

information in the test of later questions;

D. Providing random rotation of specified questions or response categories (to avoid bias);

E. Ensuring that questions cannot be skipped; and

F. Rejecting invalid responses or data entries.

The CATI system lists questions and corresponding response categories automatically on the screen, eliminating the need for interviewers to track slip patterns and flip pages. Moreover, the interviewers enter responses directly from their keyboards, and the information is automatically recorded in the computer's memory.

The CATI system includes safeguards to reduce interviewer error in direct key-entry of survey responses. It has a double check method to eliminate the problem of key entry error as a result of accidentally hitting the wrong key. Unlike some systems, when the interviewer enters the code for the respondent reply, the code is not immediately accepted and the interview moved to the next screen. Rather, the screen remains on the question and response categories for the item, and the code and category entered by the interviewer are displayed at the bottom of the screen. The interviewer must confirm the initial entry before it is accepted by the computer as final. If, despite these safeguards, the wrong answer is entered or a respondent changes his/her reply, the interviewer can correct the entry before moving on to the next question.

CATI allows the computer to perform a number of critical assurance routines that are monitored by survey supervisors, including tracking average interview length, refusal rate, and termination rate by interviewer; and performing consistency checks for inappropriate combination of answers.

Description of the need for the information and proposed use of the information: Antilock brake systems (ABS) have been increasingly prevalent on passenger car and light trucks in recent years. Brake experts anticipated that the introduction of ABS on these vehicles would reduce the number and severity of crashes. A number of statistical analyses of crash databases have been performed over the past three years, and suggest that the introduction

of ABS does not appear to have reduced the number of automobile crashes where they were expected to be effective. Included in these analyses is a significant increase of single-vehicle, run-off-road crashes for vehicles equipped with ABS as compared to cars without ABS. It is unknown to what extent, if any, this increase is due to incorrect driver usage of ABS, incorrect driver responses to their ABS, or unrealistic driver expectations of an ABS braking ability.

NHTSA will analyze the survey data to determine differences in drivers' experiences and expectations of brake performance between ABS-equipped and non-ABS-equipped light vehicles. From these findings, inferences about the ability of ABS to mitigate crashes will be made and the need for an educational campaign for specific demographic groups will be assessed.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information): The respondents are the population of the United States age 16 and older living in households with telephones. The agency estimates the number of respondents to total 4000. The survey will be conducted once only.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information: The agency estimates there will be no annual reporting burden, as the study will be conducted only once. Respondents answer the survey strictly on a voluntary basis. No payment or gift will be provided to any respondent. The agency estimates the time per respondent to be 20 minutes, and a total time burden of 1375 hours. The agency estimates the total cost per survey respondent to be \$50.00.

Authority: Title 15 U.S.C. 1395 Section 106(b): The National Traffic and Motor Vehicle Safety Act of 1966, Title 15 United States Code 1395, Section 106(b), (Exhibit V), gives the Secretary authorization to conduct research, testing, development, and training as authorized to be carried out by subsections of this title.

Dated: February 17, 1998.

Raymond P. Owings,

Associated Administrator for Research and Development.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Applications for Exemptions

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applicants for exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before March 25, 1998.

ADDRESS COMMENTS TO: Dockets Unit, Research and Special Programs, Administration, Room 8421, DHM-30, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

FOR FURTHER INFORMATION CONTACT:

Copies of the applications (See Docket Number) are available for inspection at the New Docket Management Facility, PL-401, at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW, Washington, DC 20590.

This notice of receipt of applications for new exemptions is published in accordance with Part 107 of the Hazardous Materials Transportations Act (49 U.S.C. 1806; 49 CFR 1.53(e)).

Issued in Washington, DC, on February 13, 1998.

J. Suzanne Hedgepeth,

Director, Office of Hazardous Materials Exemptions and Approvals.

New Exemptions

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
12029-N	RSPA-98-3384	NACO Technologies, Lombard, IL.	49 CFR 179.14	To authorize the manufacture, mark and sale of specially designed couplers to be used on tank cars used in transporting various classes of hazardous materials. (mode 2)
12030-N	RSPA-98-3389	East Penn Manufacturing Co., Inc., Lyon Station, PA.	49 CFR 173.159(h)	To authorize the transportation in commerce of battery fluid, acid, Class 8, in UN6HG composite packagings tested to Packing Group II test criteria with dry storage batteries, containing no hazardous material, in UN 4G fiberboard boxes. The maximum gross weight will not exceed 81.5 pounds. (modes 1, 3, 4)
12032-N	RSPA-98-3456	Physical Acoustics Quality Services, Lawrenceville, NJ.	49 CFR 173.31(c), 180.509(e)	To authorize the use of acoustic emission non-destructive testing procedure for tank car structural re-certification. (mode 2)
12033-N	RSPA-98-3457	PPG Industries, Inc, Pittsburgh, PA.	49 CFR 180.509(e)	To authorize the use of acoustic emission non-destructive testing procedure for tank car structural re-certification. (mode 2)
12037-N	RSPA-98-3460	The Carbide/Graphite Group, Inc., Louisville, KY.	49 CFR 173.35(b)	To authorize the transportation in commerce of Division 4.3 material in reused UN 13H4 lined woven polypropylene flexible intermediate bulk containers in truckload or carload lots. (modes 1, 2)
12038-N	RSPA-98-3461	Duracool Limited, Edmonton, Alberta, CN.	49 CFR 173.306(a)(3)	To authorize the transportation in commerce of Hydrocarbon Blend B refrigerant gas, Division 2.1, in non-DOT specification containers similar to DOT2Q cans with overpack. (modes 1, 2, 3)
12039-N	RSPA-98-3443	Sun Company, Inc., Philadelphia, PA.	49 CFR 173.319(d)(2)	To authorize the transportation in commerce of liquid refrigerated liquid, Division 2.1, in DOT113C120W tank car tank at a higher pressure than presently authorized. (mode 2)

NOTE: In Federal Register Vol. 63, No. 8, January 13, 1998, Page 1991, Application No. 11986, RSPA-98-3171 and Application No. 11989, RSPA-98-3170 should have appeared as Application No. 11986, RSPA-97-3171 and Application No. 11989, RSPA-97-3170.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Applications for Modification of Exemption

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications for modification of exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions for the Department of Transportation's

Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous materials Safety has received the applications described herein. This notice is abbreviated to expedite docketing and public notice. Because the sections affected, modes of transportation, and the nature of application have been shown in earlier **Federal Register** publications, they are not repeated here. Requests for modifications of exemptions (e.g. to provide for additional hazardous materials, packaging design changes, additional modes of transportation, etc.) are described in footnotes to the application number. Application numbers with the suffix "M" denote a modification request. These

applications have been separated from the new applications for exemptions to facilitate processing.

DATES: Comments must be received on or before March 10, 1998.

ADDRESS COMMENTS TO: Dockets Unit, Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption number.

FOR FURTHER INFORMATION: Copies of the applications are available for inspection in the Dockets Unit, Room 8426, Nassif Building, 400 7th Street SW, Washington, DC.

Application No.	Docket No.	Applicant	Modification of exemption
7887-M .....	.....	Kosdon Enterprises, Ventura, CA (See Footnote 1)	7887
9610-m .....	.....	Alliant Techsystems Inc., Hopkins, MN (See Footnote 2)	9610
9791-M .....	.....	Pressed Steel Tank Co., Inc., Milwaukee, WI (See Footnote 3)	9791
10996-M .....	.....	Kosdon Enterprises, Ventura, CA (See Footnote 4)	10996
11888-M	RSPA-97-2583	Alliant Techsystems, Inc., Hopkins, MN (See Footnote 5)	11888
11984-M	RSPA-97-3173	Trans World Airlines, Inc., Kansas City, MO (See Footnote 6)	11984
12013-M	RSPA-97-3249	All Pure Chemical Company, Walnut Creek, CA (See Footnote 7)	12013