

Heavy Equipment, Produce, Intermodal, Passenger, Refrigerated (non-produce), Tank Carriers and Bulk Materials Carriers. Each commodity segment was subdivided into its for-hire and private components, and each of the 30 segments was evaluated on recent crash, vehicle, driver and safety management factors. The third analysis combined the financial and safety performance data from the first two analyses to create a profile of the financial and safety performance relationship. Correlation coefficients were calculated for various financial-safety performance measures, and each correlation coefficient was calculated for various financial-safety performance measures and tested for its statistical significance. Phase 1 results are located on the FMCSA Analysis and Information (A&I) online Web site (<http://ai.fmcsa.dot.gov>) under "Analysis Results and Reports."

The safety performance results from Phase 1 provided the basis for Phase 2 of this study (also complete).

*Phase 2 of the study is an investigation of the safety programs, policies, and procedures undertaken by safety leaders in each commodity segment (commonly known as the "Best Practices" Study). Phase 2 included individual interviews with several safety leaders in each segment. Detailed information was collected on driver screening and hiring practices, pre-service and in-service training procedures, incentive awards programs and vehicle maintenance policies. Phase 2 results are also located on FMCSA's A&I Web site (<http://ai.fmcsa.dot.gov>) under Analysis Results and Reports."*

*Phase 3: Results from Phase 2 are being shared with FMCSA safety investigators and disseminated to many carriers within the industry, including new entrants and poor performers. Specifically, copies of the "Best Practices" final report were provided to national-level industry associations and FMCSA field offices. Summarized brochures have been developed for distribution to the associations, FMCSA field offices, and new entrants upon initial registration with FMCSA. The hope is that these new motor carriers will incorporate these practices into their own safety management programs while they are still in the development stage. Additionally, FMCSA hopes to incorporate the results in material provided at compliance reviews, so that carriers who rate poorly have access to specific, concrete examples of how to revise or improve their safety management programs.*

As part of Phase 3, FMCSA and the University of Maryland will seek more detailed information from the motor

carrier industry on how technology is being used to improve safety management. FMCSA and the University of Maryland propose to send questionnaires to approximately 1,000 of the largest for-hire and private carriers in the United States. The University of Maryland will also post the questionnaires on-line so that the selected carriers can complete the survey via the Internet, if desired.

*Respondents:* The total number of respondents is 1,000. The respondents will be the ten largest for-hire and private motor carriers in each State.

*Average Burden Per Response:* The estimated average burden per response is 45 minutes. Estimated Total Annual Burden: The estimated total annual burden is 750 hours (1,000 questionnaires interviews × 45 minutes per response/60 minutes = 750 hours).

*Frequency:* 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:** The Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35, as amended; Pub. L. 106-159, 113 Stat. 1748 (December 9, 1999); and 49 CFR 1.73.

Issued on: February 14, 2005.

**Annette M. Sandberg,**  
*Administrator.*

[FR Doc. 05-3616 Filed 2-24-05; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

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

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (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 collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on August 13, 2004 [FR Doc. 04-18536, Vol. 69, No. 156, Pages 50234-50235].

**DATES:** Comments must be submitted on or before March 28, 2005.

#### FOR FURTHER INFORMATION CONTACT:

Christina Morgan at the National Highway Traffic Safety Administration, Office of Planning, Evaluation, and Budget (NPO-321), 202-366-2562, 400 Seventh Street, SW., 5208V, Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

#### National Highway Traffic Safety Administration

*Title:* The Impact of LATCH on Child Restraint Use.

*OMB Number:* 2127—New.

*Type of Request:* Request for public comment on proposed collection of information.

*Abstract:* The data will provide information on the impact of Lower Anchors and Tethers for Children (LATCH) on child safety seat use. Specifically, NHTSA will find out if consumers are using the LATCH system to install child safety seats, if they are easy to install, and the percentage that are being installed correctly. The evaluation is required under Executive Order 12866.

*Affected Public:* Individuals.

*Estimated Total Annual Burden:* 832 hours.

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and 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 most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC on February 17, 2005.

**Noble N. Bowie,**

*Associate Administrator for Planning, Evaluation, and Budget.*

[FR Doc. 05-3617 Filed 2-24-05; 8:45 am]

BILLING CODE 4910-59-P

By the Board, Chairman Nober, Vice Chairman Buttrey, and Commissioner Mulvey.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 05-3673 Filed 2-24-05; 8:45 am]

BILLING CODE 4915-01-P

Decided: February 16, 2005.

By the Board, David M. Kongschnik, Director, Office of Proceedings.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 05-3554 Filed 2-24-05; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Ex Parte No. 290 (Sub-No. 4)]

#### Railroad Cost Recovery Procedures—Productivity Adjustment

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Revision to proposed adoption of a Railroad Cost Recovery Procedures productivity adjustment.

**SUMMARY:** The Surface Transportation Board proposes to adopt 1.029 (2.9%) as the measure of average change in railroad productivity for the 1999–2003 (5-year) period. This proposal is a revision to the proposal published on February 2, 2005, at 70 FR 5509–10. The current value of 2.2% was developed for the 1998 to 2002 period.

**DATES:** Comments on the revised proposal are due February 25, 2005. *Effective Date:* The proposed productivity adjustment is effective March 31, 2005.

**ADDRESSES:** Send comments (an original and 10 copies) referring to STB Ex Parte No. 290 (Sub-No. 4) to: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001.

**FOR FURTHER INFORMATION CONTACT:** H. Jeff Warren, (202) 565-1533. Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.

#### SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision, which is available on our Web site <http://www.stb.dot.gov>. To purchase a copy of the full decision, write to, e-mail or call the Board's contractor, ASAP Document Solutions; 9332 Annapolis Rd., Suite 103, Lanham, MD 20706; e-mail [asapdc@verizon.net](mailto:asapdc@verizon.net); phone (202) 306-4004. (Assistance for the hearing impaired is available through FIRS: 1-800-877-8339.)

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: February 18, 2005.

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34663]

#### BNSF Railway Company—Temporary Trackage Rights Exemption—Union Pacific Railroad Company

Union Pacific Railroad Company (UP) has agreed to grant limited temporary overhead trackage rights to BNSF Railway Company (BNSF) over UP's line between Valley Junction, IL, at UP milepost 0.00 and Rockview Junction, MO, at UP milepost 131.3, a distance of approximately 131.3 miles.

The transaction was scheduled to be consummated on February 14, 2005, and the temporary trackage rights are intended to expire on May 13, 2005. The purpose of the temporary trackage rights is to allow BNSF to bridge its train service while its main lines are out of service due to programmed track, roadbed, and structural maintenance.

As a condition to this exemption, any employee affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980), and any employee affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line R. Co.—Abandonment-Goshen*, 360 I.C.C. 91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34663, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Michael E. Roper, 2500 Lou Menk Drive, PO Box 961039, Fort Worth, TX 76161-0039.

Board decisions and notices are available on our Web site at "<http://www.stb.dot.gov>."

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

February 17, 2005.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before March 28, 2005.

#### Alcohol and Tobacco Tax and Trade Bureau (TTB)

*OMB Number:* 1513-0062.

*Form Number:* TTB REC 5150/1.

*Type of Review:* Extension.

*Title:* Usual and Customary Business Records Relating to Denatured Spirits.

*Description:* Denatured Spirits are used for nonbeverage industrial purposes in the manufacture of personal household products. Records ensure spirits accountability. Tax revenue and public safety are protected.

*Respondents:* Business of other for-profit, State, Local or Tribal Government.

*Estimated Number of Recordkeepers:* 3,111.

*Estimated Burden Hours Per Recordkeeper:* 0 hours.

*Frequency of Response:* On occasion.

*Estimated Total Recordkeeping Burden:* 1 hour.

*OMB Number:* 1513-0069.

*Form Number:* TTB REC 5210/6.

*Type of Review:* Extension.

*Title:* Tobacco Products Manufacturers—Supporting Records for Removals for the Use of the United States.

*Description:* Used by tobacco products manufacturers to record removals of tobacco products for use of the United States. Used by TTB to verify that