

by a transfer that is guarded by a Union Pacific derail. Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.*, Docket Number FRA-2001-9607) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, D.C., 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, D.C. on June 29, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-16832 Filed 7-3-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

RIN 2127-AI23

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Correction; extension of comment period.

SUMMARY: On June 4, 2001, we published a Notice reporting that we had submitted to OMB a request for an extension of a previously approved collection of information. That Notice is contained within document 01-13798 and is located at 66 FR 30046. The approved collection of information pertained to a statutorily-mandated rule requiring that any person who knowingly and willfully sells or leases

a defective or noncompliant tire for use on a motor vehicle, with actual knowledge that the manufacturer of the tire has notified its dealers of the defect or noncompliance, report that sale or lease to us.

The Notice published on June 4, 2001, contained several errors, which we believe require correction. The purpose of today's Notice is to notify the public of the errors and the correct information, and provide the public an additional thirty (30) days within which to submit any comments in relation to the collection of information and the requested extension. Specifically, the June 4, 2001 Notice is modified in the following ways:

Under the section labeled **SUPPLEMENTARY INFORMATION**, the text of the subsection labeled "Type of Request" should be changed to read: Extension of a currently approved collection for three years from the approval date.

In the same **SUPPLEMENTARY INFORMATION** section, the text of the subsection labeled "Abstract," should be replaced with the following text:

This information collection is statutorily mandated. NHTSA anticipates using the information collected to inform purchasers of those defective or noncompliant tires of the existence of the defect or noncompliance, to investigate sales and leases of tires that are defective or noncompliant, and/or facilitate the providing of a remedy to the purchasers of such tires. Respondents are expected to be tire dealers and retailers.

The text of the subsection labeled "Affected Public" located within the **SUPPLEMENTARY INFORMATION** portion of the Notice, should be replaced with the following text:

Any person who knowingly and willfully sells or leases a defective or noncompliant tire for use on a motor vehicle with actual knowledge that the manufacturer of the tire has notified dealers of the defect or noncompliance. Persons who sell or lease new or used motor vehicles equipped with defective or noncompliant tires are not subject to this reporting requirement with respect to vehicle sales. Motor vehicle lessors and rental companies are also excluded.

In light of the above changes, the comment period with respect to this action has been extended for an additional 30 days. Accordingly, all comments must be submitted on or before August 6, 2001. As requested in the June 4, 2001 notice, comments must be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Issued on: June 28, 2001.

Kenneth N. Weinstein,

Associate Administrator for Safety Assurance.

[FR Doc. 01-16780 Filed 7-3-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT

ACTION: Correction; extension of comment period.

SUMMARY: On June 13, 2001, we published a Notice to report that we had submitted to the Office of Management and Budget (OMB) a request for an extension of a previously approved collection of information. That notice is contained in notice document 01-14834, is located at 66 FR 31974, and has OMB control number 2127-0609. The approved collection of information pertained to a statutorily-mandated rule requiring NHTSA to establish by regulation what constitutes a "reasonable time" and a sufficient manner of "correction" under the Criminal Penalty Safe Harbor Provision in section 5 of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act (Pub. L. 106-414).

The Notice published on June 13, 2001, contained an error which we believe requires correction. The purpose of this Notice is to notify the public as to the error, to correct it, and to provide the public with an additional thirty (30) days within which to submit any comments in relation to the collection of information. Specifically, the Notice of June 13, 2001 is modified in the following manner:

On page 31975, in the fifth paragraph of the first column, the section labeled "Affected Public" was previously published with the following text: "foreign manufacturers of motor vehicles and motor vehicle equipment located outside of the United States, which are importing these items into the United States." This section should be changed to read as follows: "This collection of information would apply to any person who seeks a "safe harbor" from potential criminal liability under 49 U.S.C. 30170. Thus, the collection of information could apply to motor vehicle and motor vehicle equipment manufacturers, any officers or

employees thereof, and other persons who respond, or have a duty to respond, to an information provision requirement pursuant to 49 U.S.C. 30166 or a regulation, requirement, request or order issued thereunder."

In light of the above change, the date for comments to be submitted, which was previously published in the **Federal Register** in the last paragraph of the third column on page 31974, is extended and changed from "on or before July 13, 2001" to read "on or before August 6, 2001."

As requested in the Notice of June 13, 2001, comments are to be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Issued on: June 28, 2001.

John Womack,
Acting Chief Counsel.

[FR Doc. 01-16781 Filed 7-3-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreements To Support Rural Pickup Truck Safety Initiative

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

ACTION: Announcement of discretionary cooperative agreements to increase seat belt and child safety seat education and use among pickup truck occupants in rural areas.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a cooperative agreement program to provide funding to two communities in support of the Buckle Up America (BUA) campaign. Created in 1997, two major goals exist for this campaign: (1) To increase the national seat belt use rate from 71 percent (November 2000) to 90 percent by 2005 and (2) to decrease the number of child passenger fatalities (0-4 years of age) by 25 percent by 2005 (using 653 fatalities in 1996 as a baseline). NHTSA solicits applications from rural community-based organizations or coalitions interested in developing and implementing a community demonstration project characterized by a public information and education program coupled with highly visible law enforcement efforts designed to increase seat belt and child restraint use among pickup truck occupants in rural

areas. Rural organizations or rural community-based coalitions that promote injury prevention and safety programs are encouraged to apply. For the purposes of this notice, the word community can be interpreted to mean a single community, a county, or a specific geographic area that meets the population criteria specified in this notice.

DATES: Applications must be received by the office designated below on or before 2:00 p.m. on Thursday, August 9, 2001.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 7th Street, S.W., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-01-H-05266.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement, by e-mail at rwatson@nhtsa.dot.gov, or by telephone at (202) 366-9557. Programmatic questions should be directed to Mr. Edward Pacchetti, Occupant Protection Division (NTS-12), NHTSA, 400 7th Street, S.W., Room 5118, Washington, D.C., 20590, by e-mail at epacchetti@nhtsa.dot.gov, or by phone at (202) 366-5198. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:

Background

Motor vehicle crashes are the single leading cause of death for Americans 1-24 years of age and the third leading cause of death for Americans 25-44 years of age. In 1999, traffic crashes claimed over 41,000 lives and produced over three million injuries. These crashes resulted in approximately \$150 billion in economic costs, including \$17 billion in medical care and emergency services expenses and \$107 billion in lost productivity and property loss. In April 1997, the Buckle Up America (BUA) Campaign was established to increase the seat belt and child safety seat use rate nationwide. The BUA Campaign advocates a four-part strategy: (1) Building public-private partnerships; (2) enacting strong legislation; (3) maintaining high visibility enforcement; and (4) conducting effective public education. Central to the campaign's success is the implementation of two major law enforcement mobilizations each year. These mobilizations, known

as Operation ABC: America Buckles Up Children, are held in conjunction with the Air Bag & Seat Belt Safety Campaign in May and November, during the Memorial Day and Thanksgiving Day holidays.

According to NHTSA data, there were 6,125 fatalities among pickup truck occupants in 1999. One major reason for this high number of fatalities is the relative lack of seat belt and child restraint use among pickup truck occupants. Research has shown that seat belts reduce the risk of fatal injury by 60 percent for light truck occupants; this effectiveness increases to 80 percent in rollover crashes of these vehicles. Despite this evidence showing seat belt effectiveness, pickup truck occupants continue to have significantly lower rates of use than occupants of other vehicle types. The national seat belt use rate among pickup truck occupants in November 2000 was only 59 percent, compared to 74 percent for passenger car occupants. The rate of seat belt use among pickup truck occupants varies significantly among geographical regions: 68 percent in the West, 58 percent in the Midwest, 56 percent in the South, and 45 percent in the Northeast. Nationwide, 69 percent of light truck occupants killed in 1999 were unrestrained, compared to 51 percent of passenger car occupants who were killed during that same year while unrestrained. NHTSA data further reveal that 41 percent of light truck occupants killed in 1999 were ejected from their vehicles, compared to 21 percent of passenger car occupants killed in 1999.

For the purposes of the two demonstration projects to be awarded, NHTSA is focusing on initiatives to increase seat belt use among pickup truck occupants in rural communities. Sixty-one percent of traffic fatalities (25,453 of 41,611 total fatalities) occurred on rural roadways in 1999. A 1996 NHTSA report showed that a larger proportion of fatal crashes in rural areas involve light trucks compared to fatal crashes in urban areas (21 percent and 14 percent, respectively). Another NHTSA report referencing State data recounted that young, rural male pickup drivers in Kentucky and Texas consistently had low rates of seat belt use. This latter report suggested that there were numerous obstacles to overcome when conducting outreach to this population. Such obstacles included the false belief that being unbelted in a crash is actually safer than being belted, social norms that discourage belt use, and a fatalistic view of life that questions the effectiveness of seat belts. Another problem that has