

Based Sources of Marine Pollution called for the development of a global legally binding instrument addressing the twelve substances, as well as the development of a procedure for consideration of additional pollutants in the future. An Ad Hoc Working Group on POPs under the Intergovernmental Forum on Chemical Safety (IFCS), meeting in June 1996, also concluded that a global agreement was necessary, and issued a set of recommendations to the U.N. Environment Program regarding specific types of actions. In February 1997, the U.N. Environment Program authorized establishment of an international negotiating committee, to work on the basis of a negotiating mandate provided in UNEP Decision 19/13C. The Decision, which closely reflects the recommendations of the IFCS Ad Hoc Working Group on POPs, can be found in full on the internet on the POPs Home Page, which can be accessed through UNEP's Chemicals Home Page (<http://irptc.unep.ch>). The POPs Home Page contains the IFCS recommendations and other information on POPs and related activities as well.

Among other things, countries represented in the U.N. Environment Program's Governing Council concluded that international action, including a global legally binding instrument, is required to reduce the risks to human health and the environment arising from the release of the twelve specific POPs. Countries decided that immediate international action should be initiated to protect human health and the environment through measures which will reduce and/or eliminate the emissions and discharges of the twelve POPs and, where appropriate, eliminate production and subsequently the remaining use of those POPs that are intentionally produced. Countries recognized that such action should include: use of separate, differentiated approaches to take action on pesticides, industrial chemicals, and unintentionally produced by-products and contaminants; use of transition periods, with phased implementation for various proposed actions; careful and efficient management of existing stocks of the specified persistent organic pollutants and, where necessary and feasible, their elimination; training in enforcement and monitoring of use to discourage the misuse of POP pesticides; and remediation of contaminated sites and environmental reservoirs, where feasible and practicable taking into account national and regional considerations in the light of the global significance of the problem.

The Decision calls for the U.N. Environment Program to prepare for and convene, together with the World Health Organization and other relevant international organizations, an intergovernmental negotiating committee, with a mandate to prepare an international legally binding instrument for implementing international action initially beginning with the twelve specified POPs and to take into account the conclusions and recommendations of the Ad Hoc Working Group on Persistent Organic Pollutants of the Intergovernmental Forum on Chemical Safety. It also notes the need to develop science-based criteria and a procedure for identifying additional persistent organic pollutants as candidates for future international action, and requests the intergovernmental negotiating committee to establish, at its first meeting, an expert group to carry out this work. It specifies that the group should work expeditiously, proceeding concurrently with the intergovernmental negotiating committee process, to develop criteria for consideration by the intergovernmental negotiating committee in the negotiation of a legally binding instrument. It specifies that the process should incorporate criteria pertaining to persistence, bioaccumulation, toxicity and exposure in different regions and should take into account the potential for regional and global transport including dispersion mechanisms for the atmosphere and the hydrosphere, migratory species and the need to reflect possible influences of marine transport and tropical climates. The Decision also calls for the U.N. Environment Program to undertake a variety of actions to lead to more effective ways of addressing specific aspects of POPs.

The Decision calls for negotiations to begin this year and to be completed by the year 2000. It is expected that negotiating sessions will occur every six months or so, with technical work occurring in the interim.

The Administration is preparing its position for this negotiation, and has scheduled a public meeting to be held on Wednesday, June 3 from 10:30 to 12:30 in Room 1912 of the U.S. Department of State. Members of the interagency working group will provide an overview of U.S. preparations for the first meeting. The U.S. Department of State is issuing this notice to help ensure that potentially affected parties are aware of and knowledgeable about these negotiations. In subsequent briefings, we will be contacting organizations that have expressed an

interest by mail or fax. Those organizations that cannot attend the June 3 meeting, but wish to remain informed, should provide Mr. Trigg Talley of the Department of State (202-647-5808; tel. 202-647-5947 fax; [LTalley@state.gov](mailto:LTalley@state.gov)) with their address, and telephone and fax numbers.

Dated: May 8, 1998.

**Trigg Talley,**

*Foreign Affairs Officer, Office of Environmental Policy.*

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

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

**AGENCY:** Office of the Secretary, 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 Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and approval. The ICRs describe the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on February 19, 1998 [62 FR 8517].

**DATES:** Comments must be submitted on or before June 12, 1998.

**FOR FURTHER INFORMATION CONTACT:** Michael Robinson, NHTSA Information Collection Clearance Officer at (202) 366-9456.

#### SUPPLEMENTARY INFORMATION:

##### National Highway Traffic Safety Administration (NHTSA)

(1) *Title:* Assigning DOT code Numbers to Glazing Material Manufacturers.

*OMB Control Number:* 2127-0038.

*Type Request:* Extension of a currently approved collection.

*Affected Public:* Business or other for-profit.

*Abstract:* Title 49, Chapter 30115 of the U.S. Code specifies that the Secretary of Transportation shall require every manufacturer or distributor of a motor vehicle or motor vehicle equipment to furnish the distributor or dealer at the time of delivery certification that each item of motor

vehicle equipment conforms to all applicable Federal Motor Vehicle Safety Standards (FMVSS). Using this authority, the agency issued FMVSS No. 571.205, Glazing Materials. This standard specifies requirements for glazing materials for use in passengers cars, multipurpose passenger vehicle, trucks, buses, motorcycle, slide-in campers, and pickup covers designed to carry persons while in motion. Also, this standard specifies certification and marking of each piece of glazing materials. Certification for the items listed comes in the form of a label, tag or marking on the outside of the motor vehicle equipment and is permanently affixed and visible for the life of the motor vehicle equipment. The purpose of this standard is to aid in reducing injuries resulting from impact to glazing surfaces, and to ensure a necessary degree of transparency for driver visibility. Both glass and plastics are considered to be glazing materials which provide safety and minimize the possibility of occupants being thrown through the vehicle window in the event of an accident.

*Estimated Annual Burden:* 10.5 hours.

(2) *Title:* 49 CFR Part 566

Manufacturers' Identification.

*OMB Control Number:* 2127-0043.

*Type Request:* Extension of a currently approved collection.

*Affected Public:* Business or other for-profit.

*Abstract:* The National Highway Traffic Safety Administration's statute at 49 U.S.C. 30118 Notification of defects and noncompliance requires manufacturers to determine if the motor vehicle or item or replacement equipment contains a defect related to motor vehicle safety or fails to comply with an applicable Federal Motor Vehicle Safety Standard. Following such a determination, the manufacturer is required to notify the Secretary of Transportation, owners, purchasers and dealers of motor vehicles or replacement equipment, of the defect or noncompliance and to remedy the defect or noncompliance without charge to the owner. With this determination, NHTSA issued 49 CFR Part 566, Manufacturer Identification. Part 566 requires every manufacturer of motor vehicles and/or replacement equipment to file with the agency on a one time basis, the required information specified in Part 566.

*Estimated Annual Burden:* 25 hours.

(3) *Title:* Names and Addresses of First Purchasers of Motor Vehicles.

*OMB Control Number:* 2127-0044.

*Type Request:* Extension of a currently approved collection.

*Affected Public:* Business or other for-profit.

*Abstract:* 49 U.S.C. 30117 Providing information to, and maintaining records on, purchasers at subparagraph (b) Maintaining purchaser records and procedures states in part: A manufacturer of a motor vehicle or tire (except a retreaded tire) shall maintain a record of the name and address of the first purchasers of each vehicle or tire it produces and, to the extent prescribed by regulations of the Secretary, shall maintain a record of the name and address of the name and address of the first purchaser of replacement equipment (except a tire) that the manufacturer produces. This agency has no regulation specifying how the information is to be collected or maintained. When NHTSA's authorizing statute was enacted in 1966, Congress determined that an efficient recall of defective or noncomplying motor vehicles required the vehicle manufacturers to retain an accurate record of vehicle purchasers. By virtue of quick and easy access to this information, the manufacturer is able to quickly notify vehicle owners in the event of a recall. Experience with this statutory provision has shown that manufacturers have retained this information in a manner sufficient to enable them to expeditiously notify vehicle purchasers in case of a recall. Based on this experience, NHTSA has determined that no regulation is needed. Without this type of information readily available, manufacturers would either need to spend more time or money to notify purchasers of a recall.

*Estimated Annual Burden:* 950,000 hours.

(4) *Title:* 49 CFR Part 556, Petitions for Inconsequentiality.

*OMB Control Number:* 2127-0045.

*Type Request:* Extension of a currently approved collection.

*Affected Public:* Business or other for-profit.

*Abstract:* The National Highway Traffic Safety Administration's statute at 49 U.S.C. 30113 General exemptions at subsection (b) Authority to exempt and procedures, authorizes the Secretary of Transportation upon application of a manufacturer, to exempt the applicant from the notice and remedy requirements of 49 U.S.C. Charter 301, if the Secretary determines that the defect or noncompliance is inconsequential as it relates to motor vehicle safety. The notice and remedy requirements of Chapter 301 are set forth in 49 U.S.C. 30120 Remedies for defects and noncompliance. Those section require a manufacturer of motor

vehicles or motor vehicle equipment to notify distributors, dealers and purchasers if any of the manufacturer's products are determined either to contain a safety-related defect or to fail to comply with an applicable Federal motor vehicle safety standard. The manufacturer is under a concomitant obligation to remedy such defects or noncompliance. NHTSA exercised this statutory authority to excuse inconsequential defects or noncompliance when it promulgated 49 CFR Part 556, Petitions for Inconsequentiality—this regulation establishes the procedures for manufacturers to submit such petitions to the agency will use in evaluating those petitions. Part 556 allows the agency to ensure that petitions filed under 15 U.S.C. 30113(b) are both properly substantiated and efficiently processed.

*Estimated Annual Burden:* 30 hours.

(5) *Title:* 49 CAR Section 571, 125-Warning Devices.

*OMB Control Number:* 2127-0506.

*Type Request:* Extension of a currently approved collection.

*Affected Public:* Business or other for-profit.

*Abstract:* 49 U.S.C. 30111, 30112 and 30117 (Appendix 1) of the National Traffic and Motor Vehicle Safety Act of 1966, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS). The Secretary is authorized to issue, amend, and revoke such rules and regulations as she/he deems necessary. Using this authority, the agency issued FMVSS No. 125, Warning Devices which applies to devices, without self contained energy sources, that are designed to be carried mandatorily in buses and trucks that have a gross vehicle weight rating (GVWR) greater than 10,000 pounds and voluntarily in other vehicles. These devices designed to be permanently affixed to the vehicle.

*Estimated Annual Burden:* 5.7 hours.

(6) *Title:* 49 CFR 571.218, Motorcycle Helmets (Labeling).

*OMB Control Number:* 2127-0518.

*Type Request:* Extension of a currently approved collection.

*Affected Public:* Federal, Local, State or Tribal Government, Business or other for-profit.

*Abstract:* The National Traffic and Motor Vehicle Safety statute at 49 U.S.C. Subchapter II Standards and Compliance, Sections 30111 and 30117 authorizes the issuance of Federal motor vehicle safety standards (FMVSS). The Secretary is authorized to issue, amend, and revoke such rules and regulations as he/she deems necessary. The Secretary is also authorized to require

manufacturers to provide information to first purchasers of motor vehicles or motor vehicle equipment when the vehicle or equipment is purchased, in a printed matter placed in the vehicle or attached to or accompanying the equipment. Using this authority, the agency issued the initial FMVSS No. 218, Motorcycle Helmets, in 1974. Motorcycle helmets are the devices used for protecting motorcyclists and other motor vehicle users in motor vehicle accidents. Federal Motor Vehicle Safety Standard No. 218 requires that each helmet shall be labeled permanently and legibly (S5.6), in a manner such that the label(s) can be read easily without removing padding or any other permanent part.

*Estimated Annual Burden:* 4,000 hours.

(7) *Title:* Replaceable Light Source Dimensional Information Collection, 49 CFR 54.

*OMB Control Number:* 2127-0563.

*Type Request:* Extension of a currently approved collection.

*Affected Public:* Business or other for-profit.

*Abstract:* Title 49 U.S.C. 322, 30111, 30115, 30117 and 30166, with delegation of authority at 49 CFR, 49 CFR 1.50, authorize the issuance of Federal Motor Vehicle Safety Standards (FMVSS) and the collection of data which supports their implementation. The agency, in prescribing an FMVSS, is to consider available relevant motor vehicle safety data, and to consult with other agencies as it deems appropriate. Further, the Title 49 U.S.C. mandates, that in issuing any FMVSS, the agency consider whether the standard is reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed, and whether such standards will contribute to carrying out the purpose of Title 49 U.S.C.

The Secretary is authorized to revoke such rules and regulations as deemed necessary to carry out this subchapter. Using this authority, the agency issued the initial FMVSS No. 108, Lamps, Reflective Devices, and Associated Equipment, specifying requirements for vehicle lighting for the purposes of reducing traffic accidents and their tragic result by providing adequate roadway illumination, improved a vehicle conspicuity, appropriate information transmission through signal lamps, in both day, night, and other conditions of reduced visibility. The standard has been amended numerous times in order to permit new headlighting designs. In recent years,

the standard had become burdensome to bother regulators and regulated parties in the standard has not been able to fully accommodate the styling needs of motor vehicle designers, while at the same time assuring the safety on the highways. This resulted in numerous burdensome petitions for rulemaking to be submitted by the vehicle and lighting manufacturers to change the design restrictive language.

The reason for this burden was that as originally adopted the standard was more equipment design oriented, rather than performance oriented. Recent amendments have helped to rectify this situation. The requirement for replaceable light source dimensional information has resulted in a further extension of that effort to make the standard more performance oriented, and reduce the burden of petitioning for amendments to the standard. The standard now allows headlamp light sources (bulbs) that are specified in the standard as well as those listed in Part 564, to assure proper photometric performance upon replacement of the light sources upon failure of the original. The original manufacturer may be the same as that of the aftermarket replacement, consequently, headlamp bulbs regardless of where they are listed, are required to be standardized by inclusion of their interchangeability dimensions and other fit and photometric aspects, thus requiring all identical type bulbs to be manufactured to those pertinent interchangeability specifications. Implementation of Part 564 reduces the burden to manufacturers and user of new light sources by eliminating the 18 month petitioning process and substituting a 1 month agency review. Upon completion of the review, the new bulb's interchangeability information is listed in Part 564 and the new bulbs may be used 1 month later on new vehicles.

*Estimated Annual Burden:* 20 hours.

(8) *Title:* Compliance Labeling of Retroreflective Materials for Heavy Trailer Conspicuity.

*OMB Control Number:* 2127-0569.

*Type Request:* Extension of a currently approved collection

*Affected Public:* Business or other for-profit.

*Abstract:* 49 U.S.C. 30111, 30112, and 30117 of the National Traffic and Motor Vehicle Safety Act of 1966 authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS) and the collection of data which supports their implementation. The agency, in prescribing a FMVSS, is to consider available relevant motor vehicle safety data, and to consult with other agencies

as it deems appropriate. Further, the Act mandates, that in issuing any FMVSS, the agency consider whether the standard is reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed, and whether such standards will contribute to carrying out the purpose of the Act. The Secretary is authorized to promulgate such rules and regulations as deemed necessary to carry out this subchapter. Using this authority, the agency issued the initial FMVSS No. 108, Lamps, Reflective Devices, and Associated Equipment, specifying requirements for vehicle lighting for the purpose of improved vehicle conspicuity, appropriate information transmission through signal lamps, in both day, night, and other conditions of reduced visibility. The standard has been amended numerous times, and the subject amendment, which became effective on December 1, 1993, increases the conspicuity of large trailers would be reduced by about 15 percent if retroreflective material having certain essential properties is used to mark the trailers. The amendment requires the permanent marking of the letters DOT-C2, DOT-C3 or DOT-C4 at least 3mm high at regular intervals on retroreflective sheeting material having adequate performance to provide effective trailer conspicuity. The high reflective brightness of the material and its ability to reflect light which strikes it at an angle are special properties required by the safety standard.

The high brightness is required because the material must be effective even when it is dirty. One of the principal goals of the standard is to prevent crashes in which the side of the trailer is blocking the road and it is not sufficiently visible at night to fast traffic. Frequently, the side of the trailer is not perpendicular to approaching traffic and the conspicuity material must reflect light which strikes it at an angle in order to be effective. There exist many types of retroreflective material similar in appearance to the required materials but lacking in its requisite properties. The manufacturers of new trailers are required to certify that their products are equipped with retroreflective material complying with the requirements of the standard. The Federal Highway Administration Office of Motor Carrier Safety enforces this and other standards through roadside inspections of trucks. There is no practical field test for the performance requirements, and labeling is the only objective way of distinguishing truck conspicuity grade material from lower

performance material. Without labeling, FHWA will not be able to enforce the performance requirements, and labeling is the only objective way of distinguishing truck conspicuity grade material from lower performance material. Without labeling, FHWA will not be able to enforce the performance requirements of the standard, and the compliance testing of new trailers will be complicated. Labeling is also important to small trailer manufacturers because it may help them to certify compliance. As a result of the comments to the NPRM, the agency decided to allow wider stripes of material of lower brightness than originally proposed as alternate means of providing the minimum safety performance.

Therefore, the marking system serves the additional role of identifying the minimum stripe width required for the retroreflective brightness of the particular material.

*Estimated Annual Burden:* 1 hour.

**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.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on May 7, 1998.

**Phillip A. Leach,**

*Clearance Officer, United States Department of Transportation.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Amarillo International Airport, Amarillo, TX

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Amarillo for Amarillo International Airport under the provisions of Title 49 U.S.C., Chapter 475 (hereinafter referred to as "Title 49") and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for the City of Amarillo under Part 150 in conjunction with the noise exposure maps and that this program will be approved or disapproved on or before October 27, 1998.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps and the start of its review of the associated noise compatibility program is April 30, 1998. The public comment period ends June 29, 1998.

**FOR FURTHER INFORMATION CONTACT:** Linda F. Stoltz, Department of Transportation, Federal Aviation Administration, Fort Worth Texas, 76193-0650, (817) 222-5608. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for the City of Amarillo are in compliance with applicable requirements of Part 150, effective April 30, 1998. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before October 27, 1998. This notice also announces the availability of this program for public review and comment.

Under Title 49, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. Title 49 requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title 49, may submit a noise compatibility program for FAA approval which sets forth the

measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The City of Amarillo submitted to the FAA on December 16, 1997, noise exposure maps, descriptions and other documentation which were produced during the Amarillo International Airport FAR Part 150 Update. It was requested that the FAA review this material as the noise exposure maps, as described in Title 49, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Title 49.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the City of Amarillo. The specific maps under consideration are the Existing Noise Exposure Map, 1995, page C.36, and Future Noise Exposure Map, 2002, page G.4 in the submission.

The FAA has determined that these maps for Amarillo International Airport are in compliance with applicable requirements. This determination is effective on April 30, 1998. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information, or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Title 49. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning