

*Date Filed:* March 10, 2008.

*Parties:* Members of the International Air Transport Association.

*Subject:* TC12 South Atlantic-Middle East Resolutions and Specified Fares Tables (Memo 0282) Minutes: TC12 North, Mid, South Atlantic—Middle East TC12 North, Mid, South Atlantic—Africa (Memo 0283 / 0267) Intended effective date: 1 April 2008.

*Docket Number:* DOT-OST-2008-0094.

*Date Filed:* March 10, 2008.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC COMP Mail Vote 561 Resolution 011b Global Indicators (Memo 1459) Intended effective date: 1 April 2008.

*Docket Number:* DOT-OST-2008-0096.

*Date Filed:* March 11, 2008.

*Parties:* Members of the International Air Transport Association.

*Subject:* PSC/RESO/141 dated February 8, 2007 Finally Adopted Resolutions & Recommended Practices r1-r33 PSC/MINS/023 dated February 28, 2006 MINUTES Intended effective date: June 1, 2008.

*Docket Number:* DOT-OST-2008-0097.

*Date Filed:* March 11, 2008.

*Parties:* Members of the International Air Transport Association.

*Subject:* Mail Vote 560—Resolution 002af TC23/123 Europe-Japan, Korea Special Passenger Revalidating Resolution 002af Between Europe and Korea (Rep. of Korea People's Dem. Rep. of) (Memo 0166) Intended effective date: 1 April 2008.

*Docket Number:* DOT-OST-2008-0098.

*Date Filed:* March 11, 2008.

*Parties:* Members of the International Air Transport Association.

*Subject:* Mail Vote 563 TC23 Middle East-Japan, Korea Special Passenger Amending Resolutions and Specified Fares Tables between Middle East and Japan, Korea (Rep. of) (Memo 0368) Intended effective date: 1 April 2008.

*Docket Number:* DOT-OST-2008-0099.

*Date Filed:* March 11, 2008.

*Parties:* Members of the International Air Transport Association.

*Subject:* Mail Vote 562 TC23 Africa-Japan, Korea Special Passenger Amending Resolutions and Specified Fares Tables Between Africa and Japan, Korea (Rep. of), Korea (Dem. Rep. of)

(Memo 0366) Intended effective date: 1 April 2008.

**Renee V. Wright,**

*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. E8-10058 Filed 5-6-08; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Mobile County, AL

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Rescind Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that the Notice of Intent published on August 28, 2002, to prepare an Environmental Impact Statement (EIS) for a proposed highway project in Mobile County, Alabama is being rescinded.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mark D. Bartlett, Division Administrator, Federal Highway Administration, 500 Eastern Boulevard, Suite 200, Montgomery, Alabama 36117-2018, Telephone (334) 223-7370.

**SUPPLEMENTARY INFORMATION:** The FHWA is rescinding the notice of intent to prepare an EIS on a proposal to construct a "loop" around the western side of Mobile from I-10 southwest of the city of Mobile to I-65 north of Mobile. The project is being rescinded since the Alabama Department of Transportation has decided not to pursue this project at this time.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**William R. Van Luchene,**

*Environmental Engineer, Montgomery, Alabama.*

[FR Doc. E8-10053 Filed 5-6-08; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad 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 Requirements (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. Each ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the collections of information listed below was published on February 26, 2008 (*See* 73 FR 10322). **DATES:** Comments must be submitted on or before June 6, 2008.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 25, Washington, DC 20590 (telephone: (202) 493-6292), or Ms. Nakia Poston, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave., SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6073). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Pub. L. 104-13, section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On February 26, 2008, FRA published a 60-day notice in the **Federal Register** soliciting comment on ICRs that the agency was seeking OMB approval. 73 FR 10322. FRA received no comments in response to this notice.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)-(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5

CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summaries below describe the nature of the information collection requirements (ICRs) and the expected burden. The revised requirements are being submitted for clearance by OMB as required by the PRA.

*Title:* Railroad Locomotive Safety Standards and Event Recorders.

*OMB Control Number:* 2130-0004.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* FRA F 6180.49A.

*Abstract:* The Locomotive Inspection requires railroads to inspect, repair, and maintain locomotives and event recorders so that they are safe, free of defects, and can be placed in service without peril to life. Crashworthy locomotive event recorders provide FRA with verifiable factual information about how trains are maintained and operated, and are used by FRA and State inspectors for Part 229 rule enforcement. The information garnered from crashworthy event recorders is also used by railroads to monitor railroad operations and by railroad employees (locomotive engineers, train crews, dispatchers) to improve train handling, and promote the safe and efficient operation of trains throughout the country, based on a surer knowledge of different control inputs.

*Annual Estimated Burden:* 863,951 hours.

*Title:* Qualifications for Locomotive Engineers.

*OMB Control Number:* 2130-0533.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* N/A.

*Abstract:* Section 4 of the Rail Safety Improvement Act of 1988 (RSIA), Public Law 100-342, 102 Stat. 624 (June 22, 1988), later amended and re-codified by Public Law 103-272, 108 Stat. 874 (July 5, 1994), required that FRA issue regulations to establish any necessary program for certifying or licensing locomotive engineers. The collection of information is used by FRA to ensure that railroads employ and properly train qualified individuals as locomotive engineers and designated supervisors of locomotive engineers. The collection of information is also used by FRA to verify that railroads have established required certification programs for locomotive engineers and that these programs fully conform to the standards specified in the regulation.

*Annual Estimated Burden:* 271,000 hours.

*Title:* Roadway Worker Protection (Roadway Maintenance Machines).

*OMB Control Number:* 2130-0539.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* FRA F 6180.119.

*Abstract:* This rule establishes regulations governing the protection of railroad employees working on or near railroad tracks. The regulation requires that each railroad devise and adopt a program of on-track safety to provide employees working along the railroad with protection from the hazards of being struck by a train or other on-track equipment. Elements of this on-track safety program include an on-track safety manual; a clear delineation of employers' responsibilities, as well as employees' rights and responsibilities thereto; well-defined procedures for communication and protection; and annual on-track safety training. The program adopted by each railroad is subject to review and approval by FRA.

*Annual Estimated Burden:* 817,358 hours.

*Title:* Locomotive Cab Sanitation Standards.

*OMB Control Number:* 2130-0552.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* N/A.

*Abstract:* The collection of information is used by FRA to promote rail safety and the health of railroad workers by ensuring that all locomotive crew members have access to toilet/sanitary facilities—on as needed basis—which are functioning and hygienic. Also, the collection of information is used by FRA to ensure that railroads repair defective locomotive toilet/sanitary facilities within 10 calendar days of the date on which these units becomes defective.

*Annual Estimated Burden:* 1,272 hours.

*Title:* Positive Train Control.

*OMB Control Number:* 2130-0553.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* N/A.

*Abstract:* The collection of information is used by FRA to ensure that new or novel signal and train control technologies, essentially electronic or processor-based systems, meet the "performance standard" stipulated in FRA's rule and work as intended in the U.S. rail environment. These new signal and train control technologies are known as "Positive Train Control" (PTC).

*Annual Estimated Burden:* 250,966 hours.

*Title:* Post-Traumatic Stress in Train Crew Members After a Critical Incident.

*OMB Control Number:* 2130-0567.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Train Crew Members.

*Form(s):* FRA-F-186, FRA-F-187, FRA-F-188.

*Abstract:* Nearly 1,000 fatalities occur every year in this country from trains striking motor vehicles at grade crossings and individual trespassers along the track. These events can be very traumatic to train crew members, who invariably are powerless to prevent such collisions. Exposure of train crews to such work-related traumas can cause extreme stress and result in safety-impairing behaviors, such as are seen in Post-Traumatic Stress Disorder or Acute Stress Disorder. Most railroads have Critical Incident Stress Debriefing (CISD) intervention programs designed to mitigate problems caused by exposure to these traumas. However, they are quite varied in their approach, and it is not certain which components of these programs are most effective.

The purpose of this collection of information is to identify "best practices" for CISD programs in the railroad industry. By means of written and subsequent oral interviews with train crew members that will each take approximately 45 minutes, the approved study aims to accomplish the following: (1) Benchmark rail industry best practices of CISD programs; (2) Establish the extent of traumatic stress disorders due to grade crossing and trespasser incidents in the rail industry (not by region or railroad) and identify at-risk populations; and (3) Evaluate the effectiveness of individual components of CISD programs. It should be noted that only the components of CISD programs will be evaluated, not an individual railroad's overall intervention program.

*Annual Estimated Burden:* 2,043 hours.

**ADDRESSES:** Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC, 20503; Attention: FRA Desk Officer. Comments may also be sent via e-mail to the Office of Information and Regulatory Affairs (OIRA) of the Office of Management and Budget at the following address: [oir\\_submissions@omb.eop.gov](mailto:oir_submissions@omb.eop.gov).

*Comments are invited on the following:* Whether the proposed collections of information are necessary for the proper performance of the functions of FRA, including whether the information will have practical utility; the accuracy of FRA's estimates of the

burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections 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 of this notice in the **Federal Register**.

**Authority:** 44 U.S.C. 3501–3520.

Issued in Washington, DC on May 1, 2008

**Kimberly Orben,**

*Acting Director, Office of Financial Management, Federal Railroad Administration.*

[FR Doc. E8–10091 Filed 5–6–08; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2006–26275]

#### Petition for Rulemaking— Classification of Polyurethane Foam and Certain Finished Products Containing Polyurethane Foam as Hazardous Materials

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA).

**ACTION:** Notice; re-opening of comment period.

**SUMMARY:** On March 30, 2007, PHMSA published a notice soliciting comments on the merits of a petition for rulemaking filed by the National Association of State Fire Marshals (NASFM). The petitioner asked PHMSA to designate polyurethane foam and certain finished products containing polyurethane foam as hazardous materials when transported in commerce as a matter of safety for emergency responders and the general public. PHMSA is re-opening the comment period so that interested persons may submit additional comments on the March 30, 2007 notice and on supplemental information submitted by the petitioner. The comment period will remain open until further notice is published in the **Federal Register**.

**DATES:** The period for submitting comments on the NASFM petition for rulemaking will remain open until further notice is published in the **Federal Register**.

**ADDRESSES:** You may submit comments identified by the docket number PHMSA–2006–26275 by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* 1–202–493–2251.

- *Mail:* Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12–140, Routing Symbol M–30, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery:* To Docket Operations, Room W12–140 on the ground floor of the West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

*Instructions:* All submissions must include the agency name and docket number for this notice at the beginning of the comment. Note that all comments received will be posted without change to the docket management system, including any personal information provided.

*Docket:* For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or DOT's Docket Operations Office (see **ADDRESSES**).

*Privacy Act:* Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the document (or signing the document, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78), which may also be found at <http://www.regulations.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Helen Engrum or Susan Gorsky, Office of Hazardous Materials Standards (202) 366–8553, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Ave., SE., Washington, DC 20590–0001.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

On October 31, 2006, the National Association of State Fire Marshals (NASFM) submitted a petition for rulemaking (P–1491) to the Pipeline and Hazardous Materials Safety Administration (PHMSA) under the provisions of 49 CFR 106.31. The NASFM asked PHMSA to amend the

Hazardous Materials Regulations (HMR; 49 CFR Parts 171–180) to designate polyurethane foam and certain finished products containing polyurethane foam as a hazardous material for purposes of transportation in commerce. The NASFM is made up of senior-level public safety officials from the 50 states and the District of Columbia.

On March 30, 2007, PHMSA published a notice [61 FR 15184] to solicit comments on the merits of the NASFM petition for rulemaking. The comment period closed June 28, 2007. Approximately 30 associations and individuals submitted comments in response to the notice. Most commenters oppose the designation of polyurethane foam and certain finished products containing polyurethane foam as hazardous materials under the HMR, stating that the transportation safety risks of such materials have not been documented and the costs of increased regulation would be prohibitive.

In a letter dated October 19, 2007, NASFM asked PHMSA to defer action on its petition and re-open the public docket to allow additional consideration of the flammability risks posed by polyurethane foam and finished products containing polyurethane foam. NASFM notes that polyurethane foam and products containing polyurethane foam “do not fit neatly within the Agency's long-standing definitions” for flammable solids, and suggests that the agency should consider whether another, more appropriate definition should be developed to convey the risks associated with these materials. NASFM also suggests that federal, state, and industry standards-setting agencies and organizations should consider developing a standard test and definition applicable to polyurethane foam. According to NASFM:

Other branches of the U.S. Department of Transportation, the U.S. Coast Guard, and the U.S. Consumer Product Safety Commission regulate these materials and each agency has its own tests, standards and terms to define the same combustible properties. The same is true of the International Building Code, International Fire Code, and the National Fire Protection Association's standard for automatic fire extinguishers (NFPA 13), all of which contain the language to provide authority to regulate polyurethane foam as a hazardous material requiring special protection. These model codes are referenced in countless Federal, state and local statutes. In effect, the polyurethane foam in the dashboard of a truck is regulated while the polyurethane foam shipped on the truck is not. The polyurethane foam shipment is regulated as a fire hazard in the factories in which it is made and used, in the warehouses in which it is stored, in the retail stores that offer it to the public and in the home.