28, 2001.

*Summary of the Collection of Information*—NHTSA must ensure that motor vehicle manufacturers comply with new provisions in Federal Motor Vehicle Safety Standard 206 "Door Locks and Door Retention Components", requiring increased performance for back door locks and back door retention components. The new requirements published on September 28, 1995 (60 FR 50124), and July 31, 1996 (61 FR 39904), required new retention requirements for the rear doors of passenger cars, multipurpose vehicles and trucks. The agency specified a one-year phase-in of this requirement. Vehicle manufacturers are required to produce a combined total production of 60 percent of their vehicles in compliance during the period of September 1, 1997, and September 1, 1998. After September 1,

1998, the vehicle manufacturers are required to report on this phase-in, to the agency. The July 31, 1996 notice also specifies the reporting requirements, as specified in 49 CFR, part 590.

*Description of the need for the information and proposed use of the information*—In order to ensure manufacturers are complying with new provision for back door locks and retention components in Standard 206, NHTSA needs reports from manufacturers of new passenger cars, multipurpose vehicles and trucks which have liftgates, hatchbacks, rear cargo doors or sliding doors which are applicable to the Standard 206. For each report, the manufacturer will provide (in addition to administrative necessities such as identity, address) numerical information from which NHTSA will be able to determine whether a manufacturer complies with the percentage phase-in requirements. The required numerical information will include the total number of vehicles manufactured during the production year that are equipped with back door locks and retention components that comply with the new provisions of Standard 206, and the total number of vehicles produced.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information*—NHTSA anticipates that no more than 35 vehicle manufacturers will be affected by the requirements. NHTSA does not believe any of these 35 manufacturers is a small business (i.e., one that employs less than 500 persons.) Each manufacturer must file one report. Additionally, the NHTSA may request compliance information on a specific model vehicle during the first year of the phase-in.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information*—NHTSA estimates that each manufacturer will need 12 hours per year of time for recordkeeping and 24 hours per year to prepare a report, at a cost of \$30.00 per hour. Thus, the number of estimated reporting burden hours a year on 35 manufacturers at 1 report per manufacturer and 36 person hours, \$30 per hour at an annual cost to the public of \$37,800.

**Authority:** 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: January 29, 1998.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Discretionary Cooperative Agreements for Development of Crash Outcome Data Evaluation Systems

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Announcement of discretionary cooperative agreements to assist in the development and use of Crash Outcome Data Evaluation Systems (CODES) in states not previously funded to develop CODES.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to assist states in the development and use of Crash Outcome Data Evaluation Systems (CODES) and solicits applications for projects under this program from states who have not previously been funded to develop CODES. Under this program states will link their existing statewide traffic records with medical outcome and charge data. The linkage will involve population-based data for the two most current calendar years of available data since 1994 and must result in a linked data file that, if not statewide, is representative and generalizable for highway traffic purposes statewide. The linked data will be used to support highway safety decision-making statewide to reduce deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes. The linkage and highway traffic safety application of the linked data for decision-making must be completed within 18 months of the funding date.

**DATES:** Applications must be received at the office designated below on or before April 30, 1998.

**ADDRESSES:** Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30) ATTN: Henrietta R. Mosley, 400 7th Street, SW, Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-98-H-07086. Interested applicants should contact Ms. Mosley to obtain the application packet. Included in the application packet are reports about data linkage and applications for linked data developed by the CODES project.

**FOR FURTHER INFORMATION CONTACT:** General administrative questions may be directed to Henrietta R. Mosley, Office of Contracts and Procurement.

All questions and requests for copies may be directed by e-mail at hmosley@nhtsa.dot.gov or, if necessary, at (202) 366-9570. Programmatic questions relating to this cooperative agreement program should be directed to Dennis Utter, CODES COTR, Room 6125, (NRD-31) 400 7th Street SW, Washington, DC, 20590 or by e-mail at dutter@nhtsa.dot.gov or, if necessary at (202) 366-5351.

#### SUPPLEMENTARY INFORMATION:

##### Statement of Work

##### Background

Crash data alone are unable to convey the magnitude of the medical and financial consequences of the injuries resulting from motor vehicle crashes or the success of highway safety decision-making to prevent them. Outcome information describing what happens to all persons involved in motor vehicle crashes, regardless of injury, is needed.

Person-specific outcome information is collected at the crash scene and en route by EMS personnel, at the emergency department, in the hospital, and after discharge. When these data are computerized and merged statewide, they generate a source of population-based outcome data that is available for use by state and local traffic safety and public health professionals. Linking these records to statewide crash data collected by police at the scene is the key to determining the relationships among specific vehicle, crash, and occupant behavior characteristics and their medical and financial outcomes.

The feasibility of linking crash and medical outcome (EMS, emergency department, hospital discharge, death certificate, claims, etc.) data was demonstrated by the Crash Outcome Data Evaluation System (CODES) project. This project evolved from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which mandated that the National Highway Traffic Safety Administration (NHTSA) prepare a Report to Congress about the benefits of safety belt and motorcycle helmet use. NHTSA provided funding to the States of Hawaii, Maine, Missouri, New York, Pennsylvania, Utah, and Wisconsin to link their state data and use the linked data to analyze the effectiveness of safety belts and motorcycle helmets. The Report was delivered to Congress in February, 1996. In 1997, NHTSA awarded additional CODES grants to seven states—Connecticut, New Hampshire, Maryland, North Dakota, South Dakota, Oklahoma, and Nevada—for CODES linkage and development of state