

**Title:** Development of Improved Driver Interview Procedures for Police Use at Checkpoints.

**OMB No.:** 2127-NEW.

**Type of Request:** Approval of a New Information Collection.

**Affected Public:** Drivers who are stopped at two sobriety checkpoint operations in one community and who are asked to voluntarily provide an alcohol breath sample.

**Abstract:** The National Highway Traffic Safety Administration (NHTSA) plays a key role in the national effort to reduce alcohol related traffic injuries and deaths. One way the enforcement community has tried to combat this problem is by conducting sobriety checkpoints; however, there is evidence that many of the impaired drivers passing through these checkpoints are not detected by police. One component of this study is the observation by researchers of customary police interviewing practices at sobriety checkpoints. Behaviors and cues of interviewed drivers will be linked to their breath alcohol levels to develop more effective screening procedures. Breath samples will be obtained only from drivers who volunteer to participate in this study. Current data on the best ways to improve driver interviews by police at checkpoints do not exist.

**Estimated Annual Burden Hours:** 49 hours.

**Estimated Number of Respondents:** 2,000.

**Need:** The findings from researcher observations of checkpoint operations will help determine whether further development of an improved battery of police interview procedures is warranted. If the results are positive, a field test will be conducted as part of this study to determine whether the new procedures are an improvement over those customarily used by police to detect drivers at illegal BACs. Should the findings from the field test be successful, a police training package, containing the improved procedures, will be developed and disseminated to police agencies. Improved interview procedures will help police officers at checkpoints make more accurate decisions regarding which drivers should or should not be detained for further sobriety testing. This should increase the efficiency of checkpoint operations. Such improvements should also heighten the public's perception of being apprehended for drunk driving at sobriety checkpoints.

**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 DOT Desk Officer. 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 in Washington, DC, on December 23, 1997.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

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**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. OST-97-3286; Notice #13]

### Safety of Marine Transportation in Puget Sound-Area Waters

**AGENCY:** Office of the Secretary, (DOT).

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

**SUMMARY:** This notice provides notice of a public meeting to obtain views and comments from the public as to specific safety or pollution prevention measures for Puget Sound area waters that should be evaluated by the Department of Transportation (DOT).

**DATES:** The meeting will be held February 6, 1998, from 1 p.m. to 5 p.m. Written statements in addition to or in lieu of oral presentations are welcome and should reach the Office of the Secretary on or before March 2, 1998. Late comments will be considered to the extent possible. Comments that have been previously submitted to the Coast Guard under Dockets CGD-96-015, 96-044, and 97-003 will be considered and need not be resubmitted. These dockets relate to the Tug-of-Opportunity System Plan for the Olympic Coast National Marine Sanctuary and Strait of Juan de Fuca, Documentation and Marine Safety for an International Private Sector Tug-of-Opportunity System, and the Puget Sound Additional Hazards Study, respectively.

**ADDRESSES:** The meeting will be held in the Henry M. Jackson Federal Building,

Seattle, Washington. Written materials on Docket No. OST-97-3286, may be mailed or hand delivered to the U.S. Department of Transportation, Dockets, 400 Seventh Street SW., Washington, DC 20590, Room PL-401, between the Hours of 10 a.m. to 5:00 p.m.

**FOR FURTHER INFORMATION CONTACT:** Stephen M. Shapiro, Environmental Affairs Specialist, Office of Environment, Energy, and Safety (P-10), Room 9217, 400 Seventh Street SW., Washington, DC 20590. (202) 366-4866, fax (202) 366-7618.

## SUPPLEMENTARY INFORMATION:

### Background Information

On November 28, 1995, the President signed the Alaska Power Administration Asset Sale and Termination Act (Pub. L. 104-58), authorizing exports of Alaskan North Slope (ANS) crude oil when transported in U.S. flag tankers. Section 401 of the Act directed the Coast Guard to submit a plan to Congress on the most cost-effective means of implementing an international private sector tug-of-opportunity system (ITOS) to provide timely emergency response to a vessel in distress transiting the waters within the boundaries of the Olympic Coast Marine Sanctuary or the Strait of Juan de Fuca.

An ITOS plan was developed by a cross section of the marine transportation industry in the State of Washington and the Province of British Columbia, and is being implemented through the Marine Exchange of Puget Sound. DOT welcomes this private sector initiative to prevent marine casualties, and appreciates the substantial efforts that have been expended by all of the participants.

The Coast Guard submitted its report to Congress on January 31, 1997, and issued an addendum report to address pending ITOS issues on December 16, 1997. The addendum incorporates further information on the nature and effects of winds and currents that was provided by the National Oceanographic and Atmospheric Administration. Copies of the ITOS Report and Addendum may be obtained by contacting the Office of Response (G-MOR-1), US Coast Guard, 2100 Second Street S.W., Washington DC 20593-0001, (202) 267-0426.

On April 26, 1996, the White House issued the DOT Action Plan to Address Vessel and Environmental Safety on Puget Sound-Area Waters. In addition to emphasizing the development of the ITOS report, the Action Plan committed DOT review the overall marine safety regime in Puget Sound-area waters—to determine whether any hazard scenarios

warrant consideration of additional prevention or response measures.

To facilitate the Department's review, the Coast Guard commissioned a study by the Volpe National Transportation Systems Center to assess the relative risks of marine transportation in the waterways of Northwest Washington—including Puget Sound, the Strait of Juan de Fuca, passages around and through the San Juan Islands, and the offshore waters of the Olympic Coast National Marine Sanctuary. Copies of the Volpe Center's report are available from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, VA 22161, telephone (800) 553-6847, fax (703) 321-8547. The report may be ordered as document PB97-205488 and the technical appendices to the report as document PB97-205470. DOT appreciates the efforts of all participants in the Volpe study, which we believe provides a sound basis for the Department's review.

During spring 1998, DOT expects to announce its determinations regarding further DOT actions based on the ITOS and Volpe reports. These determinations will include the following:

1. Hazards that merit evaluation of additional mitigation measures.
2. The specific measures that will be evaluated.
3. An outline of how the evaluations will be accomplished.

Input on all of the above determinations is solicited. While input on specific measures should be based on the ITOS and Volpe studies, input need not be limited to measures that can or should be implemented by the Federal government. Since the evaluation process may vary for different types of measures, it would be helpful if input on how the evaluations should be accomplished were referenced to specific measures.

In proceeding with these determinations and any subsequent evaluations, the Department is sensitive to the need to properly involve other governments—including affected tribes—as well as businesses related to marine transportation, environmental advocacy organizations, and the general public. DOT is also sensitive to the need that the evaluation process be efficient and of minimal burden to participants.

The Department is holding a public meeting to provide the public and interested parties with an opportunity to be briefed on the ITOS and Volpe reports, meet with the senior Departmental officials who are working this issue, and provide oral input.

DOT would appreciate notice to Mr. Shapiro (see **FOR FURTHER INFORMATION CONTACT**) by January 26, 1998 by persons who intend to make a statement.

#### **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 Mr. Shapiro (see **FOR FURTHER INFORMATION CONTACT**).

Dated: December 22, 1997.

**John N. Lieber,**

*Acting Assistant Secretary for Transportation Policy.*

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BILLING CODE 4810-25-U

## **DEPARTMENT OF TRANSPORTATION**

### **Coast Guard**

#### **Cargo Securing Manual Requirements**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of policy.

**SUMMARY:** The Coast Guard announces interim criteria for the approval of qualified organizations desiring authorization to serve as designated U.S. Cargo Securing Manual Approval Authorities for U.S. vessels. The Coast Guard also announces the availability of guidance on the contents of Cargo Securing Manuals required by 1994 amendments to the International Convention on the Safety of Life at Sea, 1974 (SOLAS 74). This criteria and guidance are available to the public in Navigational and Vessel Inspection Circular 10-97.

**DATES:** U.S. flag vessels must have on board a Cargo Security Manual by December 31, 1997.

**FOR FURTHER INFORMATION CONTACT:** LCDR Richard Booth (Navigation and Inspection Circular 10-97), Commandant (G-MOC), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone 202-267-6700. Mr. Robert Gauvin (Future CSM Regulation), Commandant (G-MSO) U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone 202-267-1053.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background and Purpose**

U.S. cargo vessels 500 gross tons or greater that carry other than solid or liquid bulk cargoes, and are engaged on international voyages as described in 46 CFR 90.05-10, must have on board an

approved Cargo Securing Manual (CSM) to maintain compliance with their Cargo Ship Safety Equipment Certificates (CG-3347). Voluntary compliance is encouraged for owners of U.S. flag cargo vessels less than 500 gross tons engaged on international voyages. A CSM assists the vessel's master and crew with the proper use of onboard equipment designed to adequately stow and secure the vessel's cargo.

The 1994 amendments to Chapters VI/5.6 and VII/6.6 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) mandated Administration approved CSM's. The International Maritime Organization's Maritime Safety Committee (MSC) Circular 745 of June 13, 1996, provided CSM preparation guidance. MSC Circular 745 encouraged member governments to bring the guidelines to the attention of all parties concerned, with the aim of having CSM's carried on board ships prepared appropriately and in a consistent manner, and to implement them as soon as possible but not later than December 31, 1997. The Coast Guard has publicized the SOLAS 74 requirements and the International Maritime Organization (IMO) Guidelines for CSM's in various marine safety newsletters. This notice further announces the availability of that guidance for those U.S. cargo ships required to have CSM's and those cargo vessels seeking voluntary compliance under the IMO guidelines. The notice also announces the availability of criteria for the approval of organizations seeking authorization to approve CSM's.

Under E.O. 12234 and 46 U.S.C. 3103, in October 1996, the Coast Guard delegated CSM approval authority to the American Bureau of Shipping (ABS) and the National Cargo Bureau, Inc. (NCB), respectively, for U.S. flagged cargo vessels. Other organizations that desire CSM approval authority, should review the approval criteria and make application for authorization under Navigation and Vessel Inspection Circular (NVIC) 10-97 entitled "Guidelines for CSM Approval." This NVIC also provides interim guidance for CSM submittal, review, approval, and appeal procedures for U.S. flagged cargo vessel owners and operators. The Coast Guard is initiating a project to put the NVIC 10-97 criteria into regulation. Until regulations on the authorization of organizations to approve Cargo Securing Manuals and the criteria for CSM content are issued, inspectors will explain to owners and operators of U.S. vessels that the U.S. Coast Guard will be looking for compliance with the SOLAS requirements for CSM's as set forth in NVIC 10-97, in order to ensure