

actual events occurring for drivers as they negotiate the roadway system. The goal of this study is to collect similar data from motorcycle operators using instrumented motorcycles.

Participating riders' responses to a series of questionnaires on their demographics, riding history, self-reported behavior, and perceptions will augment the data collected from their instrumented motorcycles. Information collected from questionnaires will allow NHTSA to investigate if these rider characteristics are related to safe and unsafe on-motorcycle riding behavior. A debriefing interview will collect additional subjective information on the rider's experiences riding with the instrumentation over the prior year. In support of its mission, NHTSA will use the information from the questionnaires and interviews, in conjunction with the naturalistic data collected from the instrumented motorcycles, to decrease crashes and resulting injuries and fatalities, and provide informational support to States, localities, and law enforcement agencies that will aid them in their efforts to reduce motorcycle crashes.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information):* Participation in the study will be voluntary. Each of the 160 participants in the on-road instrumented motorcycle portion of the study will be asked to complete intake questionnaires, capturing demographic characteristics, riding history, self-reported behavior, and perceptions, during his or her instrumentation session and to complete a debriefing interview as the instrumentation is being removed from his or her motorcycle one year later.

If a participant in the study is involved in a crash while riding the instrumented motorcycle, he or she may be asked to participate in one additional interview on the circumstances surrounding the crash. Based on the number of crashes that occurred per mile driven in a prior instrumented car study and the number of motorcycle injury crashes per mile ridden in 2009, NHTSA estimates that 20 motorcycle crashes may occur during this study.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information:* The intake questionnaires are estimated to take 75 minutes to complete, and the debriefing interview is estimated to last 15 minutes. Intake questionnaires will be completed during the time when the respondent's motorcycle is being instrumented, and the debriefing interview will be

completed while the instrumentation is being removed from the respondent's motorcycle after the one-year period of on-road data collection. This results in an estimated burden of 200 hours of burden for the intake questionnaires (160 respondents × 75 minutes), and 40 hours of burden for the debriefing interviews (160 respondents × 15 minutes).

A rider involved in a crash on his or her instrumented motorcycle during the on-road data collection period may be asked to participate in an additional interview regarding the circumstances that surrounded the crash. This interview would take approximately 60 minutes, and NHTSA estimates that 20 motorcycle crashes may occur during this study. Thus, the estimated burden for post-crash interviews is 20 hours (20 respondents × 60 minutes).

The total estimated information collection burden for this project is 260 hours over one year: 200 hours for the intake questionnaires, 40 hours for the debriefing interviews, and 20 hours for possible post-crash interviews. The respondents will not incur any record-keeping burden or record-keeping cost from the information collection.

**Authority:** 44 U.S.C. 3506(c)(2)(A).

**Jeffrey Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2011-29361 Filed 11-15-11; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2011-0126]

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

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

**ACTION:** 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 August 22, 2011 [FR Doc. 2010-22008].

**DATES:** Comments must be submitted on or before December 16, 2011.

**FOR FURTHER INFORMATION CONTACT:** Kil-Jae Hong, NHTSA, 1200 New Jersey Avenue SE., W52-232, NPO-520, Washington, DC 20590. Ms. Hong's telephone number is (202) 493-0524 and email address is *kil-jae.hong@dot.gov*.

**SUPPLEMENTARY INFORMATION:** In compliance with the Paperwork Reduction Act of 1995, NHTSA conducted a qualitative phase of Consumer Research which included Focus Groups. Based upon the qualitative phase research results, NHTSA developed the materials for Phase 2 of the Consumer Research plan. This notice announces that the ICR for Phase 2 consumer research, abstracted below, has been forwarded to OMB requesting review and comment. The ICR describes the nature of the information collection and its expected burden. This is a request for new collection.

*Title:* 49 CFR 575—Consumer Information Regulations (sections 103 and 105) Quantitative Research.

*OMB Number:* Not Assigned.

*Type of Request:* New collection.

*Abstract:* The Energy Independence and Security Act of 2007 (EISA), enacted in December 2007, included a requirement that the National Highway Traffic Safety Administration (NHTSA) develop a consumer information and education campaign to improve consumer understanding of automobile performance with regard to fuel economy, Greenhouse Gases (GHG) emissions and other pollutant emissions; of automobile use of alternative fuels; and of thermal management technologies used on automobiles to save fuel. A critical step in developing the consumer information program is to conduct proper market research to understand consumers' knowledge surrounding these issues, evaluate potential consumer-facing messages in terms of clarity and understand the communications channels in which these messages should be present. The research will allow NHTSA to refine messaging to enhance comprehension and usefulness and will guide the development of an effective communications plan. NHTSA proposes a multi-phased research project to gather the data and apply analyses and results from the project to develop the consumer information program and education campaign.

*Affected Public:* Passenger vehicle consumers.

*Estimated Total Annual Burden:* 500 hours.

*Number of Respondents:* 1,500.

The estimated annual burden hour for the online survey is 500 hours. Based on the Bureau of Labor and Statistics' median hourly wage (all occupations) in the May 2010 National Occupational Employment and Wage Estimates, NHTSA estimates that it would cost an average of \$16.27 per hour if all respondents were interviewed on the job. Therefore, the agency estimates that the cost associated with the burden hours is \$8,135 (\$16.27 per hour x 500 interviewing hours).

*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 Departments 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. A Comment to OMB is most effective if OMB receives it within 30 days of publication.

**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.

Issued in Washington, DC, on November 10, 2011.

**Gregory A. Walter,**  
*Senior Associate Administrator, Policy and Operations.*

[FR Doc. 2011-29607 Filed 11-15-11; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2011-0241, (Notice No. 11-10)]

#### Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

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

**ACTION:** Safety Advisory Notice.

**SUMMARY:** An undetermined number of high pressure DOT specification cylinders were improperly marked from approximately August 2007 to August 2011 and marked with a RIN of B377.

Prior to filling these cylinders, a person must verify that the cylinder has

been properly requalified by an authorized requalification company and properly marked.

#### FOR FURTHER INFORMATION CONTACT:

Morgan Welding and Supply, Mr. Daniel Horosko, Owner or Mr. Matthew Stepps, Manager, 488 Finley Road, Albion, MI, Telephone (517) 629-6566.

#### SUPPLEMENTARY INFORMATION:

This notice advises the public that PHMSA has recently confirmed the marking and sale of certain high pressure DOT specification cylinders that were marked with a requalification identification number (RIN) without performing a visual inspection and hydrostatic test. The company that marked the cylinders does not have authority from the Associate Administrator to requalify high pressure DOT cylinders. The evidence suggests that if a cylinder purchased from Morgan Welding and Supply, Albion, Michigan is marked with a "B377" in which the individual letter and numbers appear to be stamped individually, the mark may have been improperly placed on the cylinder. The cylinder did not undergo the complete series of safety tests and inspections required by the Hazardous Materials Regulations (HMR) and may not possess the structural integrity to safely contain its contents under pressure during normal transportation and use. Extensive property damage, serious personal injury, or death could result from a rupture of the cylinder. Individuals who identify a cylinder marked with the RIN "B377" stamped with individual letter/numbers that are not in a square pattern, are advised to remove these cylinders from service and contact Morgan Welding and Supply, Albion, MI for further instructions.

However, the RIN "B377" is currently authorized to Midwest Cylinder Inc., located in Cleaves, OH. Cylinders purchased from Midwest Cylinder Inc. will have the proper RIN "B377" and have been properly requalified. Cylinders from Midwest Cylinder Inc. can also be identified by blue paint highlighting the requalification markings. The RIN, "B377" has been stamped on the cylinder with a square pattern stamp so the marks will appear uniform and straight.

Issued in Washington, DC, on November 4, 2011.

**Magdy El-Sibaie,**

*Associate Administrator for Hazardous Materials Safety.*

[FR Doc. 2011-29495 Filed 11-15-11; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 1076 (Sub-No. 1X)]

#### Caddo Valley Railroad Company—Abandonment Exemption—in Pike and Clark Counties, AR

On October 27, 2011, Caddo Valley Railroad Company (CVRR) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a segment of the Norman Branch Line extending between milepost 429.45, near Gurdon, and milepost 447, near Antoine, a distance of 17.55 miles, in Pike and Clark Counties, Ark. (the line).<sup>1</sup> The line traverses United States Postal Service Zip Codes 71943 and 71922, and includes the stations of Summit (milepost 433.1), Okolona (milepost 441.0), and Pike City Junction (milepost 446.5).

CVRR states that, based on information in CVRR's possession, the line does not contain Federally granted rights-of-way. Any documentation in CVRR's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by February 14, 2012.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,500 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of

<sup>1</sup> On November 9, 2011, CVRR filed a letter with the Board attaching a letter dated October 7, 2011, from counsel for Arkansas Midland Railroad Company, Inc. (AKMD). AKMD notes that CVRR acquired the Norman Branch, which includes the line at issue here, from AKMD under the Board's feeder line statute at 49 U.S.C. 10907. See *Caddo Antoine & Little Mo. R.R.—Feeder Line Acquis.—Ark. Midland R.R. Co. Line Between Gurdon & Birds Mill, Ark.*, 4 S.T.B. 326 (1999). AKMD further states that on September 29, 2011, AKMD reacquired from CVRR the segment of the Norman Branch between milepost 426.88 in Gurdon and milepost 429.45 north of Gurdon and, as part of the same transaction, waived its statutory right of first refusal with respect to the rest of the Norman Branch. See 49 U.S.C. 10907(h).