

be assigned to serve as a member of a train or yard crew without the protection otherwise required by subpart D of part 218 of this chapter only under the following conditions \* \* \* (5) The utility employee is performing one or more of the following functions: \* \* \* inspect, test, install, remove or replace a rear marking device or end of train device. Under all other circumstances a utility employee working on, under, or between railroad rolling equipment must be provided with blue signal protection in accordance with § 218.23 through § 218.30 of this part.”

The FRA has determined that removing or replacing a battery in an EOT, while the device is in place on the rear of a train, requires blue signal protection since this task is a service and repair to the device. Therefore, the only way a utility employee or a train and yard crew member can legally remove or replace the EOT battery without establishing blue signal protection, is to remove the EOT from the rear of the train and perform the battery work outside the area normally protected by the blue signal.

CN contends that safety would be enhanced if the individual were allowed to perform the battery work without removing the device from the rear of the train. Exposure to injury is greatly reduced because the individual would be handling a battery pack that weighs 10.1 pounds or less, as opposed to lifting the EOT device that weighs 32–34 pounds. Also, it takes approximately five minutes to remove and then re-install the EOT device, as opposed to removing and replacing a battery pack that takes less than one minute to complete. CN contends that the time the employee is performing the safety sensitive task is reduced by 80 percent. Coupling and uncoupling the air hose between the car and EOT also poses a risk of a striking injury from the air hose, if the air pressure has not been completely released. CN also believes that there is potential for reduction in train delays if this waiver is granted, which could contribute to increased train velocity, efficiency of operations, and to CN’s ongoing fuel conservation initiatives. In analyzing safety risks and benefits, CN believes that there are no adverse consequences or costs that will accrue from granting this petition. Also, there are no anticipated costs to the private sector, to the consumer, or to federal, state, and local governments if this waiver is granted.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate

scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA–2002–13570) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL–401 (Plaza Level) 400–7th Street, SW., Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.–5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility’s Web site at <http://dms.dot.gov>.

Issued in Washington, DC on November 25, 2002.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 02–30438 Filed 11–29–02; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petitions for Waivers of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner’s arguments in favor of relief.

#### Norfolk Southern Corporation

(Docket Number FRA–2002–13096)

The Norfolk Southern Corporation (NS), on behalf of itself and its subsidiaries and affiliates, seeks a permanent waiver of compliance from the requirements of Railroad Workplace Safety Standards, 49 CFR part 214. The NS intends this waiver to cover all “railroad bridge workers” or “bridge

workers” (as those terms are defined by 49 CFR 214.7) employed by NS or its contractors, including track inspectors and signal maintainers who perform their duties on bridges. The waiver would apply to all installations and locations, and related equipment where the NS is responsible for the construction, inspection, testing, or maintenance of a bridge.

Bridge workers employed by or contracting with the NS are required by § 214.107 to wear life vests or buoyant work vests and to have available ring buoys and lifesaving skiffs when working “over or adjacent to water with a depth of four feet or more, or where the danger of drowning exists.” These requirements apply even where bridge workers are otherwise exempt from wearing fall protection, such as where satisfactory walkways and railings (§ 214.103(c)(1)) exist on the bridge, where workers remain at least six feet from the edge of a roadway deck or any opening (§ 214.103(c)(2)), or where workers perform a repair or inspection of a minor nature that is completed by working exclusively within the gauge of the rail (§ 214.103(d)). There appear to be no exceptions to the requirements for ring buoys and lifesaving skiffs where a bridge worker is working alone on or near a bridge. Accordingly, the NS requests a waiver of § 214.107 in those situations where (1) bridge workers are not at risk of falling from a bridge, or (2) the risk of falling is so minimal that fall protection is not required. Specifically, the NS requests a waiver of drowning protection requirements under the same conditions where the exceptions to the fall protection requirements set forth in §§ 214.103(c) and (d) apply.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA–2002–13096) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL–401, 400–7th Street, SW., Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as

practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC on November 25, 2002.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 02–30439 Filed 11–29–02; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD–2002–13942]

#### 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 January 31, 2003.

**FOR FURTHER INFORMATION CONTACT:** Otto A. Strassburg, Maritime Administration, 400 Seventh St., SW., Washington, DC 20590. Telephone: 202–366–4161; FAX: 202–366–7901 or E-mail: [joe.strassburg@marad.dot.gov](mailto:joe.strassburg@marad.dot.gov).

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

#### SUPPLEMENTARY INFORMATION:

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

*Type of Request:* Extension of currently approved information collection.

*OMB Control Number:* 2133–0517.

*Form Numbers:* None.

*Expiration Date of Approval:* Three years from date of approval by the Office of Management and Budget.

*Summary of Collection of Information:* This collection of information involves the approval of marine hull underwriters to insure MARAD program vessels. Foreign and domestic applicants will be required to submit financial data upon which MARAD approval would be based.

*Need and Use of the Information:* This information is needed in order that

MARAD officials can evaluate the underwriters and determine their suitability for providing marine hull insurance on MARAD vessels.

*Description of Respondents:* Underwriters of marine insurance and marine insurance brokers.

*Annual Responses:* 62.

*Annual Burden:* 46 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, DC 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. EDT (or EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

By Order of the Maritime Administrator,

Dated: November 26, 2002.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 02–30429 Filed 11–29–02; 8:45 am]

**BILLING CODE 4910–81–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

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

**ACTION:** 30-day Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on July 27, 2000 [65 FR 46228].

**DATES:** Comments must be submitted on or before January 2, 2003.

#### FOR FURTHER INFORMATION CONTACT:

William D. Evans at the National Highway Traffic Safety Administration (NHTSA), Office of Crash Avoidance Standards, 202–366–2272, 400 Seventh Street, SW., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

#### National Highway Traffic Safety Administration

*Title:* 49 CFR Part 571.403 Platform lift systems for motor vehicles; 49 CFR Part 571.404 Platform lift installations in motor vehicles.

*OMB Number:* 2127–New.

*Type of Request:* New collection.

*Abstract:* On July 27, 2000, NHTSA published a Supplemental Notice of Proposed Rulemaking (SNPRM) [65 FR 46228], and a Final Rule will be published eminently, to facilitate the safe use of platform lifts by the disabled population. The regulation will be found at 49 CFR Part 571.403 and 49 CFR Part 571.404. This final rule includes several new “collection of information,” requirements as the term is defined in 5 CFR Part 1320 Controlling Paperwork Burdens on the Public: a label, a vehicle owner's manual insert, and an installation instruction insert.

*Affected Public:* Businesses that manufacturer platform lifts for the purpose of assisting persons with limited mobility in entering and exiting a vehicle and vehicle manufacturers that install such lifts in vehicles before first retail sale.

*Estimated Total Annual Burden:* 144 hours and \$9315.32.

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention NHTSA 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.

- Whether the Department's estimate for the burden of the proposed information collection is accurate.

- 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 most effective if OMB receives it within 30 days of publication.