

regarding intergovernmental consultation of Federal programs and activities apply to this program.)

Issued on: July 3, 1996.

Wendall L. Meyer,  
Environment/Design Specialist, FHWA, Little  
Rock, Arkansas.

[FR Doc. 96-17700 Filed 7-11-96; 8:45 am]

BILLING CODE 4910-22-M

## National Highway Traffic Safety Administration

[Docket No. 96-073; No. 1]

### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic  
Safety Administration (NHTSA), DOT.  
**ACTION:** Request for public comment on  
proposed collections of information.

**SUMMARY:** Before a Federal agency can  
collect certain information from the  
public, it must receive approval from  
the Office of Management and Budget  
(OMB). Under new procedures  
established by the Paperwork Reduction  
Act of 1995, before seeking OMB  
approval, Federal agencies must solicit  
public comment on proposed  
collections of information, including  
extensions and reinstatements of  
previously approved collections.

This document describes four  
collections of information for which  
NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on  
or before September 10, 1996.

**ADDRESSES:** Comments must refer to the  
docket and notice numbers cited at the  
beginning of this notice and be  
submitted to Docket Section, Room  
5109, NHTSA, 400 Seventh St. S.W.,  
Washington, D.C. 20590. Please identify  
the proposed collection of information  
for which a comment is provided, by  
referencing its OMB Clearance Number.  
It is requested, but not required, that 1  
original plus 2 copies of the comments  
be provided. The Docket Section is open  
on weekdays from 9:30 a.m. to 4 p.m.

**FOR FURTHER INFORMATION CONTACT:**  
Complete copies of each request for  
collection of information may be  
obtained at no charge from Mr. Ed  
Kosek, NHTSA Information Collection  
Clearance Officer, NHTSA, 400 Seventh  
Street, S.W., Room 6123, Washington,  
D.C. 20590. Mr. Kosek's telephone  
number is (202) 366-2589. Please  
identify the relevant collection of  
information by referring to its OMB  
Clearance Number.

**SUPPLEMENTARY INFORMATION:** Under the  
Paperwork Reduction Act of 1995,  
before an agency submits a proposed

collection of information to OMB for  
approval, it must publish a document in  
the Federal Register providing a 60-day  
comment period and otherwise consult  
with members of the public and affected  
agencies concerning each proposed  
collection of information. The OMB has  
promulgated regulations describing  
what must be included in such a  
document. Under OMB's regulations (at  
5 CFR 1320.8(d)), an agency must ask  
for public comment on the following:

(i) whether the proposed collection of  
information is necessary for the proper  
performance of the functions of the  
agency, including whether the  
information will have practical utility;  
(ii) the accuracy of the agency's  
estimate of the burden of the proposed  
collection of information, including the  
validity of the methodology and  
assumptions used;  
(iii) how to enhance the quality,  
utility, and clarity of the information to  
be collected; and

(iv) how to minimize the burden of  
the collection of information on those  
who are to respond, including the use  
of appropriate automated, electronic,  
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 public  
comment on the following four  
proposed collections of information:

Production System for Mandatory  
Installation of Air Bags In All  
Passenger Cars and Light Trucks

*Type of Request*—Reinstatement of  
clearance.

*OMB Clearance Number*—2127-0535.

*Form Number*—This collection of  
information uses no standard forms.

*Requested Expiration Date of  
Approval*—September 1, 1998.

*Summary of the Collection of  
Information*—NHTSA must ensure that  
motor vehicle manufacturers comply  
with a new provision in the 1991  
Intermodal Surface Transportation  
Efficiency Act requiring that 95 percent  
of all new passenger cars manufactured  
on or after September 1, 1996 but before  
September 1, 1997 shall be equipped  
with inflatable restraints accompanied  
by lap/shoulder safety belts for both  
front outboard seating positions, and  
100 percent thereafter. Similarly, 80  
percent of all new light trucks, small  
buses, and multipurpose passenger  
vehicles manufactured on or after  
September 1, 1997 but before September  
1, 1998 shall be so equipped, and 100  
percent thereafter.

*Description of the need for the  
information and proposed use of the*

*information*—In order to ensure  
manufacturers are complying with the  
1991 statute, NHTSA needs reports from  
manufacturers of new passenger cars  
and new light trucks, small buses, and  
multipurpose passenger vehicles. For  
each report, the manufacturer will  
provide (in addition to administrative  
necessities such as identity, address)  
numerical information from which  
NHTSA will be able to determine  
whether a manufacturer complies with  
the percentage phase-in requirements.  
The required numerical information  
will include the total number of each  
vehicle type manufactured during the  
production year that are equipped with  
air bags, and the total number of each  
vehicle type produced.

*Description of the Likely Respondents  
(Including Estimated Number, and  
Proposed Frequency of Response to the  
Collection of Information*—NHTSA  
anticipates that no more than 23 vehicle  
manufacturers will be affected by the  
reporting requirements. NHTSA does  
not believe any of these 23  
manufacturers is a small business (i.e.,  
one that employs less than 500 persons)  
since each manufacturer employs more  
than 500 persons. Manufacturers of  
passenger cars must file one report.  
Similarly, manufacturers of light trucks,  
small buses, and multipurpose  
passenger vehicles must file one report.

*Estimate of the Total Annual  
Reporting and Recordkeeping Burden  
Resulting from the Collection of  
Information*—NHTSA estimates that  
each manufacturer will need 24 hours to  
prepare a report, at a cost of \$30.00 per  
hour. Thus, the number of estimated  
reporting burden hours a year on  
manufacturers (23 manufacturers  
multiplied by 1 report multiplied by 24  
hours for each report) is 552, at a cost  
of \$16,560 for each report that they must  
submit.

NHTSA estimates that each  
manufacturer will incur 12 burden  
hours a year in recording and keeping  
the information. Thus, the total  
recordkeeping burden on the  
manufacturers (23 manufacturers  
multiplied by 1 report multiplied by 12  
hours) is 276 hours. Assuming a cost of  
\$30.00 an hour, the total recordkeeping  
cost per manufacturer per year is  
\$8,280.00 for each report that they must  
submit.

49 CFR Section 551.45—Designation of  
Agent

*Type of Request*—Reinstatement of  
clearance.

*OMB Control Number*—2127-0040.

*Form Number*—This collection of  
information uses no standard forms.

*Requested Expiration Date of Approval*—Three years from date of approval.

*Summary of the Collection of Information*—This collection of information applies to motor vehicle and motor vehicle equipment manufacturers located outside of the United States (foreign manufacturers). Every manufacturer offering a motor vehicle or item of motor vehicle equipment for importation into the United States is statutorily required to designate in writing an agent upon whom service of all administrative and judicial processes, notices, orders, decisions and requirements may be made for and on behalf of the manufacturer. (49 U.S.C. 30164) These designations are required to be filed with NHTSA.

*Description of the Need for the Information and Proposed Use of the Information*—NHTSA needs this information in case it needs to advise a foreign manufacturer of a safety related defect in its products so that the manufacturer can, in turn, notify purchasers and correct the defect. This information also enables NHTSA to serve a foreign manufacturer with all administrative and judicial processes, notices, orders, decisions and requirements.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information*—NHTSA estimates that the number of respondents per year is 70. Each respondent provides the information once. NHTSA estimates it takes one hour to write the letter to NHTSA providing the information. The estimated total burden on all respondents for this standard is 70 hours per year.

Based on an assumed clerical cost of \$20.00 per hour, it costs each manufacturer \$20.00 to write the letter, and postage (on the average from a foreign country) of approximately \$1.00 per letter. Thus, each response costs the manufacturer a total of \$21.00. Since NHTSA estimates the number of respondents per year is 70, the total cost on all respondents per year is approximately \$1,470.00.

There are no recordkeeping costs to the manufacturers.

49 CFR Parts 591 and 592—Motor Vehicle Importation

*Type of Request*—Reinstatement of clearance.

*OMB Clearance Number*—2127-0002.

*Form Number*—Form HS-7 and Form HS-474.

*Requested Expiration Date of Approval*—Three years from date of clearance.

*Summary of the Collection of Information*—A motor vehicle which does not conform to applicable Federal Motor Vehicle Safety Standards (FMVSSs) is statutorily required to be refused admission into the United States, except under certain circumstances. (49 U.S.C. 30141 *et seq.*) NHTSA may authorize importation of nonconforming vehicles upon specified terms and conditions (include the furnishing of bond) to ensure that any such vehicle will be brought into conformity with all applicable FMVSSs or will be exported out of or abandoned to the United States at no cost.

Before importing a nonconforming vehicle, a Registered Importer must fill out Form HS-7 Declaration and Form HS-474 Bond Conformance that requires posting bond to ensure the vehicle will be brought into conformance with all applicable FMVSSs.

*Description of the Need for the Information and Proposed Use of the Information*—If NHTSA could not collect the information needed for the import program, it could not fulfill its statutory obligation to monitor importation of nonconforming motor vehicles and motor vehicle equipment into the United States. NHTSA has used and uses the information to monitor noncomplying vehicles presented for importation into the United States, to ascertain whether the vehicles are actually brought into conformance with the FMVSSs, and to determine the validity of the statements under which the vehicles were entered into the United States.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—The likely respondents are Registered Importers of vehicles or parties with contracts with Registered Importers. The collection of information burden on each Registered Importer depends on how often the Importer imports noncomplying vehicles.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information*—NHTSA estimates that the total information collection burden on Registered Importers is 16,600 hours. Based on an assumed cost of \$20.00 per hour for clerical/professional personnel to collect the information, the yearly information collection cost to industry is 16,600 hours multiplied by \$20.00, or \$332,000.

The cost per Importer for record keeping is minimal. NHTSA estimates that the aggregate cost to industry of storing the Form HS-474 information is approximately \$160.00 per year, and the cost of storing the Form HS-7 information is approximately \$160.00 per year.

49 CFR Part 571.213—Child Restraint Systems

*Type of Request*—Extension of a currently approved clearance.

*OMB Clearance Number*—2127-0511.

*Form Number*—This collection of information uses no standard forms.

*Requested Expiration Date of Approval*—Three years from date of clearance.

*Summary of the Collection of Information*—NHTSA has issued Federal Motor Vehicle Safety Standard No. 213, *Child Restraint Systems*, which specifies requirements for restraint systems used to protect infants and young children in motor vehicle and aircraft accidents. Standard No. 213 requires that manufacturers provide labels and other printed information to ensure correct use of the restraint systems. Manufacturers of child restraint systems must also provide registration cards for completion and return by purchasers of child restraints, and keep names and addresses of child restraint system owners. These actions are necessary to facilitate contacting the owners in the event of a safety recall campaign.

*Description of the Need for the Information and Proposed Use of the Information*—NHTSA requires labeling information to ensure that child seat owners have important safety information. The information currently provided on or with the restraint includes instructions on correct use of the restraint, and recommendations as to which children are suitable for the restraint. Without this information, the effectiveness of child restraints could be greatly diminished.

The child restraint registration information enables manufacturers to directly contact child restraint owners to notify them of safety recalls. This better ensures that owners will hear about a recall and will remedy the safety problem with their restraints.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—NHTSA estimates that 15 manufacturers of child safety seats and restraints offer their products for sale in the United States. The frequency of response to the collection of information depends on

the number of child seats or restraints that each manufacturer sells.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information*—Currently, 15 manufacturers produce, on the average, a total of approximately 4,500,000 child restraints a year. NHTSA estimates that the total annual information collection burden on all manufacturers is 153,000 hours. NHTSA estimates that annualized costs on all manufacturers is \$1,071,000.00.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued: July 5, 1996.

Patricia Breslin,

Acting Associate Administrator for Safety Performance Standards.

[FR Doc. 96-17749 Filed 7-11-96; 8:45 am]

BILLING CODE 4910-59-P

#### [Docket No. 96-054, Notice 1]

#### Reports, Forms, and Recordkeeping Requirements

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

**ACTION:** Request for public comment on proposed collections of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

At NHTSA's request, the Office of Management and Budget (OMB) authorized emergency processing of this information collection. OMB approved the information collection for a 90-day extension, under OMB control no. 2127-0021.

**DATES:** Comments must be received on or before September 10, 1996.

**ADDRESSES:** Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to Docket Section, Room 5109, NHTSA, 400 Seventh St. S.W., Washington, D.C. 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB Clearance Number. It is requested, but not required, that 1 original plus 2 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4 p.m.

#### FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from Mr. Edward Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, S.W., Room 6123, Washington, D.C. 20590. Mr. Kosek's telephone number is (202) 366-2590. Please identify the relevant collection of information by referring to its OMB Clearance Number.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the Federal Register providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) how to enhance the quality, utility, and clarity of the information to be collected; and

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, 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 public comment on the following proposed collection of information:

National Accident Sampling System (NASS)

*Type of Request*—Reinstatement of clearance.

*OMB Clearance Number*—2127-0021.

*Form Numbers*—HS-433A, HS-433B, HS-435H, HS-435I, and HS-435F.

*Requested Expiration Date of Approval*—June 30, 1999.

*Summary of the Collection of Information*—NASS investigates high severity crashes. Once a crash has been selected for investigation, several activities are initiated by the NASS Crashworthiness Data System (CDS) team. Researchers locate, visit, measure,

and photograph the crash scene; locate, inspect, and photograph all involved vehicles; conduct a telephone or personal interview with each involved person or surrogate; and obtain and record injury information from hospitals or emergency rooms for all injured victims. During each activity the researchers record information on the NASS vehicle, and occupant/pedestrian forms as appropriate.

*Description of the Need for the Information and Proposed Use of the Information*—NASS CDS data are used to describe and analyze circumstances, mechanisms, and consequences of high severity motor vehicle crashes in the United States. These descriptions and analyses in turn will help to describe the magnitude of vehicle damage and injury severity as related to traffic safety problems. It will give motor vehicle researchers an opportunity to specify areas in which improvements may be possible, design countermeasure programs, and evaluate the effects of existing and proposed safety measures. Users include virtually every program area in NHTSA, other federal agencies such as the Federal Highway Administration, state and local governments, domestic and foreign motor vehicle manufacturers, insurance and consumer organizations, safety research organizations, universities, foreign government agencies, and individual citizens.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—

Participation is voluntary for all respondents. NHTSA contractor employers begin by going to the police to get copies of accident reports. They select certain accidents, usually the more serious, to investigate. They interview occupants and witnesses, acquire medical records, and inspect the crash scene and vehicles. Data is coded on standard forms and entered into a computerized database.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information*—Each year, 6,000 crashes will be researched. A total of 13,500 occupants and witnesses will be interviewed. The average interview takes .33 hours or a total of 4,455 burden hours. Police and hospital records clerks will simply make existing files available to us. This will take a police/hospital total of 1,224 burden hours. Tow facility personnel will provide access to our researchers to inspect crash vehicles. This will take a total of 128 burden hours. The yearly total from the above groups is 5,807