

mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

*Title:* Insurer Reporting Requirement for 49 CFR Part 544.

*OMB Control Number:* 2127-0547.

*Form Number:* None.

*Affected Public:* Business or other for-profit.

*Requested Expiration Date of*

*Approval:* Three years from approval date.

*Abstract:* This information collection supports the Department's strategic goal of Economic Growth and Trade. The Motor Vehicle Theft Law Enforcement Act of 1984, added Title VI to the Motor Vehicle and Information Cost Savings Act (recodified as Chapter 331 of Title 49, United States Code) which mandated this information collection. The 1984 Theft Act was amended by the Anti Car Theft Act (ACTA) of 1992 (Pub. L. 102-519). NHTSA is authorized under 49 U.S.C. 33112, to collect this information. This information collection supports the agency's economic growth and trade goal through rulemaking implementation developed to help reduce the cost of vehicle ownership by reducing the cost of comprehensive insurance coverage. 49 U.S.C. 33112 requires certain passenger motor vehicle insurance companies and rental/leasing companies to provide information to NHTSA on comprehensive insurance premiums, theft and recoveries and actions taken to address motor vehicle theft.

*Estimated Annual Burden:* Based on prior years' insurer compilation information, the agency estimates that the time to review and compile information for the reports will take approximately a total of 63,238 burden hours (60,004 man-hours for 28 insurance companies and 3,234 man-hours for 7 rental and leasing companies). Claim Adjusters incur separate burden hours from the number of insurers. There is one Claim Adjuster assigned to each insurer. There was a decrease in several rental and leasing

companies that have merged into one entity or have been exempted from the reporting requirements since the last reporting period. The agency has re-estimated the burden hours to be 63,238 total annual hours requested in lieu of 64,610 as the current OMB inventory. This is a decrease of 1,376 hours. Most recent year insurer compilation information estimates reveal that it takes an average cost of \$65.00 per hour for clerical and technical staff to prepare the annual reports. Therefore, the agency estimates the total cost associated with the burden hours is \$4,110,470.

The burden hour for rental and leasing companies is significantly less than that for insurance companies because rental and leasing companies comply with fewer reporting requirements than the insurance companies. The reporting burden is based on insurers' salaries, clerical and technical expenses, and labor costs.

*Number of Respondents:* 35.

*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; the accuracy of the Department's estimate 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.

Issued on: September 19, 2008.

**Stephen R. Kratzke,**

*Associate Administrator for Rulemaking.*

[FR Doc. E8-22629 Filed 9-24-08; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

**Office of Hazardous Materials Safety; Notice of Delays in Processing of Special Permits Applications**

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** List of Applications Delayed more than 180 days.

**SUMMARY:** In accordance with the requirements of 49 U.S.C. 5117(c), PHMSA is publishing the following list of special permit applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

**FOR FURTHER INFORMATION CONTACT:** Delmer F. Billings, Director, Office of Hazardous Materials Special Permits and Approvals, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building, PHH-30, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001, (202) 366-4535.

**Key to "Reason for Delay"**

1. Awaiting additional information from applicant.
2. Extensive public comment under review.
3. Application is technically complex and is of significant impact or precedent-setting and requires extensive analysis.
4. Staff review delayed by other priority issues or volume of special permit applications.

**Meaning of Application Number Suffixes**

- N—New application.
- M—Modification request.
- PM—Party to application with modification request.

Issued in Washington, DC, on September 17, 2008.

**Delmer F. Billings,**

*Director, Office of Hazardous Materials, Special Permits and Approvals.*

**MODIFICATION TO SPECIAL PERMITS**

| Application No. | Applicant  | Reason for delay | Estimated date of completion |
|-----------------|--|------------------|------------------------------|
| 14167-M .....   | Trinityrail, Dallas, TX .....                      | 4                | 09-30-2008                   |
| 8723-M .....    | Alaska Pacific Powder Company, Anchorage, AK ..... | 1                | 09-30-2008                   |
| 10950-M .....   | The Fertilizer Institute, Washington, DC .....     | 1                | 10-31-2008                   |
| 13583-M .....   | Structural Composites Industries, Pomona, CA ..... | 1                | 10-31-2008                   |

## NEW SPECIAL PERMIT APPLICATIONS

| Application No. | Applicant                                    | Reason for delay | Estimated date of completion |
|-----------------|--|------------------|------------------------------|
| 14643-N .....   | World Airways, Inc. Peachtree City, GA ..... | 3                | 11-30-2008                   |
| 14661-N .....   | FIBA Technologies, Inc., Millbury, MA .....  | 4                | 09-30-2008                   |
| 14663-N .....   | Department of Energy, Washington, DC .....   | 1                | 10-31-2008                   |
| 14664-N .....   | Century Arms, Inc., Fairfax, VT .....        | 4                | 09-30-2008                   |
| 14668-N .....   | Lincoln Composites, Lincoln, NE .....        | 1                | 02-28-2009                   |

[FR Doc. E8-22306 Filed 9-24-08; 8:45 am]

BILLING CODE 4910-60-M

## DEPARTMENT OF TRANSPORTATION

## Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA-2008-0255]

## Pipeline Safety: Workshop on Anomaly Assessment and Repair

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice of Workshop.

**SUMMARY:** Recent observations by PHMSA indicate possible inconsistencies in how natural gas transmission pipeline operators assess and repair anomalies, such as corrosion defects, and apply the results of calculations to their decision making for further action. Special permits granted by PHMSA over the past two years prescribe specific assessment and repair procedures for pipelines operating under a class location change and maximum allowable operating pressure special permit. Moreover, recent research indicating that existing methods of predicting the remaining strength of corroded pipe could provide non-conservative results (i.e., the pipe will fail at a pressure lower than that predicted) in some circumstances. Non-conservative results could be obtained even when the dimensions of pipeline anomalies are known with precision.

PHMSA is sponsoring a Workshop on Assessment and Repair of Anomalies in Pipelines to allow stakeholders of the pipeline safety community to learn about and discuss these research results, current evaluation practices, and methods to assure pipeline safety. The discussion of current evaluation practices and methods to assure pipeline safety should include: A review of safety factors used to evaluate anomalies when assessing in-line tool and excavation results, review of how outside forces and overpressure may effect anomaly stresses, how ILI tool accuracy is applied to anomaly

evaluation, and how anomaly growth rates in assessments are considered.

**DATES:** The workshop will be held on October 22, 2008. Name badge pick-up and on-site registration will be available starting at 7:30 a.m. with the agenda taking place from 8 a.m. until approximately 5 p.m. Refer to the meeting Web site for updated agenda and times: <http://primis.phmsa.dot.gov/meetings/Mtg55.mtg>. Please note that the workshop will not be Webcast. However, presentations will be available on the meeting Web site within 30 days following the workshop.

**ADDRESSES:** The workshop will be held at the Gaylord National Resort and Convention Center, 201 Waterfront Street, National Harbor, MD 20745. Hotel reservations under the "United States Department of Transportation #2" room block for the night of October 21, 2008, can be made at 1-301-965-2000. A daily rate of \$233 is available. The meeting room will be posted at the hotel on the days of the workshop.

**FOR FURTHER INFORMATION CONTACT:** Max Kieba at 202-493-0595, or by e-mail at [max.kieba@dot.gov](mailto:max.kieba@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**Registration:** Members of the public may attend this free workshop. To help assure that adequate space is provided, all attendees are encouraged to register for the workshop at <http://primis.phmsa.dot.gov/meetings/Mtg55.mtg>. Hotel reservations must be made by contacting the hotel directly.

**Comments:** Members of the public may also submit written comments, either before or after the workshop. Comments should reference Docket ID PHMSA-2008-0255. Comments may be submitted in the following ways:

- **E-Gov Web Site:** <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the instructions for submitting comments.

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

- **Mail:** Docket Management System, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590.

- **Hand Delivery:** Dot Docket Management System, Room W12-140,

on the ground floor of the West Building, 1200 New Jersey Avenue, SE., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Instructions:** Identify the Docket ID at the beginning of your comments. If you submit your comments by mail, submit two copies. If you wish to receive confirmation that PHMSA has received your comments, include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>.

**Note:** Comments will be posted without changes or edits to <http://www.regulations.gov> including any personal information provided. Please see the Privacy Act heading in the Regulatory Analyses and Notices section of the **SUPPLEMENTARY INFORMATION** for additional information.

**Privacy Act Statement:** Anyone may search the electronic form of all comments received for any of our dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477).

**Information on Services for Individuals with Disabilities:** For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, please contact Max Kieba by October 15, 2008.

**Issue Description:** The current regulations contained in 49 CFR 192.485 and 192.713, allows latitude in methods used for assessing and remediating pipe with corrosion anomalies to restore the serviceability of pipe. PHMSA has found a wide variation in operators' interpretation of how to meet the requirements of pipeline safety regulations in assessing, evaluating, and remediating corrosion anomalies. PHMSA emphasizes that, while the workshop will involve issues related to Part 192, the technical discussions on research and methods are of relevance to hazardous liquid pipeline operators. For this reason, PHMSA also encourages hazardous liquid pipeline operators to attend the meeting.

Transmission pipelines often operate at high pressures. Pipeline design requirements assure that pipe has