time for each individual will be limited to three minutes. Members of the public who would like to speak are asked to contact Raymond Barberesi by October 12, 2001. Commenters will be placed on the agenda in the order in which notifications are received. If time allows, additional comments will be permitted. Copies of oral comments must be submitted in writing at the meeting. Additional written comments are welcome and must be filed by October 26, 2001. Send comments to the attention of Mr. Raymond Barberesi, Director, Office of Ports and Domestic Shipping, U.S. Maritime Administration, 400 7th Street, SW, Room 7201, Washington, DC 20590.

DATES: The meeting will be held on Thursday, October 18, 2001, from 1:30 PM to 5 PM and Friday, October 19, 2001, from 9 AM to 3 PM.

ADDRESSES: The meeting will be held at the Maryland Port Administration, World Trade Center, 401 East Pratt Street, Baltimore, MD 21202.

FOR FURTHER INFORMATION CONTACT: Raymond Barberesi, (202) 366–4357; Maritime Administration, MAR–830, Room 7201, 400 7th Street, SW., Washington, DC 20590; Raymond.Barberesi@marad.dot.gov.

(Authority: 5 U.S.C. App 2, Sec. 9(a)(2); 41 CFR 101–6. 1005; DOT Order 1120.3B.)

Dated: September 28, 2001.

Murray A. Bloom,

Acting Secretary, Maritime Administration.

[FR Doc. 01–24735 Filed 10–2–01; 8:45 am]

BILLING CODE 4910–81–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA–2001–10525]

Two State Surveys of Alcohol Targets of Opportunity

ACTION: Notice and request for public comment on proposed collection of information.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) has a central role in the national effort to reduce motor vehicle related traffic injuries and deaths. The Partners in Progress goal is to reduce the number of alcohol-related fatalities from 15,935, in 1998, to 11,000 by the year 2005. In support of this goal, in 1999, five states were awarded cooperative agreements by NHTSA to demonstrate and evaluate the effectiveness of traffic safety programs that combine increased law enforcement efforts with substantial publicity about these programs. These states were selected because of their potential for reducing the substantial number or percentage of alcohol related fatalities occurring each year within their state. Based on the successful implementation of these programs, an additional two states will be selected for data collection using essentially the same data collection instrument to determine the effects of these alcohol enforcement and publicity programs on drivers' attitudes and behavior regarding drinking and driving after drinking. Under procedures established by the Paperwork Reduction Act of 1995, NHTSA invites the general public and Federal Agencies to comment on the need for the proposed data collection, the types of questions respondents should be asked, ways to enhance the quality of the collection, and ways to minimize the burden on respondents.

DATES: Comments must be received on or before December 3, 2001.

ADDRESSES: Direct all written comments to US DOT, Docket Management Facility, Docket Operations, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590, Docket Number NHTSA–2001–10525. It is requested but not required that 2 copies of the comment be provided. The Docket section is open weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: Marvin Levy, Ph.D., Contracting Officer's Technical Representative, Office of Research and Traffic Records (NTS–31), Washington, DC 20590, e-mail mlevy@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing for a 60-day comment period and otherwise consult with affected agencies and members of the public concerning each proposed collection of information.

The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methods and assumptions;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In response to these requirements, NHTSA asks for public comment on the following collection of information:

Two State Surveys of Alcohol Targets of Opportunity

Type of Request: New information collection requirement.

OMB Clearance Number: None.

Form Number: This collection of information uses no standard forms.

Requested Expiration Date of Approval: February 28, 2005.

Summary of the Collection of Information

The Partners in Progress goal is to reduce the number of alcohol-related fatalities from 15,935, in 1998, to 11,000 by the year 2005. In support of this goal, in 1999, five states were awarded cooperative agreements by NHTSA to demonstrate and evaluate the effectiveness of traffic safety programs that combine increased law enforcement efforts with substantial publicity about these programs. These states were selected because of their potential for reducing the substantial number or percentage of alcohol-related fatalities occurring each year within their state. Based on the successful implementation of these programs, an additional two states will be selected for data collection using essentially the same data collection instrument to determine the effects of these alcohol enforcement and publicity programs on drivers' attitudes and behavior regarding drinking and driving after drinking.

The objective of this survey is to determine the extent to which these two programs impact the awareness, attitudes, and driving behavior of motorists. It is anticipated that changes in enforcement levels should be reflected by changes in driver awareness, attitudes and behavior. For example, a state that substantially increases their alcohol-enforcement activities and provides substantial publicity might expect that respondents report a greater degree of awareness of these efforts as compared to before the program began. It may be expected that respondents would report they came in contact with law enforcement more frequently and drive after drinking less

often once the program began. In addition, the survey will provide information on driver awareness and acceptability of specific enforcement techniques being used as well as data regarding the ongoing national alcohol media campaign called You drink and drive. You Lose. The information to be collected by this survey is not available to NHTSA through any other source.

Within each state, the survey will be administered in three waves (prior to the intervention effort, at the mid-point, and at the end the effort) by telephone to a probability sample of the driving age public (aged 16 years or older as of their last birthday). Participation by respondents is strictly voluntary. The interview is anticipated to average 8.5 minutes in length. Interviewers will use computer assisted telephone interviewing to reduce survey administration time and to minimize data collection errors. A Spanish-language questionnaire and bi-lingual interviewers will be used to reduce language barriers to participation. All respondents' results will remain anonymous and completely confidential. Participant names and telephone numbers used to reach the respondents are separated from the data records prior to its entry into the analytical database.

Description of the Need for and Proposed Use of the Information

More than 308,000 persons were reported injured and nearly 16,000 persons died in alcohol-related motor vehicle crashes during 1999 (Traffic Safety Facts: 1999, NHTSA–National Center for Statistics and Analysis). NHTSA is committed to the development of effective programs to reduce the incidence of these crashes. In 1999, NHTSA awarded cooperative agreements valued at approximately $1,000,000 each to five states—Pennsylvania, Georgia, Louisiana, Tennessee, and Texas. NHTSA is currently in the process of awarding cooperative agreements to two additional states. Each state is responsible for implementing an enforcement and publicity programs and conducting both process and impact evaluations. Data to be collected include number and types of police stops made, and changes in alcohol-related violations and crashes.

In order to reduce the work requirements for each state and to create sets of survey data that can be readily compared among the states, a separate award was made to a survey firm having expertise in conducting random telephone surveys. Thus, the survey data to be collected comprise only one part of the entire data set that will be assessed.

The entire data set will be used to properly plan and evaluate new enforcement programs directed at reducing alcohol-impaired driving. States found to have implemented effective programs to counter the driving after drinking problem will prepare a Best Practices Guide that highlights the major features of their programs. These Guides will be disseminated among states that want to implement an improved alcohol-enforcement program.

The findings from this proposed data collection will assist NHTSA in addressing the problem of alcohol-impaired driving and in formulating programs and recommendations to Congress. NHTSA will use the findings to help focus current programs and activities to achieve the greatest benefit, to develop new programs to decrease the likelihood of drinking and driving behaviors, and to provide informational support to states, localities, and law enforcement agencies that will aid them in their efforts to reduce drinking and driving crashes and injuries.

It should be noted that during the past decade NHTSA has conducted surveys on drinking and driving attitudes and behavior but these were from nationally represented samples and not related to specific statewide enforcement activities. Also, some survey data about an enforcement effort were collected years ago in one of the targeted states-Tennessee—but these data cannot be used within the context of the present study.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)

Under this proposed collection, a telephone interview averaging approximately 8.5 minutes in length would be administered to each of 1,000 randomly selected members of the general public age 16 and older, in each of the two states in this study, at three different times over a 20-month period. A total of 6,000 individuals will be interviewed over the course of this study. Interview will be conducted with persons at residential phone numbers selected using random digit dialing. No more than one respondent per household will be selected, and each sample member will complete just one interview. Businesses are ineligible for the sample and would be not be interviewed. After each wave is completed and the data analyzed, the findings will be disseminated to each state for review.

Estimate of the Total Annual Reporting and Record Keeping Burden Resulting From the Collection of Information

NHTSA estimates that respondents in the sample would require an average of 8.5 minutes to complete the telephone interview. Thus, the number of estimated reporting burden on the general public would be a total of 850 hours for all three waves of the proposed survey. The respondents would not incur any reporting or record keeping cost from the information collection.

Rose A. McMurray,

Associate Administrator, Office of Traffic Safety Programs.

[FR Doc. 01–24666 Filed 10–2–01; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2000–7657, Notice 2]

General Motors North America; Denial of Application for Decision of Inconsequential Noncompliance

General Motors North America (GM) has determined that in some 1998–1999 model year GM and Isuzu light trucks, use of the hazard flasher switch may activate the retained accessory power (RAP) feature with no key in the ignition. This occurs, according to GM, because of ''sneak'' circuits created in the flasher switch. When the RAP is activated, power windows and sunroofs in the affected vehicles are operable. This condition fails to meet the requirements of S4 of FMVSS 118, ''Power-operated window, partition, and roof panel systems.'' General Motors filed an appropriate report pursuant to 49 CFR Part 573, ''Defect and Noncompliance Reports'' and subsequently petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety pursuant to 49 U.S.C. 30118(d) and 30120(h).

Notice of receipt of the petition was published in the **Federal Register** (65 FR 48280) on August 7, 2000, and opportunity was afforded for public comment until September 6, 2000.

As many as 975,462 GM light trucks including Chevrolet and GMC pickups and sport utility vehicles, Oldsmobile and Cadillac sport utility vehicles, and Isuzu pickups are involved. According to GM's petition, the problem is due to manufacturing tolerances in the hazard flasher switch of those vehicles and does not affect all of the vehicles