

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 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected cost and burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on October 23, 1996 [FR 61, page 55067].

DATES: Comments must be submitted on or before March 5, 1997.

FOR FURTHER INFORMATION CONTACT: Richard Weaver, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2811.

SUPPLEMENTARY INFORMATION:

Maritime Administration

Title: 46 CFR Part 298—Title XI Obligation Guarantees.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0018.

Form Number(s): MA-163.

Affected Public: Individuals/businesses interested in obtaining loan guarantees for construction/reconstruction of vessels satisfying criteria under the Act.

Abstract: Under title XI of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1271-1279) (the Act), the Maritime Administration (MARAD) is authorized to execute a full faith and credit guarantee by the United States of debt obligations issued to finance or refinance the construction or reconstruction of vessels. In November 1994, the title XI program was expanded to permit issuance of loan guarantees for financing export vessels built in the United States and for shipyard modernization and improvement projects.

Need and Use of the Information: Prior to execution of a loan guarantee, the Act requires the Secretary of Transportation must, among other things, make determinations of economic soundness of the project and financial and operating capability of the applicant. The Secretary of Transportation has delegated this authority (See 49 CFR 1.66(e)) to the

Maritime Administrator. The information collected is necessary to evaluate the project and capabilities, make the required determinations, and administer any agreements executed upon approval of loan guarantees.

Annual Burden: 2,000 hours.

Address: Send all comments to the Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT Desk Officer.

Comments: Send all comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected to the Office of Information and Regulatory Affairs.

Issued in Washington, DC, on January 28, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-2550 Filed 1-31-97; 8:45 am]

BILLING CODE 4910-62-P

Partnership Council Meeting

AGENCY: Office of the Secretary (DOT).

ACTION: Notice of meeting.

SUMMARY: The Department of Transportation (DOT) announces a meeting of the DOT Partnership Council (the Council). Notice of this meeting is required under the Federal Advisory Committee Act.

TIME AND PLACE: The Council will meet on Wednesday, February 26, 1997, at 2:00 p.m., at the Department of Transportation, Nassif Building, rooms 10234-10238, 400 Seventh Street, SW., Washington, DC 20590. The rooms are located on the 10th floor.

TYPE OF MEETING: These meetings will be open to the public. Seating will be available on a first-come, first-served basis. Handicapped individuals wishing to attend should contact DOT to obtain appropriate accommodations.

POINT OF CONTACT: John E. Budnik or Jean B. Lenderking, Corporate Effectiveness Division, M-13, Department of Transportation, Nassif Building, 400 Seventh Street, SW., room 9425, Washington, DC 20590, (202) 366-9439 or (202) 366-8085, respectively.

SUPPLEMENTARY INFORMATION: The purpose of this meeting is to provide an overview of diversity within the Department of Transportation and to provide updates on ongoing Partnership Council activities.

PUBLIC PARTICIPATION: We invite interested persons and organizations to submit comments. Mail or deliver your comments or recommendations to Mr. John Budnik or Ms. Jean Lenderking at the address shown above. Comments should be received by February 18, 1997 in order to be considered at the February 26 meeting.

Issued in Washington, DC, on January 29, 1997.

For the Department of Transportation.

John E. Budnik,

Associate Director, Corporate Effectiveness Division.

[FR Doc. 97-2603 Filed 1-31-97; 8:45 am]

BILLING CODE 4910-62-P

National Highway Traffic Safety Administration

[Docket No. 97-004-Notice 1]

Motor Vehicle Bystander Care Survey; Proposed Information Collection

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

ACTION: Notice and request for comments on data collection.

SUMMARY: NHTSA will conduct a telephone survey as a major component of a two-site evaluation of its *Bystander Care* program. In accordance with the agency's mandate to reduce fatalities and economic loss resulting from motor vehicle crashes, the Bystander Care program was established to encourage passerby to stop at rural crash sites, render life-saving assistance, and summon emergency medical services (EMS). The program is designed to raise public awareness of the importance of bystander care, and to teach the few basic skills necessary to recognize an emergency, start victims' breathing, stop victims' bleeding, and contact EMS. The data from the survey will be used to evaluate the extent to which the bystander care messages have reached the public in targeted areas, the extent to which these messages were successful in changing attitudes towards providing emergency care, and the extent to which the program improved knowledge needed to successfully provide emergency care.

DATES: Written comments must be submitted April 4, 1997.

ADDRESSES: Direct all written comments to National Highway Safety Administration, Docket Section, Room 5109, Docket #97-004, No. 1, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Helen Dear, Contracting Officer's Technical Representative, Office of Traffic Injury Control Programs, (NTS-14), National Highway Safety Administration, 400 Seventh Street, S.W., Room 5119, Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION:

I. Abstract

NHTSA will conduct a survey as a major component of a two-site evaluation of its Bystander Care program. The other components of this evaluation include a review of existing EMS records, and a review of attendance records from providers of Bystander Care training. In accordance with the agency's mandate to reduce fatalities and economic loss resulting from motor vehicle crashes, the Bystander Care program was established to encourage passerbys to stop at rural crash sites, render life-saving assistance, and summon emergency medical services (EMS). The program is designed to raise public awareness of the importance of bystander care, and to teach the few basic skills necessary to recognize an emergency, start victims' breathing, stop victims' bleeding, and contact EMS. The program focuses on rural areas because a disproportionate number of fatalities occur there, possibly because of longer EMS response times, and fewer passerbys.

The data from the survey will be used to evaluate the extent to which the bystander care messages have reached the public in targeted areas, the extent to which these messages were successful in changing attitudes towards providing emergency care, and the extent to which the program improved knowledge needed to successfully provide emergency care.

The longitudinal telephone survey will be conducted in two waves: prior to the public campaign the first survey will gather baseline data. The second survey, approximately one year after the inception of the program, will assess changes from that baseline.

Data from the evaluation will be used by NHTSA in judging the efficacy of the bystander care program. The design of the study will enable NHTSA to measure the impact of the program and improve the program by diagnosing any problem areas.

II. Method of Data Collection

The survey will be conducted by telephone in two program sites. The baseline survey will interview a sample of approximately 400 individuals over the age of 15, and the follow-up survey

will attempt reinterviews with all baseline respondents. Reinterview rates of 75-80 percent are expected. In addition, the follow-up survey will interview an additional 300 respondents to control for the potential sensitizing effects of the baseline survey on the panel respondents. The interviews will be aided by a computerized system to minimize interviewing and recording errors. The survey will be anonymous and confidential, and participation will be voluntary.

The instruments will consist of three modules. The first module will gather information indicating the respondents' familiarity with the Bystander Care messages. This information will provide a gauge of the breadth of dissemination. The second module will gather information about respondent attitudes towards, and knowledge about, providing emergency care. Comparisons of this information before and after the campaign will provide a measure of the program's impact. The third and final module will gather demographic information about the respondents. The follow-up instrument will include only the first two modules for panel respondents. The modules for the follow-up survey will include a small number of items not asked of baseline respondents.

III. Use of Findings

The findings will be used to judge the efficacy of the Bystander Care program. NHTSA will draw on this information when considering continuation, refinement, and expansion of the Bystander Care program.

IV. Data

OMB Number: None.

Form Number: None.

Type of Review: Regular submission.

Affected Public: The population of two rural sites age 16 and older living in households with telephones.

Estimated Number of Respondents: 400 first wave, 560 second wave.

Estimated Time Per Respondent: 10-15 minutes.

Estimated Total Burden: 160-240 total hours.

Estimated Total Cost: \$17.50 per survey (baseline); \$19.75 per survey (follow-up).

V. Requests for Comments

Comments are invited on: (a) Whether the proposed collection of information is necessary for proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the estimated burden (including hours and cost) of the proposed data collection; (c)

ways to enhance the quality, utility and clarity of the information collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Comments submitted in response to this notice will be summarized and/or included in the request for approval by the Office of Management and Budget (OMB) of this information collection. Copies of all comments will be placed in Docket 97-004, Notice 1, in the NHTSA Docket Section in Room 5109, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590, and will become a matter of public record.

James H. Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 97-2252 Filed 1-31-97; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 97-006; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1992 Mercedes-Benz 230CE Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1992 Mercedes-Benz 230CE passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1992 Mercedes-Benz 230CE that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is March 3, 1997.

ADDRESSES: *Comments should refer to the docket number and notice number, and be submitted to:* Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm]

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).