sufficient vision to operate a commercial vehicle.'' Mr. Sniffin submitted that he has driven straight trucks for 32 years, accumulating 1.3 million miles, and buses for 4 years, accumulating 40,000 miles. He holds a Class A CDL, and his driving record shows he has had no accidents or convictions for moving violations in a CMV in the last 3 years.

32. John R. Snyder

Mr. Snyder, 31, has amblyopia in his right eye. His best-corrected vision is 20/80 in the right eye and 20/20 in the left. An ophthalmologist examined him in 2000 and certified, ''It is my opinion that Mr. John Snyder has sufficient vision to perform any driving task required to operate a commercial vehicle.'' Mr. Snyder reported that he has operated tractor-trailer combinations for 8 years and 560,000 miles, and straight trucks for 13 years and 65,000 miles. He holds a Class A license from the State of Washington. His driving record for the last 3 years shows he has had no accidents and one conviction for a moving violation—Failure to Yield Right of Way to Emergency Vehicle—in a CMV.

33. Darwin J. Thomas

Mr. Thomas, 52, has amblyopia in his left eye. His best-corrected visual acuities are 20/25 in the right eye and 20/200 in the left. Following an examination in 2001, his optometrist certified, ''In my medical opinion, Mr. Thomas has sufficient vision to continue to drive his commercial vehicle.'' Mr. Thomas submitted that he has 17 years' and 2.0 million miles' experience operating tractor-trailer combinations, and 2 years' and 12,000 miles' experience operating straight trucks. He holds a Class A CDL from Pennsylvania, and his driving record shows he has had no accidents or convictions for moving violations in a CMV for the last 3 years.

34. Rene R. Trachsel

Mr. Trachsel, 43, has had a macular scar in his left eye since January 1994. The vision in his right eye is 20/20 and in the left eye, 20/200. Following an examination in 2001, his ophthalmologist certified, ''In my opinion, his vision is adequate to perform all tasks required to operate a commercial vehicle, as for practical purposes his central vision is 20/20 by a virtue of the central vision in the right eye, and his peripheral vision is entirely unaffected.'' In his application, Mr. Trachsel stated he has driven tractor-trailer combinations for 15 years, accumulating 122,850 miles. He holds an Oregon Class A CDL. His official driving record for the last 3 years shows no accidents or convictions for moving violations in a CMV.

35. Stephen D. Vice

Mr. Vice, 46, has amblyopia in his right eye. His best-corrected visual acuities are $20/70^{-1}$ in the right eye and 20/20 in the left. An optometrist examined him in 2001 and certified, ''In my personal opinion, Mr. Vice's vision is adequate to operate a commercial vehicle.'' Mr. Vice submitted that he has driven buses for 4 years, accumulating 35,000 miles, and straight trucks for 2 years, accumulating 20,000 miles. He holds a Class DB Operator/CDL from Kentucky, and his driving record for the last 3 years shows he has had no accidents or convictions for moving violations in a CMV.

36. John H. Voigts

Mr. Voigts, 49, has had a corneal opacity in his left eye since birth. The corrected vision in his right eye is 20/20 and in the left eye, light perception only. Following an examination in 2001, his optometrist certified, ''I feel there is no reason why he cannot continue to drive commercial because of his vision.'' According to his application, Mr. Voigts has operated straight trucks for 30 years, accumulating 2.2 million miles, and tractor-trailer combinations for 27 years, accumulating 2.7 million miles. He holds a Class A CDL from Arizona. His official driving record for the last 3 years shows no accidents or convictions for moving violations in a CMV.

37. Kendle F. Waggle, Jr.

Mr. Waggle, 38, has been aphakic in his right eye since birth. His aided acuity is 20/150 with the right eye and 20/20 with the left eye. An optometrist who examined him in 2001 stated, ''In my medical opinion, since he has driven a commercial vehicle with this vision condition for many years, I feel he has sufficient vision to perform the driving tasks required to operate a commercial vehicle as he has in the past.'' Mr. Waggle submitted that he has driven straight trucks and tractor-trailer combinations for 15 years, accumulating 150,000 miles in the former and 772,500 miles in the latter. He holds a Class A CDL from Indiana, and his driving record for the last 3 years shows no accidents or convictions for traffic violations in a CMV.

Request for Comments

In accordance with 49 U.S.C. 31315 and 31136(e), the FMCSA is requesting public comment from all interested persons on the exemption petitions and the matters discussed in this notice. All comments received before the close of business on the closing date indicated above will be considered and will be available for examination in the docket room at the above address. Comments received after the closing date will be filed in the docket and will be considered to the extent practicable, but the FMCSA may publish in the **Federal Register** a notice of final determination at any time after the close of the comment period.

Issued on: October 19, 2001.

Brian M. McLaughlin,

Associate Administrator for Policy and Program Development.

[FR Doc. 01–26810 Filed 10–23–01; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Motor Theft Prevention Standard; Nissan

AGENCY: National Highway Traffic Safety Administration, Department of Transportation (DOT).

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the petition of Nissan North America, Inc., (Nissan) for an exemption of a high-theft line (codenamed ''Model M'') from the parts-marking requirements of the Federal motor vehicle theft prevention standard. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard. Nissan requested confidential treatment for its information and attachments submitted in support of its petition. The agency will address Nissan's request for confidential treatment in a separate letter.

DATES: The exemption granted by this notice is effective beginning with the (confidential) model year.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW, Washington DC 20590. Ms. Proctor's phone number is (202) 366–0846. Her fax number is (202) 493–2290.

SUPPLEMENTARY INFORMATION: In a petition dated June 21, 2001, Nissan North America, Inc. (Nissan), requested exemption from the parts-marking requirements of the theft prevention standard for a motor vehicle line. The nameplate of the line and the model year of introduction are confidential. The petition requested an exemption from parts-marking pursuant to 49 CFR 543, Exemption from Vehicle Theft Prevention Standard, based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Based on the evidence submitted by Nissan, the agency believes that the antitheft device for the Nissan ''Model M'' vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the theft prevention standard (49 CFR part 541).

Section 33106(b)(2)(D) of title 49, United States Code, authorized the Secretary of Transportation to grant an exemption from the parts-marking requirements for not more than one additional line of a manufacturer for MYs 1997–2000. However, it does not address the contingency of what to do after model year 2000 in the absence of a decision under Section 33103(d). 49 U.S.C. 33103(d)(3) states that the number of lines for which the agency can grant an exemption is to be decided after the Attorney General completes a review of the effectiveness of antitheft devices and finds that antitheft devices are an effective substitute for parts-marking. The Attorney General has not yet made a finding and has not decided the number of lines, if any, for which the agency will be authorized to grant an exemption. Upon consultation with the Department of Justice, we determined that the appropriate reading of Section 33103(d) is that the National Highway Traffic Safety Administration (NHTSA) may continue to grant parts-marking exemptions for not more than one additional model line each year, as specified for model years 1997–2000 by 49 U.S.C. 33106(b)(2)(C). This is the level contemplated by the Act for the period before the Attorney General's decision. The final decision on whether to continue granting exemptions will be made by the Attorney General at the conclusion of the review pursuant to Section 330103(d)(3).

Nissan's submittal is considered a complete petition, as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6. Nissan requested confidential treatment for the information submitted in support of its petition. The agency will address Nissan's request for confidential treatment in a separate letter.

In its petition, Nissan provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the new line. This antitheft device includes an engine-immobilizer and alarm system. The antitheft device is a passive system, and is activated by turning the ignition switch to the ''OFF'' position using the proper ignition key.

In order to ensure the reliability and durability of the device, Nissan conducted tests based on its own specified standards. Nissan provided a detailed list of tests conducted and believes that its device is reliable and durable since the device complied with its specified requirements for each test.

Nissan compared the device proposed for its vehicle line with devices which NHTSA has determined to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements. Nissan stated that its proposed device is functionally equivalent to the systems used in previous vehicle lines which were deemed effective and granted exemptions from the parts-marking requirements of the theft prevention standard. Additionally, theft data have indicated a decline in theft rates for vehicle lines that have been equipped with antitheft devices similar to that which Nissan proposes to install on the new line.

On the basis of this comparison, Nissan has concluded that the proposed antitheft device is no less effective than those devices installed on lines for which NHTSA has already granted full exemption from the parts-marking requirements.

Based on the evidence submitted by Nissan, the agency believes that the antitheft device for the Nissan vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR 541).

The agency concludes that the device will provide five of the types of performance listed in § 543.6(a)(3): Promoting activation; attracting attention to the efforts of unauthorized persons; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

As required by 49 U.S.C. 33106 and 49 CFR part 543.6(a)(4) and (5), the agency finds that Nissan has provided adequate reasons for its belief that the antitheft device will reduce and deter theft. This conclusion is based on the information Nissan provided about its device, much of which is confidential. This confidential information included a description of reliability and functional tests conducted by Nissan for the antitheft device and its components.

For the foregoing reasons, the agency hereby grants in full Nissan's petition for exemption for its vehicle line from the parts-marking requirements of 49 CFR part 541. The agency notes that 49 CFR part 541, appendix A–1, identifies those lines that are exempted from the Theft Prevention Standard for a given model year. Advanced listing, including the release of future product nameplates, is necessary in order to notify law enforcement agencies of new models exempted from the parts-marking requirements of the Theft Prevention Standard. Therefore, since Nissan has been granted confidential treatment for its vehicle line, the confidential status of the vehicle line will be protected until the introduction of its vehicle line into the market place. At that time, Appendix A–1 will be revised to reflect the nameplate of Nissan's exempted vehicle line.

If Nissan decides not to use the exemption for this line, it should formally notify the agency. If such a decision is made, the line must be fully marked according to the requirements under 49 CFR parts 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if Nissan wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Part 543.7(d) states that a part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device on which the line's exemption is based. Further, part 543.9(c)(2) provides for the submission of petitions ''to modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption.''

The agency wishes to minimize the administrative burden that part 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be *de minimis.* Therefore, NHTSA suggests that if the manufacturer contemplates making any changes the effects of which

might be characterized as *de minimis*, it should consult the agency before preparing and submitting a petition to modify.

Authority: 49 U.S.C. 33106; delegation of authority at 49 CFR 1.50.

Issued on: October 18, 2001.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

[FR Doc. 01–26811 Filed 10–23–01; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

October 18, 2001.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before November 23, 2001 to be assured of consideration.

Financial Management Service (FMS)

OMB Number: 1510–0034.

Form Number: POD 315.

Type of Review: Extension.

Title: Depositor's Application to Withdraw Postal Savings.

Description: This form is prepared by the applicant for payment of a Postal Savings Account. This form is used to identify the depositor and ensure that payment is made to the proper person. POD form was formerly used by the Post Office Department for processing payments when payments of accounts were their responsibility.

Respondents: Individuals or households.

Estimated Number of Respondents: 700.

Estimated Burden Hours Per Respondent: 30 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 350 hours.

Clearance Officer: Juanita Holder, Financial Management Service, 3700 East West Highway, Room 144, PGP II, Hyattsville, MD 20782

OMB Reviewer: Alexander T. Hunt (202) 395–7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503

Lois K. Holland,

Departmental Reports, Management Officer.

[FR Doc. 01–26804 Filed 10–23–01; 8:45 am]

BILLING CODE 4810–35–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

October 16, 2001.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before November 23, 2001 to be assured of consideration.

Bureau of Alcohol, Tobacco and Firearms (BATF)

OMB Number: 1512–0337.

Recordkeeping Requirement ID Number: ATF REC 5150/1.

Type of Review: Extension.

Title: Usual and Customary Business Records Relating to Denatured Spirits.

Description: Denatured Spirits are used for nonbeverage industrial purposes in the manufacture of personal household products. Records ensure spirits accountability. Tax revenue and public safety are protected.

Respondents: Business or other for-profit, State, Local or Tribal Government.

Estimated Number of Recordkeepers: 3,111.

Estimated Burden Hours Per Recordkeeper: 0.

Frequency of Response: On occasion.

Estimated Total Recordkeeping Burden: 1 hour.

OMB Number: 1512–0363.

Recordkeeping Requirement ID Number: ATF REC 5210/6.

Type of Review: Extension.

Title: Tobacco Products Manufacturers—Supporting Records for Removals for the Use of the United States.

Description: Used by tobacco products manufacturers to record removals of tobacco products for use of the United States. Used by ATF to verify that removals were tax exempt. Needed to trace transactions for protection of the revenue.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 101.

Estimated Burden Hours Per Recordkeeper: 5 hours.

Frequency of Response: On occasion.

Estimated Total Recordkeeping Burden: 505 hours.

OMB Number: 1512–0373.

Recordkeeping Requirement ID Number: ATF REC 5400/3.

Type of Review: Extension.

Title: RECORDS AND SUPPORTING DATA: Importation, Receipt, Storage, and Disposition by Licensed Explosives Manufacturers, Importers, Dealers, and Users.

Description: These records show daily activities in the importation, manufacture, receipt, storage, and disposition of all explosive materials covered under 18 U.S.C. Chapter 40. The records are used to show where and to whom explosives materials are sent, thereby ensuring that any diversions will be readily apparent and, if lost or stolen, ATF will be immediately notified.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 10,519.

Estimated Burden Hours Per Respondent: 6 minutes.

Frequency of Response: On occasion.

Estimated Total Recordkeeping Burden: 132,754 hours.

OMB Number: 1512–0391.

Recordkeeping Requirement ID Number: ATF REC 5210/10.

Type of Review: Extension.

Title: Tobacco—Record of Disposition of More than 60,000 Cigarettes in a Single Transaction.

Description: Records must be maintained by tobacco products manufacturers and cigarette distributors showing details of large cigarette transactions. The records are also used to trace the movement of contraband cigarettes and helps curtail the illicit traffic in cigarettes between states.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 9,500.

Estimated Burden Hours Per Recordkeeper: 120 hours.

Frequency of Response: On occasion.

Estimated Total Recordkeeping Burden: 1,140,000 hours.

Clearance Officer: Frank Bowers (202) 927–8930, Bureau of Alcohol,