

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—The Motor Vehicle Theft Law Enforcement Act of 1984 was amended by the Anti Car Theft Act (ACTA) of 1992 (P.L. 102-519) which mandated this information collection. One component of the comprehensive theft prevention package required the Secretary of Transportation (delegated to the National Highway Traffic Safety Administration (NHTSA)) to promulgate a theft prevention standard to provide for the identification of certain motor vehicles and their major replacement parts to impede motor vehicle theft. Section 615 of the ACTA requires insurance companies and rental/leasing companies to provide information to NHTSA on comprehensive insurance premiums which address motor vehicle theft.

Description of the need for the information and proposed use of the information—The insurer's report will be submitted by motor vehicle insurance companies and rental/leasing companies on an annual basis to NHTSA. All rental/leasing companies (which have a fleet of 50,000 or more units in its fleet and are not covered by theft insurance policies issued by motor vehicle insurers) are bound to comply. Specific motor vehicle insurance companies and subject rental and leasing companies are listed in Appendices A, B, and C of Part 544. These reports are required to be submitted in a specified format as shown in Parts 544.5 and 544.6, giving requirements and contents of the report.

The information will be used by NHTSA in exercising its statutory authority to help reduce comprehensive insurance premiums charged by insurers of motor vehicles due to motor vehicle thefts. The report will also show the rate of theft and recoveries of stolen vehicles that they insure by type and other categories.

Without this information, the agency cannot adequately assess the effectiveness of the ACTA as directed by Congress.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—The respondents are specific vehicle insurance companies, and rental/leasing companies (which have a fleet size of 50,000 or more and are not covered by theft insurance policies issued by motor vehicle insurers). The agency estimates the number of respondents to total 30

vehicle insurance companies and 13 rental/leasing companies. The frequency of response to the collection of information is determined by the number of specific motor vehicle insurance companies, and rental/leasing companies listed in Appendices A, B, and C of Part 544. The lists are updated annually.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—The agency estimates that the reporting burden for this year will be \$1,168,090 for 30 insurance companies and \$99,840 for approximately 13 rental/leasing companies with a fleet size of 50,000 or more. The reporting burden is based on claim adjusters' salaries, clerical and technical expenses, and labor costs.

Authority: 440 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: October 28, 1996.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-33120 Filed 12-27-96; 8:45 am]

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[Docket No. 96-100; Notice 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: This notice solicits public comments that labeling requirements ensure that tires are mounted on the appropriate rims; and that the rims and tires are mounted on the vehicles for which they are intended.

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 the collection of data used by a tire manufacturer, when it determines that some of its tires either fail to comply with an applicable safety standard or contain a safety-related defect, for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before February 28, 1997.

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 NHTSA request for collection of information approval 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) 366-2589. 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 proposed collections of information:

Tires and Rims Labeling

Type of Request—Reinstatement, with change, of a previously approved

collection for which approval has expired.

OMB Clearance Number—2127–0053.

Form Number—This collection of information uses no standard form.

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

Summary of the Collection of Information—The labeling of motor vehicle tire and rims with information required by the regulations and standards to benefit motor vehicle manufacturers and consumers. Primarily, these labeling requirements (49 CFR Parts 569 & 574) help ensure that tires are mounted on appropriate rims; and that the rims and tires are mounted on vehicles for which they were intended.

Description of the need for the information and proposed use of the information—The agency has not considered methods of collecting the required information and providing it to consumers and tire dealers other than permanently labeling motor vehicles, tires, and rims. The safety information provided on the labels is needed throughout the useful life of the motor vehicle, tire, or rim. The permanent vehicle, tire, and rim labels are required by the federal standards for tires and rims. These standards are legal obstacles to reducing the burden of the labeling requirements.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—The estimated number of respondents totals 6,673; the frequency of response will be each time a tire or rim is manufactured;

Estimate of the Total Annual Reporting and Record keeping Burden Resulting from the Collection of Information. The yearly burden rate for new tire manufacturers, retreaders and rim manufacturers to label the motor vehicle tires and rims is 264,444 hours.

The labeling requirements apply to all motor vehicle tires and rims intended for use on the nation's highways regardless of the size of the manufacturer or retreader. The burden to small manufacturers and entities resulting from these labeling requirements cannot be adjusted or minimized since all tires and rims must be labeled with this information.

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

Dated: December 13, 1996.

L. Robert Shelton,
Associate Administrator for Safety
Performance Standards.

[FR Doc. 96–33121 Filed 12–27–96; 8:45 am]

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Research and Special Programs Administration

Second Quarterly Performance Review Meeting on the Contract "Detection of Mechanical Damage in Pipelines" (Contract DTRS–56–96–C–0010)

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

ACTION: Notice of meeting.

SUMMARY: RSPA invites the pipeline industry, in-line inspection ("smart pig") vendors, and the general public to the second quarterly performance review meeting of progress on the contract "Detection of Mechanical Damage in Pipelines." This contract is being performed by Battelle Memorial Institute (Battelle), along with the Southwest Research Institute, and Iowa State University. The contract is a research and development contract to develop in-line inspection technologies using electromagnetic technology to detect and characterize mechanical damage and stress corrosion cracking. There will be a presentation on the status of work on the contract tasks, including a summary of the activity and progress during the past quarter and the projected activity for the next quarter.

DATES: The second quarterly performance review meeting will be held on January 14, 1997 beginning at 8:30 a.m. and ending around 12:30 p.m.

ADDRESSES: The quarterly review meeting will be conducted in the Venice I & II meeting rooms at the Doubletree Guest Suites, 5353 Westheimer Road, Houston, Texas. The hotel's telephone number is (713) 961–9000.

FOR FURTHER INFORMATION CONTACT: Lloyd W. Ulrich, Contracting Officer's Technical Representative, Office of Pipeline Safety, telephone: (202) 366–4556, FAX: (202) 366–4566, e-mail: lloyd.ulrich@rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

RSPA is holding quarterly public meetings on the status of its contract "Detection of Mechanical Damage in Pipelines" (Contract DTRS–56–96–C–0010) because it recognizes that in-line inspection research is of immediate interest to the pipeline industry and in-line inspection vendors. RSPA plans to make the results available on a quarterly basis throughout the two- or three-year period of the contract. The meetings will allow disclosure of the results to all interested parties at the same time and provide an opportunity for interested parties to ask Battelle clarifying questions concerning the research.

The first meeting was conducted on October 22, 1996, in Washington, DC. This, the second quarterly review meeting, is being held in Houston, Texas, in parallel with a meeting of the Gas Research Institute's (GRI) Nondestructive Evaluation Technical Advisory Group in order to enable significant participation by pipeline operators and inspection vendors. The research contract RSPA has with Battelle is a cooperative effort between GRI and DOT, with GRI providing technical guidance.¹ Future meetings may be conducted in Columbus, Ohio (Battelle); San Antonio, Texas (Southwest Research Institute); Ames, Iowa (Iowa State University); or Chicago, Illinois (Gas Research Institute). It is anticipated that every other meeting will be conducted in Washington, DC. Each of the future meetings will be announced in the Federal Register at least two weeks prior to the meeting.

We want the pipeline industry, and in particular, that segment of the industry involved with in-line inspection, to be aware of the status of this contract. To assure that the industry is well represented at these meetings, we have invited the major domestic in-line inspection company (Tuboscope-Vetco Pipeline Services) and the following pipeline industry trade associations: American Petroleum Institute, Interstate Natural Gas Association of America, and the American Gas Association to name an engineering/technical representative, to attend each meeting.

II. The Contract

The Battelle contract is a research and development contract to evaluate and develop in-line inspection technologies for detecting mechanical damage and cracking, such as stress-corrosion cracking (SCC), in natural gas transmission and hazardous liquid pipelines. Third-party mechanical damage is one of the largest causes of pipeline failure, but existing in-line inspection tools cannot always detect or accurately characterize the severity of some types of third-party damage that can threaten pipeline integrity. Although SCC is not very common on pipelines, it usually appears in high-stress, low-population-density areas and only when a limited set of environmental conditions are met. Several attempts have been made to develop an in-line inspection tool for

¹ See the notice of the first quarterly performance review meeting (61 FR 53484; Oct. 11, 1996) for information on the Memorandum of Understanding between DOT and GRI.