

1995-96 RAW SUGAR TRQ ALLOCATION—Continued

Country/ ^{1 2}	Current FY 1996 alloca- tion	New addi- tional alloca- tion	FY 1996 allo- cation
Nicaragua	36,932	4,941	41,873
Panama	51,002	6,832	57,825
Papua New Guinea	7,258	0	7,258
Paraguay	7,258	0	7,258
Peru	72,106	9,647	81,753
Philippines	237,422	0	237,422
South Africa	40,450	5,412	45,861
St. Kitts & Nevis	7,258	0	7,258
Swaziland	28,139	3,765	31,904
Taiwan	21,104	2,824	23,928
Thailand	24,622	3,294	27,916
Trinidad-Tobago	12,311	1,647	13,958
Uruguay	7,258	0	7,258
Zimbabwe	21,104	2,824	23,928
	1,817,195	200,000	2,017,195

¹ Additional increases in the TRQ were not allocated to the Philippines and Barbados at this time because market conditions indicate they are unable to supply additional sugar.

² The additional allocation amount is zero for the ten minimum quota-holding countries including: Congo, Cote d'Ivoire, Gabon, Haiti, Madagascar, Mexico, Papua New Guinea, Paraguay, St. Kitts & Nevis, and Uruguay. The previously announced minimum allocation for these countries exceeds the base import quota plus any additional increases in the tariff-rate quota.

Conversion factor: 1 metric ton = 1.10231125 short tons

Michael Kantor,
United States Trade Representative.
[FR Doc. 96-8752 Filed 4-8-96; 8:45 am]
BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory
Committee; Meeting

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss general aviation operations issues.

DATES: The meeting will be held on April 23, 1996, at 9:30 a.m.

ADDRESSES: The meeting will be held at the FAA Headquarters Building, Room 827, 800 Independence Avenue S.W., Washington DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Louis C. Cusimano, Assistant Executive Director for General Aviation Operations, flight Standards Service (AFS-800), 800 Independence Avenue, SW., Washington, DC 20591. Telephone: (202) 267-8452; FAX: (202) 267-5094.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation

Rulemaking Advisory Committee to discuss general aviation operations issues. This meeting will be held on April 23, 1996, at 9:30 a.m., at the FAA Headquarters Building, Room 827, 800 Independence Avenue S.W., Washington DC 20591.

The agenda for this meeting will include status reports from the part 103 (Ultralight Vehicles) Working Group and the IFR Fuel Requirements/Destination and Alternate Weather Minimums Working Group.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on April 3, 1996.
Mr. Michael L. Henry,
Acting Assistant Executive Director for
General Aviation Operations, Aviation
Rulemaking Advisory Committee.
[FR Doc 96-8797 Filed 4-8-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety
Administration

[Docket No. 96-027, Notice 01]

Nationwide Survey Regarding
Speeding and Other Unsafe Driving
Actions

AGENCY: National Highway Traffic
Safety Administration (NHTSA), DOT.

ACTION: Notice and request for
comments on data collection.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) plays a key role in the national effort to reduce motor vehicle related traffic injuries and deaths. Speeding has been implicated as a causal factor in about one-third of all fatal motor vehicle crashes. The objective of this study is to develop and implement a nationwide survey of the driving public to determine: (1) the characteristics of drivers who speed or do not obey traffic signals or stop signs; (2) the situations and driver motivations that accompany these unsafe behaviors; (3) the public's attitudes regarding speed limits, including the National Maximum Speed Limit (NMSL), and the enforcement of these limits; and (4) countermeasures the public would support to reduce these unsafe driving actions. Major components of this study include the development and administration of a driver survey among a national probability sample of 6,000 adult drivers. Current data on these issues do not exist. NHTSA invites the general public and other Federal agencies to comment on the need for the

proposed data collection, the types of questions that respondents should be asked, ways to enhance data quality and utility, and ways to minimize the burden of the data collection as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)).

DATES: Written comments must be submitted on or before June 10, 1996.

ADDRESSES: Direct all written comments to NHTSA, Docket Section, Room 5111, Docket #96-027-N01, 400 7th Street SW, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Marvin M. Levy, Ph.D., Contracting Officer's Technical Representative, Office of Program Development and Evaluation (NTS-30), Washington, DC 20590, Phone Number (202) 366-5597.

SUPPLEMENTARY INFORMATION:

I. Abstract

Speeding—exceeding the posted speed limit or driving too fast for conditions—is a prevalent factor contributing to crashes. In 1994, speed was a factor in 30 percent of all fatal crashes and more than 12,000 lives were lost in speed related crashes. The economic cost of speed related crashes to society is estimated by NHTSA to be more than 23 billion dollars per year. Recently, the NMSL was rescinded and several states now permit higher speed limits. Other unsafe driving behaviors—“running” red traffic lights and stop signs—contribute to crashes.

NHTSA is committed to the development of effective programs to reduce the number of deaths and injuries related to speeding and other unsafe driving behaviors. The objective of this study is to develop and implement a nationwide survey of the driving public to determine: (1) the characteristics of drivers who speed and do not obey traffic signals or stop signs; (2) the situations and driver motivations that accompany these unsafe behaviors; (3) the public's attitudes regarding speed limits, including the NMSL, and the enforcement of these limits; and (4) countermeasures the public would support to reduce the occurrence of these unsafe driving actions.

II. Method of Data Collection

Data will be collected voluntarily and anonymously from a national probability sample of 6,000 adult drivers. Each respondent contacted will be interviewed with the same questionnaire. Bilingual interviewers will be employed and a Spanish version of the questionnaire will be prepared to increase participation by potential respondents. Interviewers will use

computer assisted telephone interviewing to reduce interview length and minimize recording errors.

III. Use of Findings

The findings will provide better specification of the characteristics of drivers who speed and violate the law regarding traffic lights and stop signs; the situations in which such driving infractions commonly occur and, of these, those situations that drivers consider hazardous; the extent to which speed limits influence driving speeds; and the steps that safety officials and enforcement agencies might take to reduce speeding.

The findings will be used to assist NHTSA in formulating programs and in preparing recommendations to Congress dealing with the problem of speeding. Additionally, findings will be used to support decision making by State and local highway safety agencies, law enforcement agencies, and citizen activist groups regarding the effective allocation of resources to address this problem. The data being sought will be instrumental in the development and targeting of countermeasures to reduce speeding and traffic signal and stop sign violations.

IV. Data

OMB Number: None.

Form Number: None.

Type of Review: Regular Submission.

Affected Public: The adult population of the United States living in households with telephones.

Estimated Number of Respondents: 6,000.

Estimated Time Per Respondent: 20 minutes.

Estimated Total Annual Burden: 2000 hours.

Estimated Cost Per Respondent: \$35.

V. Requests for Comments

Comments are invited on: (a) the need for the proposed collection and the uses of the data to meet the objectives of the study, (b) the types of questions that should be asked of respondents, (c) ways to enhance the quality, utility and clarity of the information collected, (d) the accuracy of the burden estimate, and (e) ways to minimize the burden of the collection of information on the respondents.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

James H. Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 96-8714 Filed 4-8-96; 8:45 am]

BILLING CODE 4910-59-P

Discretionary Cooperative Agreements to Support Vehicle and Occupant Protection Systems Research

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Announcement of discretionary cooperative agreement to support vehicle occupant protection systems research.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to support research studies to evaluate potential improvements in occupant protection during motor vehicle crashes and solicits applications for projects under this program.

DATES: Applications must be received at the office designated below on or before May 29, 1996.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Ms. Amy I. Poling, 400 Seventh Street, S.W., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-96-H-07150, and identify the program area for which the application is submitted. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT:

General administrative questions may be directed to Ms. Amy I. Poling, Office of Contracts and Procurement, at (202) 366-9552. Programmatic questions relating to this cooperative agreement program should be directed to Dr. William T. Hollowell, Safety Systems Engineering & Analysis Division (NRD-11), 400 Seventh Street, S.W., Room 6226, Washington, DC 20590 (202) 366-4726.

SUPPLEMENTARY INFORMATION:

Background

Each year in the United States, more than 40,000 deaths and millions of injuries occur as the direct result of motor vehicle traffic accidents. As part of its mission to alleviate this toll, the National Highway Traffic Safety Administration vigorously conducts an extensive research program to develop and evaluate new technologies and methodologies which have the potential for improving the crash worthiness of passenger vehicles and protecting their occupants. NHTSA is conducting crash worthiness research in four broad areas: