

the words “to reduce or minimize the likelihood of personal injury from flying glazing material when the glazing material is broken,” and to require the fracture test to use specimens that would represent the glazing as it would be installed in the vehicle.

**FOR FURTHER INFORMATION CONTACT:** For non-legal issues: John Lee, Office of Crashworthiness Standards, NPS-11, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-2264. Fax: (202) 366-4329.

For legal issues: Nancy Bell, Office of Chief Counsel, NCC-20, National Highway Traffic Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-2992, Fax: (202) 366-3820.

**SUPPLEMENTARY INFORMATION:** On August 14, 2001, NHTSA received a petition from Costa Technologies (Costa) to initiate rulemaking to amend paragraph S2 of Federal motor vehicle safety standard (FMVSS) No. 205, “Glazing materials,” to (1) include the words “to reduce or minimize the likelihood of personal injury from flying glazing material when the glazing material is broken,” and to (2) include a requirement to use specimens representing the glazing as it would be installed in the vehicle for the fracture test. Costa did not identify any documented safety benefits that would result from making the requested amendments. NHTSA denies these two requests for the reasons discussed below.

Costa’s first request stems from the concern that the stated purpose of FMVSS No. 205 does not expressly address injuries from flying glazing material. It is true that paragraph S2 of FMVSS No. 205 does not expressly mention such injuries: “[t]he purpose of this standard is to reduce injuries resulting from impact to glazing surfaces, to ensure a necessary degree of transparency in motor vehicle windows for driver visibility, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.” However, the Standard’s requirements do address the issue. Currently, paragraph S5 of FMVSS No. 205 incorporates by reference the commercial standard American National Standard Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways—Standard ANSI Z26.1-1977 (ANSI Z26.1-1977) as supplemented by Z26.1a-1980 (hereinafter referred to as “ANS Z26”). In ANS Z26, Section 5.7 “Fracture, Test No. 7” limits the size of individual glass fragments that form as a result of impact

to a glazing surface. Requiring automotive glazing materials to meet this requirement has the effect of minimizing the size of individual glazing fragments that can form in a real world impact event. Consequently, the risk of two types of injuries is reduced: (1) Contact injuries with sharp shards remaining in the window casing as a result of glazing fracture, and (2) risk of lacerative or puncture type injuries that may result from flying glazing fragments. Both of these types of injuries are injuries that could result from “impacts to glazing surfaces”, as specified in the purpose of FMVSS No. 205. Therefore, the current purpose of FMVSS No. 205, “\* \* \* to reduce injuries resulting from impact to glazing surfaces\* \* \*” addresses the reduction of an occupant’s risk of injuries from flying glazing and does not require clarification or modification.

Second, Costa requested that FMVSS No. 205 be amended to specify that the specimens to be used for Fracture Test No. 7 of ANS Z26 “represent the glazing as it would be installed in the vehicle.” FMVSS No. 205 does not require the fracture test to be conducted with the electrical terminals attached to the glazing material’s conductors and soldered by processes that represent the manufacturer’s production and rework processes. Costa was concerned that the heating and cooling due to the soldering process would cause localized annealing of the safety tempered glass, causing the individual glass fragments to be larger than 4.25 g (0.15 oz.). NHTSA agrees that temperature effects from heating and cooling can cause localized annealing and is addressing this issue in a current rulemaking.

NHTSA published a Notice of Proposed Rulemaking (NPRM) on August 4, 1999 (64 FR 42330), to amend FMVSS No. 205 so that it incorporates by reference the October 1996 version of ANS Z26, the industry standard on motor vehicle glazing. Currently, the Federal standard incorporates the 1977 version. Section 5.7 “Fracture, Test 7” of the October 1996 version requires that no individual glass fragment weigh more than 4.25 g (0.15 oz.) as in the current ANS Z26. However, it further requires that specimens: (1) Be selected from a range of glazing that a manufacturer produces or plans to produce; and (2) be of the most difficult part or pattern designation within the model number. Further, in selecting the specimens, thickness, color and conductors must be considered. Therefore, manufacturers would still be required to certify that glazing materials with conductors that may have localized annealing from a heating/cooling

process would not produce any individual glass fragment weighing more than 4.25 g (0.15 oz.) in a fracture test. A final decision on that rulemaking is expected soon.

For the reasons discussed above, we are denying Costa’s petition for rulemaking.

**Authority:** 49 U.S.C. 30162; delegations of authority at 49 CFR 1.50 and 49 CFR 501.8.

Issued on: August 2, 2002.

**Stephen R. Kratzke,**

*Associate Administrator for Safety Performance Standards.*

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

**[Docket Number: RSPA-4957]**

### Pipeline Safety Reports of Abandoned Underwater Pipelines

**AGENCY:** Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice and request for public comments and OMB approval.

**SUMMARY:** This notice requests public participation in the Office of Management and Budget (OMB) approval process regarding the renewal of an existing RSPA/Office of Pipeline Safety (OPS) collection of information for Pipeline Safety Reports of Abandoned Underwater Pipelines. Specifically, public comment is requested to minimize the burden of this collection of information on the public, along with other factors listed in the body of this notice. RSPA/OPS published a notice requesting public comment on May 20, 2002 (67 FR 35618). No comments were received. RSPA/OPS is offering the public another opportunity to comment on this information collection. It is also requesting OMB approval for the renewal of this information collection under the Paperwork Reduction Act of 1995 and 5 CFR part 1320.

**DATES:** Comments on this notice must be received within 30 days of the publication date of this notice to be assured of consideration.

**ADDRESSES:** Interested persons are invited to send comments directly to OMB, Office of Information and Regulatory Affairs, 726 Jackson Place, Washington, DC 2003 ATTN: Desk Officer for the Department of Transportation. Comments can be reviewed at the Department of Transportation Dockets Facility, Plaza

401, 400 Seventh Street SW., Washington, DC which is open from 10 a.m. to 5 p.m., Monday through Friday, except on Federal holidays, when the facility is closed. Comments must identify docket number of this notice. Persons should submit the original documents and one (1) copy. Persons wishing to receive confirmation of receipt of their comments must include a stamped, self-addressed postcard. Please identify the docket and notice numbers shown in the heading of this notice. Documents pertaining to this notice can be viewed in this docket. The docket can also be viewed electronically at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Marvin Fell, (202) 366-6205, to ask questions about this notice; or write by e-mail to [marvin.fell@rspa.dot.gov](mailto:marvin.fell@rspa.dot.gov).

**SUPPLEMENTARY INFORMATION: Title:** Pipeline Safety Reports of Abandoned Underwater Pipelines.

**Type of Request:** Renewal of existing information collection.

**Abstract:** Underwater pipelines are being abandoned at an increasing rate as older facilities reach the end of their useful life. This trend is expected to continue. In 1992, Congress responded to this issue by amending the Pipeline Safety Act (49 U.S.C. 60108(c)(6)(B)) to direct the Secretary of Transportation to require operators of an offshore pipeline facility or a pipeline crossing navigable waters to report the abandonment to the Secretary of Transportation in a way that specifies whether the facility has been abandoned properly according to applicable Federal and State requirements. RSPA's/OPS's regulations for abandonment reporting can be found at Title 49 CFR 192.727 and 195.402.

**Respondents:** Gas and hazardous liquid pipeline operators.

**Estimated Number of Respondents:** 400.

**Estimated Number of Responses Per Respondent:** 1.

**Estimated Total Annual Burden on Respondents:** 2,400 hours.

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) 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; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways 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.

Issued in Washington, DC, on August 7, 2002.

**Stacey L. Gerard,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 02-20368 Filed 8-9-02; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Saint Lawrence Seaway Development Corporation

#### Advisory Board; Notice of Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC), to be held at 11 a.m. on Wednesday, August 28, 2002, by conference call in the Administrator's Office, Room 5424, 400 7th Street, SW., Washington, DC. The agenda for this meeting will be as follows: Opening Remarks; Consideration of Minutes of Past Meeting; Review of Programs; New Business; and Closing Remarks.

Attendance at meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact not later than August 20, 2002, Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, 400 Seventh Street, SW., Washington, DC 20590; 202-366-6823.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued at Washington, DC, on August 7, 2002.

**Marc C. Owen,**

*Chief Counsel.*

[FR Doc. 02-20390 Filed 8-9-02; 8:45 am]

**BILLING CODE 4910-61-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### [STB Finance Docket No. 34208]

### Soo Line Railroad Company— Trackage Rights Exemption— Hennepin County Regional Rail Authority

Hennepin County Regional Rail Authority (HCRRA), pursuant to a

written trackage rights agreement<sup>1</sup> entered into between HCRRA and Soo Line Railroad Company (Soo), d/b/a Canadian Pacific Railway (CPR),<sup>2</sup> has agreed to grant trackage rights to CPR over HCRRA's rail line from a point of connection with existing trackage rights in the City of Minneapolis, MN, at or near CNW milepost 16.2,<sup>3</sup> to approximately 330 feet west in the City of St. Louis Park, MN, at a point of connection with Soo-owned trackage located at or near Soo milepost 428.38, engineering station 381.90, at or near CNW milepost 16.3.<sup>4</sup>

The transaction was scheduled to be consummated on or shortly after July 30, 2002, the effective date of the exemption (7 days after the exemption was filed).

The purpose of the trackage rights is to allow CPR to continue to hold rights to operate over a 330-foot section of trackage that is being sold to HCRRA by CPR.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

The notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34208, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Diane P. Gerth, Leonard, Street and Deinard Professional Association, 150 South Fifth Street, Minneapolis, MN 55402.

<sup>1</sup> A redacted version of the trackage rights agreement was filed with the notice of exemption. The full version of the agreement, as required by 49 CFR 1180.6(a)(7)(ii), was concurrently filed under seal along with a motion for protective order. A protective order is being served on August 5, 2002.

<sup>2</sup> Soo is a wholly owned subsidiary of CPR.

<sup>3</sup> Some of the trackage and right-of-way in the vicinity was formerly owned by the Chicago and North Western Transportation Company (CNW).

<sup>4</sup> CPR agreed to sell this segment of Soo's track to HCRRA. The segment is adjacent to track already owned by HCRRA over which CPR and the Twin Cities & Western Railroad Company have trackage rights under an August 10, 1998 agreement that will be supplemented to include this line segment under its terms.