

present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on March 6, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-5802 Filed 3-11-02; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[DOCKET NO. MARAD-11788]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before May 13, 2002.

ADDRESSES: 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 functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the 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. ET, Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Rita Jackson, Maritime Administration, MAR-250, 400 Seventh St., SW., Washington, D.C. 20590. Telephone: 202-366-0284; FAX 202-493-2288, or e-mail: rita.jackson@marad.dot.gov.

Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Application for Admission to the U.S. Merchant Marine Academy.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0010.

Form Numbers: KP-2-65

Expiration Date of Approval: October 31, 2002.

Summary of Collection of Information: The collection consists of Parts I, II, and III of Form KP 2-65 (U.S. Merchant Marine Academy Application for Admission.) Part I of the form is completed by individuals wishing to be admitted as students to the U.S. Merchant Marine Academy.

Need and Use of the Information: The information is necessary to select the best qualified candidates for the U.S. Merchant Marine Academy.

Description of Respondents: Individuals desiring to become students at the U.S. Merchant Marine Academy.

Annual Responses: 2,500

Annual Burden: 12,500 hours

Dated: March 7, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-5910 Filed 3-11-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2001-10944; Notice 2]

Advanced Bus Industries, Grant of Application for Decision That Noncompliance Is Inconsequential to Motor Vehicle Safety

Advanced Bus Industries, LLC, (ABI) of Marysville, Ohio, has determined that approximately 68 Mauck Special Vehicles (MSV) with tag axles, manufactured between May 31, 1995 and February 2, 2000, do not meet the requirements of paragraph S5.1 of Federal Motor Vehicle Safety Standard (FMVSS) No. 105, "Hydraulic and Electric Brake Systems." Pursuant to 49 U.S.C. 30118(d) and 30120(h), ABI petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and filed an appropriate report pursuant to 49 CFR Section 573, "Defect and Noncompliance Reports."

Notice of receipt of the application was published on November 14, 2001, with a 30-day comment period (66 FR 57151). NHTSA received no comments on this application.

ABI is the original equipment manufacturer of the MSV. ABI manufactures the MSV as a complete bus, which is then purchased by city transit organizations, or as a shell, which is purchased by up-fitters that customize and sell it to a first purchaser.

The four-wheel independent suspension of the MSV is augmented by a tag axle with small wheels. The tag axle is manufactured by Dexter, has a maximum support capacity of 3,500 pounds, and is installed behind the MSV's two rear wheels. A supporting force of 1,500 pounds is provided by the tag axle via the air pressure inside the two air-filled rubber springs mounted between the tag axle and the MSV chassis.

Vehicle braking is provided by the hydraulic, caliper-disc service brakes on the four main wheels. The two small wheels of the tag axle are not fitted with brakes. The lack of brakes on the two small wheels of the tag axle does not satisfy paragraph S5.1 of FMVSS 105, which states that a vehicle must have service brakes at all wheels.

ABI argued that the noncompliance is inconsequential to motor vehicle safety because these vehicles exceed the current FMVSS No.105 braking performance requirements. To support this claim ABI submitted, along with its petition for inconsequential non-compliance, a test report compiled in August 1999. The test facility that produced the report, Radlinski & Associates, tested a MSV to the procedures specified in FMVSS No. 105 and a complete Certification Test Report was generated. The FMVSS No. 105 Certification Test Report indicates that the MSV exceeded all FMVSS No.105 performance requirements.

The agency believes that the true measure of inconsequentiality in this case is the effect of the noncompliance on the vehicle's ability to meet the stopping distance and vehicle stability performance requirements of FMVSS No. 105. The report of the testing conducted by Radlinski & Associates in August 1999 indicates that the brake system of the MSV complies with the fully functional and partially failed brake system requirements of FMVSS No. 105.

On February 8, 2000, the National Highway Traffic Safety Administration (NHTSA) granted ABI a temporary exemption from the requirement in FMVSS No. 105, paragraph S5.1, for service brakes at all wheels. The temporary exemption expired on January 1, 2002. Based on information supplied to the agency by ABI, including the report of brake testing according to FMVSS No. 105 procedures

by Radlinski & Associates, NHTSA Temporary Exemption No. 2000-1 was granted in order to allow the sale of mass transit vehicles that serve the public interest. It is our understanding that ABI no longer produces the MSV with the tag axles.

In consideration of the foregoing, NHTSA has decided that the burden of persuasion has been met and that the noncompliance is inconsequential to motor vehicle safety. Accordingly, the application from ABI is granted and the applicant is exempted from providing the notification of the noncompliance that would be required by 49 U.S.C. 30118, and from remedying the noncompliance, as would be required by 49 U.S.C. 30120.

(Authority: 49 U.S.C. 301118, 301120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: March 5, 2002.

Stephen R. Kratzke,
Associate Administrator for Safety
Performance Standards.

[FR Doc. 02-5799 Filed 3-11-02; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2002-11443; Notice 01]

RIN 2127-A173

Preliminary Theft Data; Motor Vehicle Theft Prevention Standard

AGENCY: National Highway Traffic
Safety Administration (NHTSA),
Department of Transportation.

ACTION: Publication of preliminary theft
data; request for comments.

SUMMARY: This document requests
comments on data about passenger
motor vehicle thefts that occurred in
calendar year (CY) 2000, including theft
rates for existing passenger motor
vehicle lines manufactured in model
year (MY) 2000. The theft data
preliminarily indicate that the vehicle
theft rate for CY/MY 2000 vehicles (2.89
thefts per thousand vehicles) did not
change from the theft rate for CY/MY
1999 vehicles (2.89 thefts per thousand
vehicles).

Publication of these data fulfills
NHTSA's statutory obligation to
periodically obtain accurate and timely
theft data, and publish the information
for review and comment.

DATES: Comments must be submitted on
or before May 13, 2002.

ADDRESSES: All comments should refer
to the docket number and notice

number cited in the heading of this
document and be submitted, preferably
with two copies to: U.S. Department of
Transportation, Dockets, Room PL-401,
400 Seventh Street, SW., Washington,
DC 20590. Docket hours are from 10
a.m. to 5 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Ms.
Rosalind Proctor, Office of Planning and
Consumer Programs, NHTSA, 400
Seventh Street, SW., Washington, DC
20590. Ms. Proctor's telephone number
is (202) 366-0846. Her fax number is
(202) 493-2290.

SUPPLEMENTARY INFORMATION: NHTSA
administers a program for reducing
motor vehicle theft. The central feature
of this program is the Federal Motor
Vehicle Theft Prevention Standard, 49
CFR part 541. The standard specifies
performance requirements for inscribing
or affixing vehicle identification
numbers (VINs) onto certain major
original equipment and replacement
parts of high-theft lines of passenger
motor vehicles.

The agency is required by 49 U.S.C.
33104(b)(4) to periodically obtain, from
the most reliable source, accurate and
timely theft data, and publish the data
for review and comment. To fulfill the
section 33104(b)(4) mandate, this
document reports the preliminary theft
data for CY 2000, the most recent
calendar year for which data are
available.

In calculating the 2000 theft rates,
NHTSA followed the same procedures it
used in calculating the MY 1999 theft
rates. (For 1999 theft data calculations,
see 66 FR 39554, July 31, 2001). As in
all previous reports, NHTSA's data were
based on information provided to the
agency by the National Crime
Information Center (NCIC) of the
Federal Bureau of Investigation. The
NCIC is a governmental system that
receives vehicle theft information from
nearly 23,000 criminal justice agencies
and other law enforcement authorities
throughout the United States. The NCIC
data also include reported thefts of self-
insured and uninsured vehicles, not all
of which are reported to other data
sources.

The 2000 theft rate for each vehicle
line was calculated by dividing the
number of reported thefts of MY 2000
vehicles of that line stolen during
calendar year 2000, by the total number
of vehicles in that line manufactured for
MY 2000, as reported by manufacturers
to the Environmental Protection
Agency.

The preliminary 2000 theft data show
no change in the vehicle theft rate when
compared to the theft rate experienced
in CY/MY 1999. The preliminary theft

rate for MY 2000 passenger vehicles
stolen in calendar year 2000 of 2.89
thefts per thousand vehicles produced,
did not change from the rate of 2.89
thefts per thousand vehicles
experienced by MY 1999 vehicles in CY
1999. For MY 2000 vehicles, out of a
total of 206 vehicle lines, 51 lines had
a theft rate higher than 3.5826 per
thousand vehicles, the established
median theft rate for MYs 1990/1991.
(See 59 FR 12400, March 16, 1994). Of
the 51 vehicle lines with a theft rate
higher than 3.5826, 45 are passenger car
lines, six are multipurpose passenger
vehicle lines, and none are light-duty
truck lines.

In Table I, NHTSA has tentatively
ranked each of the MY 2000 vehicle
lines in descending order of theft rate.
Public comment is sought on the
accuracy of the data, including the data
for the production volumes of
individual vehicle lines.

Comments must not exceed 15 pages
in length (49 CFR 553.21). Attachments
may be appended to these submissions
without regard to the 15 page limit. This
limitation is intended to encourage
commenters to detail their primary
arguments in a concise fashion.

If a commenter wishes to submit
certain information under a claim of
confidentiality, three copies of the
complete submission, including
purportedly confidential business
information, should be submitted to the
Chief Counsel, NHTSA, at the street
address given above, and two copies
from which the purportedly confidential
information has been deleted should be
submitted to Dockets. A request for
confidentiality should be accompanied
by a cover letter setting forth the
information specified in the agency's
confidential business information
regulation. 49 CFR part 512.

All comments received before the
close of business on the comment
closing date indicated above for this
document will be considered, and will
be available for examination in the
docket at the above address both before
and after that date. To the extent
possible, comments filed after the
closing date will also be considered.
Comments on this document will be
available for inspection in the docket.
NHTSA will continue to file relevant
information as it becomes available for
inspection in the docket after the
closing date, and it is recommended that
interested persons continue to examine
the docket for new material.

Those persons desiring to be notified
upon receipt of their comments in the
rules docket should enclose a self-
addressed, stamped postcard in the
envelope with their comments. Upon