

amendments to the Income Tax Regulations under sections 1291, 1293, 1295 and 1297 of the Internal Revenue Code. A notice of proposed rulemaking by cross-reference to temporary regulations and notice of public hearing appearing in the **Federal Register** on Friday, anuary 2, 1998, (63 FR 39), announced that a public hearing would be held on Thursday, April 16, 1998, beginning at 10 a.m., in room 3313, Internal Revenue Building, 1111 Constitution Avenue, NW, Washington, DC 20224.

The public hearing scheduled for Thursday, April 16, 1998, is cancelled.

**Cynthia E. Grigsby,**

*Chief, Regulations Unit, Assistant Chief Counsel (Corporate).*

[FR Doc. 98-9569 Filed 4-10-98; 8:45 am]

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## FEDERAL COMMUNICATIONS COMMISSION

### 47 CFR Part 1

[MD Docket No. 98-36; FCC 98-40]

#### Assessment and Collection of Regulatory Fees For Fiscal Year 1998

**AGENCY:** Federal Communications Commission.

**ACTION:** Proposed Rule; correction.

**SUMMARY:** This document corrects the numbering of numerous footnotes in a proposed rule published in the **Federal Register** of April 2, 1998, regarding assessment and collection of regulatory fees for fiscal year 1998.

**FOR FURTHER INFORMATION CONTACT:** Terry Johnson, Office of Managing Director at (202) 418-0445.

#### Correction

In FR Doc. 98-8459, 63 FR 16188, April 2, 1998, beginning on page 16198 renumber footnotes 51A through 122 to read 52 through 134.

Dated: April 7, 1998.

**Magalie Roman Salas,**

*Secretary.*

[FR Doc. 98-9579 Filed 4-10-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Part 575

[Docket No. NHTSA-98-3381, Notice 1]

RIN 2127-AG53

#### Consumer Information Regulations; Utility Vehicle Label

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify the existing warning label required in multipurpose passenger vehicles (other than those which are passenger car derivatives) with a wheelbase of 110 inches or less advising drivers that the handling and maneuvering characteristics of these vehicles require special driving practices. The proposed replacement label uses bright colors, graphics, and short bulleted text messages, rather than the current text-only format. NHTSA believes these amendments make the information more understandable to consumers and increase the chance that the labels can affect driver behavior to reduce rollovers. The notice also requests comment on changes to the location requirements for the label and the corresponding owner's manual requirement.

**DATES:** *Comment Date:* Comments must be received by June 12, 1998.

*Proposed Effective Date:* If adopted, the proposed amendments would become effective 180 days following publication of the final rule.

**ADDRESSES:** Comments should refer to the docket and notice number of this notice and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. (Docket Room hours are 10 a.m.-5 p.m., Monday through Friday.)

**FOR FURTHER INFORMATION CONTACT:** The following persons at the National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590:

*For labeling issues:* Mary Versailles, Office of Planning and Consumer Programs, NPS-31, telephone (202) 366-2057, facsimile (202) 366-4329.

*For general rollover issues:* Gayle Dalrymple, Office of Crash Avoidance Standards, NPS-20, telephone (202) 366-5559, facsimile (202) 366-4329.

*For legal issues:* Steve Wood, Office of Chief Counsel, NCC-20, telephone (202) 366-2992, facsimile (202) 366-3820.

## SUPPLEMENTARY INFORMATION:

### I. The Rollover Crash Problem<sup>1</sup>

Rollover crashes are a serious motor vehicle safety problem, accounting for 29 percent of all light duty vehicle fatalities.<sup>2</sup> From 1991 through 1994, an average of 8,857 occupants of light duty vehicles died in rollover crashes annually.<sup>3</sup> These fatal rollover crashes occurred with all types of vehicles; the greatest number occurred in small passenger cars, followed by small pickup trucks.

The focus of public attention, however, has been on sport utility vehicles because this type of vehicle is involved in rollover-related occupant deaths more often (on a per-vehicle basis) than other vehicle types. Sport utility vehicles experience 98 rollover fatalities for every million vehicles registered,<sup>4</sup> more than twice the rate of all vehicle types combined—47 deaths per million registered vehicles (although small pickup trucks have a similar fatal rollover rate—93 deaths per million registered vehicles).

This does not mean, however, that sport utility vehicles are unsafe. The overall fatality rate (considering front, rear, side and rollover crashes) for sport utility vehicles is 163 fatalities per million registered vehicles, compared to 169 for all light duty vehicles combined. Small pickup trucks have the highest overall fatality rate, at 217 fatalities per million registered vehicles, followed by small cars, at 200.

### II. Existing Utility Vehicle Rollover Warning Label

NHTSA currently requires multipurpose passenger vehicles (MPVs) (other than those which are passenger car derivatives) with a wheelbase of 110 inches or less (utility vehicles) to have a label advising drivers that the handling and maneuvering characteristics of these vehicles require special driving practices (49 CFR 575.105). The label must be permanently affixed in a location in the vehicle which is "prominent and visible

<sup>1</sup> A complete summary of the statistics used in this section can be found in the document titled "Status Report for Rollover Prevention and Injury Mitigation, May 1996," in Docket 91-68-N05.

<sup>2</sup> Light duty vehicles are passenger cars, pickup trucks, vans, and sport utility vehicles with a gross vehicle weight rating of 10,000 pounds or less. Vans and sport utility vehicles are both considered multipurpose passenger vehicles for purposes of NHTSA regulations.

<sup>3</sup> 1991-1994 average from Fatality Analysis Reporting System (FARS).

<sup>4</sup> Fatality rates given are averages of 1991-1994 rates, using fatality data from FARS and vehicle registration data from R.L. Polk and Company, which was limited to the 14 most recent model years at the time of the Status Report.