

2. Use the data to analyze the FMCSA's current approach to deterring and detecting illegal controlled substance use and alcohol misuse in the motor carrier industry.

3. Determine each calendar year's random selection rates for alcohol and controlled substance testing under the rule.

4. Provide for a more efficient and effective regulatory program.

In 1995, the FHWA requested a sample of motor carriers report to the FHWA data collected in 1994. The FHWA determined the random positive controlled substance usage rate for commercial motor vehicle (CMV) drivers subject to 49 CFR part 391, subpart H, for the period of January 1, 1994, through December 31, 1994, was 2.6 percent. This rate was estimated to be 2.8% in 1995 and 2.2% in 1996.

Estimates of positive usage rates for alcohol were first produced for calendar year 1995. The alcohol testing "violation" rate was 0.14 percent in 1995, and 0.18 percent in 1996.

The criteria for raising or lowering the random testing rate are established by regulation. Under 49 CFR 382.305(d)(1), when the minimum annual percentage rate for random alcohol testing is 25 percent or more, the FMCSA Administrator may lower the rate to 10 percent of all driver positions if the Administrator determines that the data received under the reporting requirements of § 382.403 for two consecutive years indicate that the violation rate is less than 0.5 percent.

Under § 382.305(e)(1), when the minimum annual percentage rate for random alcohol testing is 10 percent, the Administrator is required to increase the rate to 25 percent only if the violation rate is equal to or greater than 0.5 percent.

Under § 382.305(g), when the minimum annual percentage rate for random controlled substances testing is 50 percent, the Administrator may lower the rate to 25 percent of all driver positions only if the data indicate that the positive testing rate is less than 1.0 percent.

Based upon this authority, and because the violation rate was below 0.5 percent for two consecutive years, the FHWA announced it was lowering the random alcohol testing rate for calendar year 1998 to 10 percent. The random controlled substances testing rate remained 50 percent. On January 14, 1998 (63 FR 2172) the agency published this policy in a notice including an extensive appendix C explaining the methodology used to estimate the controlled substances positive and alcohol violation rates.

Today's notice announces the results of data collected for the 1997 and 1998 FHWA Drug and Alcohol Surveys. These surveys, conducted annually, measure the percentage of CDL drivers testing positive for controlled substances (as defined in 49 CFR 40.21 of the Federal Motor Carrier Safety Regulations) and/or alcohol, based on both random and nonrandom testing. The survey data are collected from a random sample of motor carrier annual drug and alcohol testing summaries. Because the positive rate from random controlled substances testing has remained above 1.0 percent during this period, the FMCSA is maintaining the random controlled substance testing rate for calendar year 2000 at 50 percent, in accordance with 49 CFR 382.305(g). The FMCSA is also maintaining the random alcohol testing rate for calendar year 2000 at 10 percent, in accordance with 49 CFR 382.305(e)(1).

**Authority:** 49 U.S.C 504, 31136, chapter 313; and 49 CFR 1.73.

Issued on: May 18, 2000.

**Julie Anna Cirillo,**

*Acting Deputy Administrator, Federal Motor Carrier Safety Administration.*

[FR Doc. 00-13313 Filed 5-25-00; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2000-7403]

#### Information Collection Available for Public Comments and Recommendations

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*) this notice announces the Maritime Administration's (MARAD's) intentions to request Office of Management and Budget (OMB) approval to add a new survey form to the currently approved information collection titled "Customer Service Surveys," OMB Number 2133-0528.

**DATES:** Comments should be submitted on or before July 25, 2000.

**FOR FURTHER INFORMATION CONTACT:** James J. Zok, Associate Administrator for Shipping Analysis and Cargo Preference, MAR-500, Room 8126, 400 Seventh Street, SW, Washington, D.C. 20590. Telephone 202-366-0364 or fax 202-366-7901. Copies of this collection can also be obtained from that office.

**SUPPLEMENTARY INFORMATION:**

*Title of Collection:* Customer Service Surveys.

*Type of Request:* Revision of a currently approved information collection.

*OMB Control Number:* 2133-0528.  
*Form Number:* MA-1016; MA-1017; MA-1021.

*Expiration Date of Approval:* Three years from the date of approval.

*Summary of Collection of Information:* Executive Order 12862 requires agencies to survey customers to determine the kind and quality of services they want and the level of their satisfaction with existing services. This collection covers MARAD forms used to carry out such surveys covering MARAD programs and services.

*Need and Use of the Information:* (1) Responses to the "Customer Service Questionnaire" are needed to obtain prompt customer feedback on the quality of specific services/products provided to the customer by MARAD. The information provided will be used to ascertain the customer's level of satisfaction. (2) Responses to the "Program Performance Survey" are needed to obtain customers' views on MARAD's major programs and activities with which the customers were involved during the preceding year. (3) Responses to the new "Conference/Exhibit Survey" are needed to obtain feedback from conference attendees on the quality and success of a particular MARAD sponsored conference or event. The information provided will be used by MARAD's senior management and MARAD's program managers to monitor the overall level of customer satisfaction and to identify areas for improvement.

*Description of Respondents:* Individuals/entities directly served by MARAD.

*Annual Responses:* 6650 responses.

*Annual Burden:* 256 hours.

*Comments:* Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW, Washington, D.C. 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. Specifically, address whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., EDT. Monday through Friday,

except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Dated: May 22, 2000.

By Order of the Maritime Administrator.

**Joel C. Richard,**  
Secretary.

[FR Doc. 00-13242 Filed 5-25-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the information collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. Described below is the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection was published on March 10, 2000 [65 FR 13075].

**DATES:** Comments must be submitted on or before June 26, 2000.

**FOR FURTHER INFORMATION CONTACT:** Otto A. Strassburg, Chief, Division of Marine Insurance, Office of Insurance and Shipping Analysis, MAR-570, Room 8117, Maritime Administration, 400 Seventh Street, SW, Washington, D.C. 20590, telephone number 202-366-4161. Copies of this collection can also be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration.

*Title of Collection:* "Approval of Underwriters for Marine Hull Insurance."

*OMB Control Number:* 2133-0517.

*Type of Request:* Approval of an existing information collection.

*Affected Public:* Foreign underwriters of marine insurance and insurance brokers.

*Form(s):* None.

*Abstract:* This collection of information involves the approval of marine hull underwriters to insure MARAD program vessels. Foreign applicants will be requested to submit financial data upon which MARAD approval would be based. In certain

cases, brokers would be required to certify that American underwriters were offered opportunity to compete for the business.

*Annual Estimated Burden Hours:* 46 hours.

*Addressee:* Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention MARAD Desk Officer.

*Comments are Invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Dated: May 23, 2000.

**Joel C. Richard,**

Secretary, Maritime Administration.

[FR Doc. 00-13328 Filed 5-25-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2000-7291; Notice 1]

#### General Motors Corporation; Receipt of Application for Determination of Inconsequential Non-Compliance

General Motors Corporation (GM) has applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301 "Motor Vehicle Safety" for a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant Crash Protection," on the basis that the noncompliance is inconsequential to motor vehicle safety. GM has filed a report of a noncompliance pursuant to 49 CFR part 573 "Defects and Noncompliance Report."

This notice of receipt of the application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

### Description of Noncompliance

GM has identified a condition in which the required seat belt audible signal on some 1996-99 Model Year Chevrolet Astro and GMC Safari vans may occasionally operate for less than the 4 to 8 second time required. Upon such occurrence, the signal would not fully comply with the audible signal portion of the S7.3 seat belt warning provision of FMVSS No. 208. GM has submitted a 49 CFR 573.5 noncompliance notification to the agency which details the affected vehicles. Pursuant to section 30118(d) and 30120(h) of Chapter 301 and 49 CFR part 556, and for reasons set forth, GM requested exemption from the notification, and remedy provisions of 49 U.S.C. 30118 and 30120 on the basis that the noncompliance is inconsequential to motor vehicle safety.

"A total of 461,851 1996-99 MY Chevrolet Astro and GMC Safari vans were built with an audible driver seat belt warning system that may, in a random manner (1) operate properly, (2) terminate the audible signal in less than the minimum 4 second requirement, or (3) not operate at all. The possibility of a random noncompliance results from a transient signal being generated at the seat belt switch input to the audible signal module when the ignition switch is turned to start and the belt latch mechanism is not fastened. The module may interpret this transient signal input as the seat belt latch mechanism being fastened and thereby terminate the audible tone. The condition is caused by a ground voltage difference between the seat belt switch and the signal module creating a transient signal that the module was not designed to filter. At the time the subject module and associated wiring harness were developed, GM truck engineering did not have a formal requirement for electrical grounding and module input filtering."

"A new module and wiring harness were implemented at the assembly plant in January 1999, that changed this condition. To prevent this issue in the future, electrical grounding rules that define specific requirements for modules and their inputs have been implemented to evaluate all electrical ground designs during the design review process. This condition is not present in other GM vehicles with the same signal module because the respective component ground is compatible with the module design in other GM products. GM also has reviewed its warranty information regarding the subject vehicle's audible signal. There has been no change in the