

the utility and in turn the FHWA reimburses the State for its payment to the utility. The utilities are required to maintain these records of costs for three years after final payment is received.

Respondents: 3,000 utility companies.

Frequency: On average, approximately 3,000 utility companies would have about 3 adjustments of its facilities per year on Federal-aid projects.

Approximately, 9,000 reimbursable utility adjustments are made yearly by about 3,000 utility firms.

Estimated Total Annual Burden: The FHWA estimates that this collection imposes a total annual burden on the public of 180,000 hours. The average amount of time required by these firms to calculate the adjustment costs and maintain the required records is 20 hours.

FOR FURTHER INFORMATION CONTACT: Mr. Roger McClellan, (202) 366-6765, Office of Program Administration, Federal Highway Administration, Department of Transportation, 400 7th Street, SW., Washington, DC 20590-0001. Office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

2. *Title:* Developing and Recording Costs for Railroad Adjustments.

OMB Control Number: 2125-0521 (Expiration Date: October 31, 2003).

Abstract: Under 23 U.S.C. 130, the FHWA reimburses the State highway agencies when they have paid for the cost of projects that (1) eliminate hazards at railroad/highway crossings, or (2) adjust railroad facilities to accommodate the construction of highway projects. The FHWA requires the railroad companies to document their costs incurred for adjusting their facilities. The railroad companies must have a system for recording labor, materials, supplies, and equipment costs incurred when undertaking the necessary railroad work. This record of costs forms the basis for payment by the State highway agency to the railroad company, and in turn FHWA reimburses the State for its payment to the railroad company.

Respondents: 115 railroad companies.

Frequency: Nearly 115 railroad companies are involved in an average of 10 railroad/highway projects per year.

Estimated Total Annual Burden: The FHWA estimates that the total annual burden imposed on the public by this collection is 18,400 hours. The average number of hours required to calculate the railroad adjustment costs and maintain the required records is 16 hours.

FOR FURTHER INFORMATION CONTACT: Ms. Debra Williams Chappell, (202) 366-

0087, Department of Transportation, Federal Highway Administration, Office of Safety, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., Monday through Friday, except Federal holidays.

3. *Title:* Utility Use and Occupancy Agreements.

OMB Control Number: 2125-0522 (Expiration Date: October 31, 2003).

Abstract: Under 23 U.S.C. 116, the FHWA requires the State and/or local highway authorities to maintain the highway rights-of-way including the control of its use by the utilities. In controlling the utilities, use of the highway rights-of-way the State/local highway authorities are required to document the terms under which the utility is to cross or otherwise occupy the highway rights-of-way. This documentation, consisting of a use and occupancy agreement (permit), must be in writing and must be maintained in the State/local highway authority's files for a three-year retention period.

Respondents: 4, 600.

Frequency: Nearly 4,600 State/local highway authorities are each involved in an average of 15 use and occupancy agreements per year.

Estimated Total Annual Burden: The FHWA estimates that the total annual burden imposed on the public by this collection is 552,000 hours. The estimated amount of time required by the State/local highway authorities to process the permits is 8 hours.

FOR FURTHER INFORMATION CONTACT: Mr. Roger McClellan, (202) 366-6765, Office of Program Administration, Federal Highway Administration, Department of Transportation, 400 7th Street, SW., Washington, DC 20590-0001. Office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued on: November 19, 2003.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. 03-29391 Filed 11-24-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2003-16318]

Vehicle Weight, Fatality Risk and Crash Compatibility of Model Year 1991-99 Passenger Cars and Light Trucks; Technical Report

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

ACTION: Request for comments on technical report.

SUMMARY: This notice announces NHTSA's publication of a technical report describing relationships between a vehicle's mass and type and its rate of involvement in fatal crashes. The report's title is Vehicle Weight, Fatality Risk and Crash Compatibility of Model Year 1991-99 Passenger Cars and Light Trucks.

DATES: Comments must be received no later than March 24, 2004.

ADDRESSES:

Report: You may obtain a copy of the report free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. A summary of the report is available on the Internet for viewing on line at <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/809662.html>. The full report is available on the Internet in PDF format at <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/pdf/809662.pdf>.

Comments: You may submit comments [identified by DOT DMS Docket Number NHTSA-2003-16318] by any of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

You may call Docket Management at 202-366-9324 and visit the Docket from 10 a.m. to 5 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT:

Charles J. Kahane, Chief, Evaluation Division, NPO-321, Office of Planning, Evaluation and Budget, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590. Telephone: 202-366-2560. FAX: 202-366-2559. E-mail: ckahane@nhtsa.dot.gov.

For information about NHTSA's evaluations of the effectiveness of existing regulations and programs: Visit the NHTSA Web site at <http://www.nhtsa.dot.gov> and click "Regulations & Standards" underneath "Car Safety" on the home page; then click "Regulatory Evaluation" on the "Regulations & Standards" page.

SUPPLEMENTARY INFORMATION: The technical report uses logistic regression analyses to calibrate crash fatality rates per billion miles traveled for model year 1991-99 passenger cars, pickup trucks, SUVs and vans during calendar years 1995-2000—by vehicle weight, vehicle type, driver age and gender, urban/rural, and other vehicle, driver and environmental factors—a cross-sectional analysis of the fatality rates of existing vehicles. The "crash" fatality rate for a model includes fatalities to occupants of that model, occupants of the other vehicles that model collides with, and any pedestrians. These analyses suggest that, after controlling for driver age/gender, urban/rural, annual mileage, and other factors:

- The association between vehicle weight and overall crash fatality rates in the heavier MY 1991-99 LTVs (light trucks and vans) was not significant.
- In three other groups of MY 1991-99 vehicles "the lighter LTVs, the heavier cars, and especially the lighter cars "fatality rates increased as weights decreased.
- MY 1996-99 pickup trucks and SUVs had, on the average, higher fatality rates than MY 1996-99 passenger cars or minivans of comparable weight.

Logistic regression analyses of fatalities per billion miles in two-vehicle collisions show that MY 1991-99 LTVs were more aggressive than MY 1991-99 cars when they struck other vehicles. The analyses show correlations between occupants' fatality risk in the struck car and the frontal height-of-force and rigidity of the striking LTV.

The technical report supersedes a 1997 NHTSA study on this topic titled *Relationship of Vehicle Weight to*

Fatality and Injury Risk in Model Year 1985-93 Passenger Cars and Light Trucks (DOT HS 808 569, <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/808569.html>.) A request for comments on that notice was published in the **Federal Register** on June 26, 1997 (62 FR 34491).

How Can I Influence NHTSA's Thinking on This Subject?

NHTSA welcomes public review of the technical report and invites reviewers to submit comments about the data and the statistical methods used in the analyses. NHTSA will submit to the Docket a response to the comments and, if appropriate, additional analyses that supplement or revise the technical report.

How Do I Prepare and Submit Comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the Docket number of this document (NHTSA-2003-16318) in your comments.

Your primary comments must not be more than 15 pages long (49 CFR 553.21). However, you may attach additional documents to your primary comments. There is no limit on the length of the attachments.

Please send two paper copies of your comments to Docket Management, submit them electronically, fax them, or use the Federal eRulemaking Portal. The mailing address is U.S. Department of Transportation Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. If you submit your comments electronically, log onto the Dockets Management System Web site at <http://dms.dot.gov> and click on "Help & Information" or "Help/Info" to obtain instructions. The fax number is 1-202-493-2251. To use the Federal eRulemaking Portal, go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

We also request, but do not require you to send a copy to Charles J. Kahane, Chief, Evaluation Division, NPO-321, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW., Washington, DC 20590 (alternatively, FAX to 202-366-2559 or e-mail to ckahane@nhtsa.dot.gov). He can check if your comments have been received at the Docket and he can expedite their review by NHTSA.

How Can I Be Sure That My Comments Were Received?

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, Docket Management will return the postcard by mail.

How Do I Submit Confidential Business Information?

If you wish to submit any information under a claim of confidentiality, send three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NCC-01, National Highway Traffic Safety Administration, Room 5219, 400 Seventh Street, SW., Washington, DC 20590. Include a cover letter supplying the information specified in our confidential business information regulation (49 CFR Part 512).

In addition, send two copies from which you have deleted the claimed confidential business information to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit them electronically.

Will the Agency Consider Late Comments?

In our response, we will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that Docket Management receives after that date.

Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material.

How Can I Read the Comments Submitted by Other People?

You may read the comments by visiting Docket Management in person at Room PL-401, 400 Seventh Street, SW., Washington, DC from 10 a.m. to 5 p.m., Monday through Friday.

You may also see the comments on the Internet by taking the following steps:

- A. Go to the Docket Management System (DMS) Web page of the Department of Transportation (<http://dms.dot.gov>).
- B. On that page, click on "search."
- C. On the next page <http://dms.dot.gov/search/> type in the four-

digit Docket number shown at the beginning of this Notice (16318). Click on "search."

D. On the next page, which contains Docket summary information for the Docket you selected, click on the desired comments. You may also download the comments.

Authority: 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

Noble N. Bowie,

Associate Administrator for Planning, Evaluation and Budget.

[FR Doc. 03-29386 Filed 11-24-03; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Pipeline Safety: Self-Assessment of Pipeline Operator Public Education Programs

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

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: RSPA's Office of Pipeline Safety (RSPA/OPS) is issuing this advisory bulletin to owners and operators of hazardous liquid pipelines, gas transmission pipelines, gas distribution pipeline systems and gathering pipeline systems regulated under the Federal pipeline safety regulations at 49 CFR Parts 192 and 195. In an advisory bulletin issued September 5, 2003 (68 FR 52816) RSPA/OPS noted that the Pipeline Safety Improvement Act of 2002 (PSIA) requires each owner or operator of a gas or hazardous liquid pipeline system to implement a continuous public education program on the use of one-call notification systems and other damage prevention activities, the indications of and hazards of an unintended release of product from a pipeline, the public safety steps required after a release, and how to report pipeline product releases. This advisory reminds pipeline operators that they must complete and submit self-assessments of their public education programs to RSPA/OPS for receipt no later than December 17, 2003, to meet the deadline established in the PSIA.

FOR FURTHER INFORMATION CONTACT: Juan Carlos Martinez, (202) 366-1933; or by e-mail, juan.martinez@rspa.dot.gov. This document can be viewed at the OPS home page at <http://ops.dot.gov>.

I. Advisory Bulletin (ADB-03-08)

To: Owners and Operators of Hazardous Liquid, Gas Transmission, Gas Distribution, and Gathering Pipeline Systems.

Subject: Self-Assessment of Pipeline Operator Public Education Programs.

Purpose: To remind owners and operators of gas and hazardous liquid pipeline systems of the requirements for effective public education programs and of the requirement to complete and submit self-assessments of those programs to RSPA/OPS no later than December 17, 2003.

Advisory: The Pipeline Safety Improvement Act of 2002 (PSIA) requires that each owner or operator of a gas or hazardous liquid pipeline system must implement a continuous public education program. The PSIA requires that by December 17, 2003, each owner or operator must review its existing public education program for effectiveness and modify the program as necessary by that date.

Although submission of the public education program is not required at this time, RSPA/OPS advises each operator to document their compliance with the PSIA by completing a formal self-assessment of its public education program and by comparing this program against the guidelines established in the recently-issued, industry consensus standard, API RP 1162, *Public Awareness Programs for Pipeline Operators*, and has developed a self-assessment form for that purpose. The self-assessment forms can be completed and submitted online at <http://primis.rspa.dot.gov/edu/rp1162.htm>. Self-assessment forms may also be downloaded from the same Web address and submitted to RSPA/OPS via E-mail, fax, or other delivery method.

Operators must submit their self-assessments to RSPA/OPS for receipt no later than December 17, 2003:

- Completed electronic forms may be submitted to RSPA/OPS as E-mail attachments at:
RP1162SA@rspa.dot.gov.

- Hard-copy forms can be completed and sent to RSPA/OPS via fax, U.S. mail, or other delivery methods, but must be received by RSPA/OPS no later than December 17, 2003. Delivery of documents should be confirmed. Forms submitted by mail or other delivery methods should be sent to: Attn: Juan Carlos Martinez, Room 7128, U.S. Department of Transportation, Research and Special Programs Administration, Office of Pipeline Safety, 400 7th Street, SW., Washington, DC 20590.

Faxes should be sent to: Juan Carlos Martinez, fax # 202-366-4566.

(Operators may call 202-366-1933 for confirmation of fax receipt).

Operators are encouraged to also provide copies of their self-assessments to the appropriate state pipeline safety agencies.

II. Background

The Federal pipeline safety regulations at 49 CFR 192 and 49 CFR 195 require operators of gas and hazardous liquid pipelines to establish continuing education programs to enable customers, the public, appropriate government organizations, and persons engaged in excavation activities to recognize a pipeline emergency for the purpose of reporting to the operator or the appropriate public officials. The regulations also require operators to establish and maintain liaison with appropriate fire, police, and other public officials and to develop and implement written programs to prevent pipeline damage from excavation activities.

The PSIA requires that each owner or operator of a gas or hazardous liquid pipeline system implement a continuous public education program on the use of one-call notification systems prior to excavation and other damage prevention activities, possible hazards associated with unintended releases from the pipeline system, physical indications that such a release may have occurred, what steps should be taken for public safety in the event of a pipeline release, and how to report such an event.

The PSIA requires that by December 17, 2003, each owner or operator of a gas or hazardous liquid pipeline system must review its existing public education program for effectiveness and modify the program as necessary. The completed program must include activities to advise affected municipalities, school districts, businesses, and residents of pipeline system locations. The completed program must be submitted upon request to the Secretary of Transportation or, in the case of an intrastate pipeline system operator, to the appropriate State agency, and shall be periodically reviewed by the Secretary or, in the case of an intrastate pipeline system operator, the appropriate State agency.

The PSIA also provides that the Secretary of Transportation may develop material for use in the program and issue standards prescribing the elements of an effective public education program.

In recognition of the importance of effective public education programs and outstanding recommendations from the