

requires the Federal Highway Administration (FHWA), now the FMCSA, to conduct a Truck Drivers' Fatigue Management Survey, within the funds provided, with an organization representing unionized motor carriers in cooperation with their labor organization. The Committee included \$400,000 for a study to determine the fatigue management techniques used by truck drivers operating CMVs during overnight runs.

Truck driver fatigue, as well as techniques to manage it, has been a research and regulatory priority in the U.S. and Canada for the last decade. For instance, both U.S. and Canadian drivers participated in the Driver Fatigue and Alertness Study conducted by the FHWA and Transport Canada in the 1990s, as well as the current jointly funded study, the Fatigue Management Technologies Pilot Test. In addition, Transport Canada forwarded a recommended National Safety Code, Standard #9—Hours-of-Service, to the Council of Transportation Ministers in September 2002. Finally, on April 28, 2003, the FMCSA published a revised Hours-of-Service of Drivers Final Rule in the **Federal Register** (68 FR 22456).

Congress has been particularly interested in the truck driver fatigue issue and has directed the FMCSA to conduct numerous studies—including those mentioned above—on various aspects of the problem. Most recently, in the Senate Appropriations Committee mark-up of the Fiscal year 2002 DOT Appropriations Bill, FMCSA was directed to conduct "a study to determine the fatigue management techniques used by truck drivers during overnight operations with an organization representing unionized motor carriers in cooperation with their labor organization." In recognition of congressional intent, a Pre-solicitation Notice was published in the **Federal Register** on July 1, 2002, describing the anticipated sole-source award to the Motor Freight Carriers Association (MFCA), and on September 30, 2002, FMCSA awarded the MFCA a contract to conduct a Truck Driver Fatigue Management Study.

Recent research has underscored the overwhelming influence of time of day on truck driver alertness. But, the same research has shown that there are significant individual differences in alertness during night driving, even when drivers have adequate sleep. Yet, the trucking industry must operate 24 hours a day in order to meet customer demands. In addition, the highways are least congested between midnight and 6 a.m. One segment—the unionized less-than-truckload (LTL)—has a long

history of safe operations at night. Indeed, most of its over-the-road operations occur at night. A major reason for the exemplary safety record of MFCA companies is the professionalism of the Teamster's Union drivers they employ—more than 8,000 of the 42,000 drivers have at least one million accident-free driving miles with the same company. This truck driver workforce offers a tremendous untapped source of knowledge about techniques and lifestyle practices that are used to manage fatigue during night operations.

Specifically, the study will randomly survey Teamster drivers in MFCA companies who regularly operate on overnight runs. The survey will collect detailed information on such items as the nature of their job, what helps them cope, what are the challenges, how much and how long they sleep, their physical condition, the use of naps, and the impact of other road users on their alertness. A control group of Teamster drivers without one million accident free driving miles will also be surveyed. A sample of drivers will be studied prospectively using unobtrusive, objective wrist actigraphy watches to confirm the sleep-wake behaviors identified in the survey as being most likely to mitigate fatigue and maintain alertness during nighttime operations.

Respondents: The respondents to the planned survey will include approximately 2,000 selected motor carrier truck drivers of CMVs.

Average Burden Per Response: The estimated average burden per response is 30 minutes. This includes time needed for reading survey instructions, searching existing data sources, completing the survey instrument and returning the information by mail.

Estimated Total Annual Burden: The estimated total annual burden is 1000 hours.

Frequency: The survey will be conducted once.

Public Comments Invited

Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FMCSA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB clearance of this information collection.

Authority: 49 U.S.C. 31136, 31301 *et seq.*, and 31502; Pub. L. 107–87, 115 Stat. 833 and 49 CFR 1.73.

Issued on: May 22, 2003.

Annette M. Sandberg,

Acting Administrator.

[FR Doc. 03–13488 Filed 5–29–03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2003–15024]

Notice of Request for Renewal of a Currently Approved Information Collection: Financial Responsibility for Motor Carriers of Passengers and Motor Carriers of Property

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995 (PRA), this notice announces the agency's intention to request the Office of Management and Budget (OMB) to renew its clearance of a currently approved information collection identified below under the heading "Supplementary Information." This information collection renewal assures that motor carriers of property and passengers maintain an appropriate level of financial responsibility for operating on public highways.

DATES: Comments must be submitted on or before July 29, 2003.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. Department of Transportation, Dockets Management Facility, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. All comments received will be available for examination and copying at the above address between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically.

Electronic Availability: An electronic copy of this document may be downloaded using a computer, modem, and suitable communications software from the Government Printing Office's

electronic bulletin board service (telephone: 202-512-1661). It may also be downloaded over the Internet, from the home page of the **Federal Register** at: <http://www.nara.gov/fedreg>, or the database of the Government Printing Office at: <http://www.access.gpo.gov/nara>. Internet users can access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>. This service is available 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.

FOR FURTHER INFORMATION CONTACT: Ms. Marian Lee, (202) 385-2423, Insurance Compliance Division (MC-ECI), Federal Motor Carrier Safety Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: *Title:* Financial Responsibility for Motor Carrier of Passengers and Motor Carriers of Property.

OMB Control Number: 2126-0008.

Background: The Secretary of Transportation is responsible for implementing regulations which establish minimal levels of financial responsibility for: (1) Motor carriers of property to cover public liability, property damage, and environmental restoration, and (2) for-hire motor carriers of passengers to cover public liability and property damage. The Endorsement for Motor Carrier Policies of Insurance for Public Liability (Form MCS-90/90B) and the Motor Carrier Public Liability Surety Bond (Form MCS-82/82B) contain the minimum amount of information necessary to document that a motor carrier has obtained, and has in effect, the minimum levels of financial responsibility as set forth in applicable regulations (motor carriers of property—49 CFR 387.9; and motor carrier of passengers—49 CFR 387.33). FMCSA and the public can verify that a motor carrier of property or passengers has obtained, and has in effect, the required minimum levels of financial responsibility, by use of the information embraced within these documents.

Respondents: Insurance and surety companies of motor carriers of property (Form MCS-90 and Form MCS-82) and motor carriers of passengers (Form MCS-90B and Form MCS-82B).

Average Burden Per Response: Two minutes to complete the Endorsement for Motor Carrier Policies of Insurance for Public Liability or the Motor Carrier Public Liability Surety Bond; one

minute to file the Motor Carrier Public Liability Surety Bond; one minute to have either document on board the vehicle (foreign-domiciled motor carriers only). These endorsements are maintained at the motor carrier's principal place of business (49 CFR 387.7 (iii)(d)).

Estimated Total Annual Burden: 5,285 hours.

Frequency: Upon creation, change, or replacement of an insurance policy or surety bond.

Public Comments Invited: Interested parties are invited to submit comments online through the Docket Management System (DMS) at <http://dmses.dot.gov/submit>, regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FMCSA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

Authority: 23 U.S.C. 315; 44 U.S.C. 3506(c)(2)(A); and 49 CFR 1.73.

Issued on: May 22, 2003.

Annette M. Sandberg,

Acting Administrator.

[FR Doc. 03-13489 Filed 5-29-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 30, 2003. No comments were received.

DATES: Comments must be submitted on or before June 30, 2003.

FOR FURTHER INFORMATION CONTACT:

Taylor E. Jones II, Maritime Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-2323; FAX: (202) 493-2180 or E-MAIL: taylor.jones@marad.dot.gov.

Copies of this collection also can be obtained from that office.

SUPPLEMENTARY INFORMATION: Maritime Administration (MARAD).

Title: Voluntary Intermodal Sealift Agreement (VISA).

OMB Control Number: 2133-0532.

Type of Request: Extension of currently approved collection.

Affected Public: Operators of dry cargo vessels.

Form(s): MA-1020.

Abstract: This information collection is in accordance with section 708, Defense Production Act, 1950, as amended, under which participants agree to provide commercial sealift capacity and intermodal shipping services and systems necessary to meet national defense requirements. Officials at the Maritime Administration and the Department of Defense use this information to assess the applicants' eligibility for participation in the VISA program.

Annual Estimated Burden Hours: 200 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

Comments are Invited on: (a) 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; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC on May 27, 2003.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 03-13546 Filed 5-29-03; 8:45 am]

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