

Transportation, 400 7th Street, SW., Washington, DC 20590. Telephone (202) 366-9183.

Pursuant to 49 U.S.C. § 44907 D(1), on October 20, 1997, I notified the Haitian government that I had determined that Port-Au-Prince International Airport, Port-Au-Prince, Haiti, did not maintain and carry out effective security measures. 90 days have elapsed since my determination, and I have found that Port-Au-Prince International Airport still does not maintain and carry out effective security measures. My determination is based on Federal Aviation Administration assessments which reveal that security measures used at the airport do not meet the standards established by the International Civil Aviation Organization.

#### Notice

Pursuant to 49 U.S.C. § 44907 D(1), I have directed that a copy of this notice be published in the **Federal Register**, that my determination be displayed prominently in all U.S. Airports regularly being served by scheduled air carrier operations, and that the news media be notified of my determination. In addition, as a result of this determination, all U.S. and foreign air carriers (and their agents) providing service between the United States and Port-Au-Prince International Airport must provide notice of my determination to any passenger purchasing a ticket for transportation between the United States and Port-Au-Prince International Airport, with such notice to be made by written material included on or with such ticket.

Dated: January 23, 1998.

**Rodney E. Slater,**

*Secretary of Transportation.*

[FR Doc. 98-2385 Filed 1-29-98; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 98-005]

#### Agency Information Collection Activities Under OMB Review

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice; request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, the U.S. Coast Guard intends to request approval of one new Information Collection Request (ICR) and renewal of one ICR. These ICRs include: 1. Recreational Boating Safety Survey and 2. Boating Statistics Questionnaire.

Before submitting the ICR package to the Office of Management and Budget (OMB), the U.S. Coast Guard is asking for comments on the collection as described below.

**DATES:** Comments must be received on or before March 31, 1998.

**ADDRESSES:** You may mail comments to Commandant (G-SII-2), U.S. Coast Guard Headquarters, Room 6106 (Attn: Barbara Davis), 2100 Second St, SW, Washington, DC 20593-0001, or deliver them to the same address between 8:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-2326. The comments will become part of this docket and will be available for inspection and copying by appointment at the above address.

**FOR FURTHER INFORMATION CONTACT:** Barbara Davis, U.S. Coast Guard, Office of Information Management, telephone (202) 267-2326.

#### SUPPLEMENTARY INFORMATION:

##### Request for Comments

The U.S. Coast Guard encourages interested persons to submit written views, comments, data, or arguments. Persons submitting comments should include their names and addresses, identify this Notice and the specific ICR to which each comment applies, and give reasons for each comment. The U.S. Coast Guard requests that all comments and attachments be submitted in an unbound format no larger than 8½ by 11 inches, suitable for copying and electronic filing. If that is not practical, a second copy of any bound material is requested. Persons desiring acknowledgement that their comments have been received should enclose a stamped, self-addressed post card or envelope.

Interested persons can receive copies of the complete ICR by contacting Ms. Davis where indicated under **ADDRESSES**.

#### Information Collection Requests

1. *Title:* Recreational Boating Safety Survey.

*OMB Control No.* 2115-New.

*Summary:* The U.S. Coast Guard has concerns with the number of deaths related to the lack of boating safety education and drownings due to not wearing personal flotation devices (PFDs). A survey has been developed to collect information from participants interested in recreational boating, to help determine whether or not to set Federal requirements for boaters to wear (PFDs) or for vessel operators to attend boating safety training.

*Need:* Under 33 U.S.C. 4302, the Coast Guard is authorized to issue regulations

to establish minimum safety requirements for recreational vessels and to require the carriage or use of associated equipment.

*Respondents:* Voluntary participants interested in recreational boating.

*Frequency:* One time.

*Burden Estimate:* The estimated burden is 2,560 hours.

2. *Title:* Boating Statistics Questionnaire.

*OMB Control No.* 2115-0618.

*Summary:* The U.S. Coast Guard publishes a report, *Boating Statistics*, annually on recreational boating accidents. The report is distributed to approximately 7,000 people. The Coast Guard will conduct a survey to determine customer's information needs and measure their satisfaction with the *Boating Statistics*, report.

*Need:* Under 46 U.S.C. 6102(b), the Coast Guard is authorized to collect, analyze, and annually publish statistical information on recreational boating accidents.

*Respondents:* Recreational Boaters, Federal and State Officials, Safety Professional Boating Organizations and Boating Industry Representatives.

*Burden Estimate:* The estimated burden is 320 hours annually.

Dated: January 22, 1998.

**G.N. Naccara,**

*Rear Admiral, U.S. Coast Guard, Director of Information and Technology.*

[FR Doc. 98-2299 Filed 1-29-98; 8:45 am]

BILLING CODE 4910-14-M

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Voluntary Intermodal Sealift Agreement/Joint Planning Advisory Group

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice of meeting.

The Maritime Administration and United States Transportation Command announce a meeting of the Voluntary Intermodal Sealift Agreement (VISA) Joint Planning Advisory Group (JPAG) to: (1) review final VISA concepts of operations developed to date; (2) develop draft carrier commitments for VISA Stages I and II; (3) review VISA activation procedures; and (4) begin preparations for the Turbo Challenge JPAG sessions scheduled for April and June 1998. Due to the nature of the information and the need for a government-issued security clearance, participation at the meeting will be by

invitation only. The meeting will be held in Room P1-1303, Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590 on February 10, 1998 from 12:30 p.m. to 4:15 p.m., on February 11, 1998 from 8:00 a.m. to 4:30 p.m. and Thursday, February 12, from 8:00 a.m. to 11:30 a.m. A synopsis of the meeting will be published following the meeting.

**CONTACT PERSON FOR ADDITIONAL INFORMATION:** Raymond R. Barberesi, Director, Office of Sealift Support, (202) 366-2323.

By Order of the Maritime Administrator.

Dated: January 26, 1998.

**Joel C. Richard,**

Secretary.

[FR Doc. 98-2303 Filed 1-29-98; 8:45 am]

BILLING CODE 4910-81-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-97-3176]

#### National Survey of Pedestrian and Bicyclist Attitudes, Knowledge and Behavior

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

**ACTION:** Notice and request for comments on data collection.

**SUMMARY:** The purpose for conducting this survey is to assist the agency in reducing injuries, fatalities, and economic loss resulting from motor vehicle crashes with pedestrians and bicyclists; and to support the Department of Transportation (DOT) Secretarial Initiative for Pedestrian and Bicycle Safety. More than 5,000 pedestrians and 800 bicyclists are killed each year in traffic crashes, and more than 140,000 are injured. Developing effective strategies to address this problem requires up-to-date information on such factors as exposure, awareness, safety practices, physical obstacles to safety, and perceptions of risk. By collecting these data, NHTSA will be able to determine where efforts should be targeted and where new strategies may be needed. In addition, the Secretary of Transportation has mobilized a national effort to promote walking and bicycling as safe, efficient, and healthy ways to travel. The survey will collect information to help assess progress in meeting the Secretarial Initiative, including the goal to double the national percentage of transportation trips made by bicycling and walking.

**DATES:** Written comments must be submitted on or before March 31, 1998.

**ADDRESSES:** Direct all written comments to U.S. Department of Transportation Dockets, 400 Seventh Street, S.W., Plaza 401, Washington, D.C. 20590. Docket # NHTSA-97-3176.

**FOR FURTHER INFORMATION CONTACT:** Mr. Alan Block, Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS-31), National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 6240, Washington, D.C., 20590.

#### SUPPLEMENTARY INFORMATION:

##### I. Abstract

The National Highway Traffic Safety Administration (NHTSA) was established to reduce the mounting number of deaths, injuries and economic losses resulting from motor vehicle-related crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle safety standards and traffic safety programs.

While not as much in the public eye as other traffic safety problems, motor vehicle crashes involving pedestrians and bicyclists exact a heavy toll. Pedestrians and bicyclists account for 15 percent of all traffic fatalities, and more than 140,000 injuries each year. Yet there are simple things that people can do to reduce these risks, provided that they are sufficiently aware and willing to take the appropriate steps. For example, a study published in the Journal of the American Medical Association found that the universal use of helmets by all bicyclists could have prevented as many as 2,500 deaths and 757,000 head injuries between 1984 and 1988. Despite this, only 18 percent of bicyclists age 16 and older usually wear a helmet when they ride. To effectively address this gap, a clear picture of bicyclists' knowledge of the effectiveness of helmet use, and the attitudes that prevent helmet use, is needed.

Efforts to address the problem have included training, public information and education, legislation, enforcement, and engineering. However, there is an absence of national data to tell us whether these efforts need to be modified or whether new types of interventions are needed. More specifically, there is a lack of data concerning the public's exposure to risk as pedestrians and bicyclists, their awareness of correct pedestrian and bicyclist safety practices, their perceptions of the responsibilities of

other roadway users, and their perceptions of risks. Without this information, safety professionals are left with inadequate tools for determining if there are critical deficits in education or training that should be addressed, or whether interventions are efficiently targeted to where they are most needed. This in turn would pose severe constraints on the ability to meet the U.S. Secretary of Transportation's goal of reducing by 10 percent the number of injuries and fatalities occurring to bicyclists and pedestrians.

Besides reducing pedestrian/bicyclist injuries and fatalities, the U.S. Secretary of Transportation has called for a doubling in the national percentage of transportation trips made by bicycling and walking. Both goals are part of the DOT Secretarial Initiative for Pedestrian and Bicycle Safety. This is a national effort to promote walking and bicycling as safe, efficient, and healthy ways to travel. It involves partnering with numerous groups to foster the development of a more balanced transportation system. Yet while the Initiative calls for an increase in pedestrian and bicyclist activities, there are no exposure data to measure its progress. Moreover, there is a lack of information on the obstacles to walking and bicycling that would have to be addressed to meet the Secretarial goal; as well as information on how persons decide whether or not to walk, or to bike.

The proposed survey will collect data to meet the informational needs described above. The survey instrument will include items to measure exposure, knowledge, risk perception, community characteristics, and decision factors. The survey data will be used to assess the adequacy of present strategies to increase pedestrian and bicyclist safety, and to help guide policies aimed at encouraging these modes of transportation.

##### II. Method of Data Collection

The survey will be conducted by telephone among a national probability sample of 4,200 adults age 16 and older. Participation by respondents is voluntary. The survey instrument will contain questions appropriate to all members of the sample, as well as questions appropriate only to subgroups of pedestrians (as defined within the study) and bicyclists. The overall interview length for a respondent will average 20 minutes. The interviewers will use computer assisted telephone interviewing to reduce the interview length and minimize recording errors. A Spanish-language translation as well as multilingual interviewers will be used