

Mail Vote 446—Resolution 010p—TC3  
Special Passenger.  
Amending Resolution between Japan  
and China excluding Hong Kong SAR  
and Macao SAR r1–r9.  
Intended effective date: 25 April 2005.

**Renee V. Wright,**

*Acting Program Manager, Docket Operations,  
Alternate Federal Register Liaison.*

[FR Doc. 05–8868 Filed 5–3–05; 8:45 am]

**BILLING CODE 4910–62–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad  
Administration, DOT.

**ACTION:** Third 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 Requirements (ICRs)  
abstracted below have been forwarded  
to the Office of Management and Budget  
(OMB) for review and comment. The  
ICRs describes the nature of the  
information collections and their  
expected burdens. The **Federal Register**  
notice with a 60-day comment period  
soliciting comments on the following  
collection of information was published  
on September 22, 2004 (69 FR 56819).  
An earlier **Federal Register** notice with  
a 30-day comment period soliciting  
comments on the following collection of  
information was published on December  
2, 2004 (69 FR 70167).

**DATES:** Comments must be submitted on  
or before June 3, 2005.

**FOR FURTHER INFORMATION CONTACT:** Mr.  
Robert Brogan, Office of Planning and  
Evaluation Division, RRS–21, Federal  
Railroad Administration, 1120 Vermont  
Ave., NW., Mail Stop 17, Washington,  
DC 20590 (telephone: (202) 493–6292),  
or Mr. Victor Angelo, Office of Support  
Systems, RAD–20, Federal Railroad  
Administration, 1120 Vermont Ave.,  
NW., Mail Stop 35, Washington, DC  
20590 (telephone: (202) 493–6470).  
(These telephone numbers are not toll-  
free.)

#### SUPPLEMENTARY INFORMATION:

The Paperwork Reduction Act of 1995  
(PRA), Public Law 104–13, § 2, 109 Stat.  
163 (1995) (codified as revised at 44  
U.S.C. 3501–3520), and its  
implementing regulations, 5 CFR Part  
1320, require Federal agencies to issue

two notices seeking public comment on  
information collection activities before  
OMB may approve paperwork packages.  
44 U.S.C. 3506, 3507; 5 CFR 1320.5,  
1320.8(d)(1), 1320.12. On September 22,  
2004, FRA published a 60-day notice in  
the **Federal Register** soliciting comment  
on ICRs that the agency was seeking  
OMB approval. 69 FR 56819. FRA  
received two comments after issuing  
this notice. On December 2, 2004, FRA  
published a first 30-day notice in the  
**Federal Register** soliciting comment on  
ICRs that the agency was seeking OMB  
approval. 69 FR 70167. FRA received no  
comments in response to this notice.  
Because of delays in providing  
information regarding the methodology  
of the proposed collection of  
information to the Bureau of  
Transportation Statistics (BTS) and to  
the Office of the Chief Information  
Officer (CIO) in U.S. Department of  
Transportation, FRA is publishing this  
second 30-day notice to provide another  
opportunity for timely comment.

In response to the 60-day notice, the  
first comment (letter) came from The  
Brotherhood of Locomotive Engineers  
and Trainmen (BLET), which represents  
both locomotive engineers and  
trainmen. BLET expressed its  
wholehearted support for the proposed  
study. In his letter, Don M. Hahs, the  
President of BLET, observed:

BLET, and others, believe the collection of  
this data will provide greater insight into  
the probability of safety related injury  
associated with these [critical incident] events.  
Given the fact that the frequency of these events  
may result in locomotive engineers  
experiencing several of them in their careers,  
the FRA and industry can be benefited in  
understanding the scope of this concern. The  
proposed data collection and purpose for  
which it is being collected can provide non-  
regulatory and preemptive approaches that  
may mitigate the negative effects to safety  
and health associated with Post-Traumatic  
Stress.

Mr. M. Hahs further remarked:

The identification of “best practices” for  
Critical Incident Stress Debriefing programs,  
as proposed in the study, will allow the  
transportation community to learn a great  
deal. The eventual publication of the study  
has the potential to add to the body of  
research of this recognized problem and will  
add value for the scientific community with  
no burden to the society at large. Therefore,  
the BLET encourages FRA to move forward  
with the proposed study and seek approval  
from the Office of Management and Budget  
as soon as possible.

BLET did address the paperwork  
burden for this proposed collection of  
information. Mr. Hahs noted: “BLET  
considers the estimates of the burden of  
information collection activities, its

methodologies, and assumptions to be  
valid.”

The Union Pacific Railroad also  
expressed its support for the project. In  
his comment (letter), Dr. Dennis W.  
Holland, Director, Occupational Health  
Psychology, Union Pacific Safety  
Department, stated the following:

The study is timely and of significant  
interest to the rail industry. UPRR is a  
pioneer in the development and  
implementation of Peer Support programs for  
employees involved in critical incidents. We  
believe the proposed study will benefit both  
the railroads and railroad labor by providing  
information on how best to respond to  
critical incidents. In addition, the  
information provided by the proposed study  
will enable railroad professionals to best use  
resources to assist employees dealing with  
tragic events.

There is no cost for materials to study  
participants, and the total burden hours  
are minimal. It should also be noted that  
FRA and its contractor, University of  
Denver, have been in contact with  
representatives of the Association of  
American Railroads (AAR), the BLET,  
and the United Transportation Union  
(UTU) from the beginning concerning  
the need for this study and the proposed  
procedures. These representatives have  
made several useful suggestions, which  
have been incorporated into the design  
of this study. Several useful suggestions  
were also provided, and used, by  
members of the CISD resource group—  
an entity established to assist in the  
development of this study. This  
resource group consists of  
representatives from the AAR, BLE,  
UTU, and several Class I and short line  
carriers. Finally, a team of  
epidemiologists and statisticians from  
reputable universities and  
establishments, including Yale  
University, the University of California  
at San Francisco, Colorado State  
University (Fort Collins), the University  
of Denver, the Denver VA Medical  
Center, the Centers for Disease Control  
and Prevention, and individuals from  
the U.S. Department of Transportation’s  
Volpe National Transportation Systems  
Center, reviewed the sampling plan of  
the proposed study and offered useful  
recommendations and feedback.

Before OMB decides whether to  
approve this proposed collection of  
information, it must provide 30 days for  
public comment. 44 U.S.C. 3507(b); 5  
CFR 1320.12(d). Federal law requires  
OMB to approve or disapprove  
paperwork packages between 30 and 60  
days after the 30 day notice is  
published. 44 U.S.C. 3507 (b)–(c); 5 CFR  
1320.12(d); *see also* 60 FR 44978, 44983,  
Aug. 29, 1995. OMB believes that the 30  
day notice informs the regulated

community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summary below describe the nature of the information collection requirements (ICRs) and the expected burden. These requirements are being submitted for clearance by OMB as required by the PRA.

*Title:* Post-Traumatic Stress in Train Crew Members After a Critical Incident.  
*OMB Control Number:* 2130-NEW.

*Type of Request:* Approval of a New Collection of Information.

*Affected Public:* Train Crew Members (Locomotive engineers, firers, and conductors).

*Form(s):* FRA F 6180.120; FRA F 6180.121; FRA F 6180.122.

*Abstract:* Nearly 1,000 fatalities occur every year in this country from trains striking motor vehicles at grade crossings and individual trespassers along the track. These events can be very traumatic to train crew members, who invariably are powerless to prevent such collisions. Exposure of train crews to such work-related traumas can cause extreme stress and result in safety-improving behaviors, such as are seen in Post-Traumatic Stress Disorder or Acute Stress Disorder. Most railroads have Critical Incident Stress Debriefing (CISD) intervention programs designed to mitigate problems caused by exposure to these traumas. However, they are quite varied in their approach, and it is not certain which components of these programs are most effective. The purpose of this collection of information is to identify "best practices" for CISD programs in the railroad industry. By means of written and subsequent oral interviews with train crew members that will each take approximately 45 minutes, the proposed study aims to accomplish the following: (1) Benchmark rail industry best practices of CISD programs; (2) establish the extent of traumatic stress disorders due to grade crossing and trespasser incidents in the rail industry (not by region or railroad) and identify at-risk populations; and (3) evaluate the effectiveness of individual components of CISD programs. It should be noted that only the components of CISD programs will be evaluated, not an individual railroad's overall intervention program.

*Annual Estimated Burden Hours:* 2,043 hours.

**ADDRESSES:** Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC, 20503, Attention: FRA Desk Officer.

*Comments are invited on the following:* 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 estimates 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 of this notice in the **Federal Register**.

**Authority:** 44 U.S.C. 3501-3520.

Issued in Washington, DC on April 28, 2005.

**D.J. Stadler,**

*Director, Office of Budget, Federal Railroad Administration.*

[FR Doc. 05-8823 Filed 5-3-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2005-21081; Notice 1]

#### Graco Children's Products Inc., Receipt of Petition for Decision of Inconsequential Noncompliance

Graco Children's Products Inc. (Graco) has determined that certain child restraints that it produced in 2004 do not comply with S4.3(a) of 49 CFR 571.302, Federal Motor Vehicle Safety Standard (FMVSS) No. 302, "Flammability of interior materials." Graco has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Graco has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Graco's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of

judgment concerning the merits of the petition.

Affected are a total of approximately 450 Graco Comfort Sport convertible child restraints manufactured on December 27, 2004. S4.3(a) of FMVSS No. 302 requires that material "shall not burn \* \* \* at a rate of more than 102 mm per minute." Two nylon warning labels which are a component of these child restraints do not comply with this requirement.

Graco explains that the seat pad used on the Comfort Sport model contains two warning labels sewn onto the backside of the seat pad. Graco states:

The pad is an Easy Wash pad with flaps that allow for easy removal of the seat pad without disconnecting the harness. The labels are sewn to the backside of the two flaps. The label is manufactured of nylon material and when tested as a single material does not meet the requirements of \* \* \* S4.3(a) . \* \* \*

Graco believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Graco states that the risk of injury from the noncompliance is inconsequential for several reasons:

Location of labels on backside of pad. The labels are located on the backside of the pad and directly behind a child seated in the child restraint. This location is not directly accessible to any flame source. \* \* \* The contribution of the labels to any flame spread is negligible.

Small size of labels. The labels are relatively small compared to the overall size of the seat pad. \* \* \* The size of each label is 1 3/16" x 5 1/2" x 0.003" thick.

Seat pad and child restraint materials comply with FMVSS No. 302. The labels are the only material \* \* \* that do not comply with FMVSS No. 302. \* \* \* This overwhelming amount of material that complies . \* \* \* affords the occupant(s) the necessary protection from any flammability hazard . \* \* \*

Composite flammability testing complies. Although the label is not adhered to the pad at every point as specified by FMVSS No. 302 for composite testing, Graco has tested the labels in a composite \* \* \* [and] it burns well within the accepted rate established by FMVSS No. 302.

Graco states that it is unaware of any complaints of a fire in this seat and consequently there has been no injury.

Interested persons are invited to submit written data, views, and arguments on the petition described above. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods. Mail: Docket Management Facility, U.S. Department of Transportation, Nassif Building, Room