

of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information:

*Title:* Rear Seat Belt Reminder System Survey.

*Type of Request:* New collection of information.

*OMB Control Number:* 2127—NEW.

*Requested Expiration Date of Approval:* Three years from the approval date.

*Summary of the Collection of Information:* The National Highway Traffic Safety Administration (NHTSA) proposes to collect information from the driving public to determine drivers' and car passengers' seat belt usage habits as well as the effectiveness and consumer acceptance of rear seat belt reminder systems (SBRs) in order to support an analysis of the potential benefits of requiring a rear SBRs. A national telephone survey will be administered to 2,500 respondents. Given the low incidence of Americans who own a car with a rear SRBS, the respondents will be selected from vehicle registration lists. The sampled population will be then divided up between 2,000 drivers who own cars with a rear SBRs and 500 drivers who own a car without a rear SBRs. The main study will be preceded by a pretest administered to 9 respondents. The survey will collect basic demographic information, seat belt usage habits, acceptability of rear SBRs, effectiveness of rear SBRs and perception of current SBRs. Interview length will average 15 minutes.

A Spanish-language translation and bilingual interviewers would be used to minimize language barriers to participation. No personally identifiable information will be collected during the telephone interviews. In addition, the interviewers would use "Computer Assisted Telephone Interviewing" (CATI) to reduce interview length and minimize recording errors.

*Description of the Need for the Information and Proposed Use of the Information:* NHTSA was established to reduce the number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

A NHTSA survey released in 2010 found passengers in the rear seat of a vehicle buckle up 74% of the time,

compared with 85% for those sitting in the front. Unbelted rear seat passengers risk serious injury or death to themselves and pose a potentially fatal threat to others in the event of a crash. SBRs have been shown to increase the use of seat belts in the front seats of vehicles. While rear SBRs are currently available on only a few vehicle models sold in the U.S., NHTSA seeks to collect data from those who drive these vehicles (the test group) and draw comparisons to those who drive similar vehicles without a rear SBRs (the comparison group). To this end, NHTSA will collect basic demographic information from both groups and information on their and their passengers seat belt usage habits, as well as the effectiveness, preferences and acceptance of the rear SBRs.

NHTSA will use the findings from this proposed collection of information in support of an analysis of the potential benefits of requiring a rear SBRs in new vehicles sold in the United States.

*Description of the Likely Respondents (including Estimated Number, and Proposed Frequency of Response to the Collection of Information):* Under this proposed effort, 9 pretest telephone interviews and 2,500 national survey telephone interviews would be conducted for a total of 2,509 interviews. The telephone interview would be conducted with a national sample of 2,000 drivers aged 18 years old or older, that drive a vehicle with a rear SBRs and regularly transport rear passengers 8 years old or older. In addition to this, interviews would be conducted with a comparison group of 500 drivers aged 18 years old or older that drive similar vehicles as those in the national sample except these vehicle do not have a rear SBRs. These drivers must also regularly transport rear passengers who are 8 years old or older. Interview length will average 15 minutes. The sample will be drawn from registration lists of vehicle owners.

Interviews will be conducted both with respondents using landline phones and cellphones. Federal law prohibits the use of auto dialing to call cell phones; therefore all cell phone numbers would be dialed manually. Each sample member would complete just one interview. Businesses are ineligible for the sample and would not be interviewed.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting From the Collection of Information:* NHTSA estimates that respondents would require an average of 15 minutes to complete the telephone interviews or a total of 627 hours for the 2,509 respondents. All interviewing

would occur during a two to three month period during 2013.

Thus the annual reporting burden would be the entire 627 hours. The respondents would not incur any reporting or recordkeeping burden from the data collection.

**Authority:** 44 U.S.C. 3506(c)(2)(A).

Issued on: January 17, 2013.

**Lori K. Summers,**

*Director, Office of Crashworthiness Standards.*

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA–2012–0319]

#### Pipeline Safety: Annual Reports and Validation

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

**ACTION:** Notice of extension of submittal deadline for calendar year 2012 gas transmission and gathering annual reports, remind pipeline owners and operators to validate their Operator Identification Number data, and request supplemental reports to correct gas transmission and liquefied natural gas annual report data issues.

**SUMMARY:** Over the past three years, PHMSA has made a number of amendments to pipeline data regulations and reporting forms for gas, hazardous liquids, and liquefied natural gas (LNG) operators. Most recently, on December 5, 2012, the Office of Management and Budget approved revisions to the gas transmission and gathering annual report. Based on the significant changes to the gas transmission and gathering annual report, PHMSA is extending the filing deadline for calendar year 2012 data from March 15, 2013, to June 15, 2013. In addition, certain operators with Operator Identification Numbers (OPID) established prior to January 1, 2011, are required to validate their OPID data before June 30, 2012. PHMSA has determined that a number of operators have not completed their OPID data validations. Therefore, PHMSA is using this notice to remind operators to validate their OPID data. PHMSA has also noticed that annual reports submitted by gas transmission and LNG operators contain data that conflicts with other required reports submitted to PHMSA. Operators should review their

annual report data to ensure it is accurate and submit supplemental reports to correct errors.

**DATES:** The filing deadline for calendar year 2012 data for the gas transmission and gathering annual report is extended to June 15, 2013.

**FOR FURTHER INFORMATION CONTACT:**

Blaine Keener, National Field Coordinator, by telephone at 202-366-0970 or by email at [blaine.keener@dot.gov](mailto:blaine.keener@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**Submittal Deadline for Calendar Year 2012 Gas Transmission and Gathering Annual Reports**

On December 5, 2012, the Office of Management and Budget approved revisions to the gas transmission and gathering annual report (PHMSA F-7100.2-1). Based on the significant changes to the report, PHMSA is extending the filing deadline for calendar year 2012 data from March 15, 2013 to June 15, 2013. Docket PHMSA-2012-0024 includes details about the changes to the report.

PHMSA anticipates enabling the online submittal of gas transmission and gathering annual reports no later than March 1, 2013. When the online reporting system is available, PHMSA will send an email to pipeline operator staff who submitted calendar year 2011 gas transmission and gathering annual reports.

**Validation**

A final rule published in the **Federal Register** on November 26, 2010, (75 FR 72878) established new regulations (49 CFR §§ 191.22 and 195.64) requiring certain pipeline operators and LNG operators established prior to January 1, 2011, to validate data on file with PHMSA before June 30, 2012. PHMSA extended the compliance deadline for completing validation to September 30, 2012, in Advisory Bulletin ADB-2012-04, published in the **Federal Register** on March 21, 2012, (77 FR 16471). Two types of gas distribution pipeline operators, master meter operators and small LPG operators, are not required to complete validation. All other pipeline operators and LNG operators that received an OPID from PHMSA prior to January 1, 2011 are required to validate their OPID data.

Based on validation data collected through the end of November 2012, approximately sixteen percent of operators with an OPID that were required to validate their data had not complied with this requirement. To avoid enforcement action, these operators should log into the on-line

PHMSA Portal at <https://portal.phmsa.dot.gov/phmsaportallanding> and complete their validation. Any operator that has not registered staff in the PHMSA Portal must register by following the instructions at [http://opsweb.phmsa.dot.gov/portal\\_message/PHMSA\\_Portal\\_Registration.pdf](http://opsweb.phmsa.dot.gov/portal_message/PHMSA_Portal_Registration.pdf) before validation can be completed.

**Gas Transmission Annual Reports—Incidents in High Consequence Areas**

From calendar year 2004 through 2009 inclusive, PHMSA collected data about incidents in high consequence areas (HCAs) as part of gas integrity management performance reports. Starting with calendar year 2010, this incident data became integrated in the gas transmission and gathering annual report. Gas transmission pipeline operators are also required to submit a gas transmission and gathering incident report for each incident. Since 2004, gas transmission and gathering incident reports have indicated whether the incident occurred in an HCA. "Incidents occurring in HCA" data from gas integrity management performance reports, gas transmission annual reports, and incident reports is publicly available on the PHMSA Web site at [http://primis.phmsa.dot.gov/gasimp/pm\\_summary2.htm](http://primis.phmsa.dot.gov/gasimp/pm_summary2.htm).

For all years except 2009, the numbers from "Incidents occurring in HCA" data, included in the integrity management performance reports and annual reports do not match the number from incident reports. While the number of "Incidents occurring in HCA" data matches for 2009, the OPIDs detailed in the integrity management performance reports do not match the OPIDs in the incident reports. Gas transmission operators who have reported incidents in HCAs from 2004 through 2011 in either gas integrity management performance reports, gas transmission annual reports, or incident reports should submit supplemental reports as needed to correct the data.

Gas integrity management performance reports can be created or supplemented by sending changes to [blaine.keener@dot.gov](mailto:blaine.keener@dot.gov). Gas transmission annual reports and incident reports from 2010 forward can be created or supplemented in the PHMSA Portal at <https://portal.phmsa.dot.gov/phmsaportallanding>. Incident reports from 2004 through 2009 inclusive can be created or supplemented by sending an email to [InformationResourcesManager@dot.gov](mailto:InformationResourcesManager@dot.gov).

**Liquefied Natural Gas Annual Reports/Incidents and Safety-Related Conditions**

Since calendar year 2010, LNG operators have been required to submit annual reports to PHMSA. Part C of the annual report includes data about incidents and Part D includes data about safety-related condition (SRC) reports. LNG operators are also required to submit separate reports to PHMSA for incidents and safety-related conditions.

Based on the LNG data available at the end of November 2012, there are inconsistencies between the data for annual reports, incident reports, and SRC reports. Although there have been no LNG incident reports submitted, LNG annual report data indicates there was one LNG incident in 2010 and another in 2011. PHMSA's SRC report data indicates there were five LNG safety-related conditions reported in 2010 and 2011. However, LNG annual reports indicate 264 safety-related conditions for 2010 and 2011 combined. LNG operators should review their annual reports and SRC reports and submit supplemental reports as needed to correct the data.

LNG annual report data and SRC report data can be downloaded at the following URL: <http://phmsa.dot.gov/pipeline/library/data-stats>.

LNG annual and incident reports can be submitted and supplemented in the PHMSA Portal at <https://portal.phmsa.dot.gov/phmsaportallanding>. SRC reports can be created or supplemented by sending an email to [InformationResourcesManager@dot.gov](mailto:InformationResourcesManager@dot.gov).

**Jeffrey D. Wiese,**

*Associate Administrator for Pipeline Safety.*

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**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[Docket No. AB 1107X]

**West Michigan Railroad Co.—Abandonment Exemption—in Van Buren County, MI**

West Michigan Railroad Co. (WMI) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon approximately 10.67 miles of rail line between milepost 19.88 (west of the line's crossing of 56th Street near Lawrence, Mich.) and milepost 30.55 (east of Kalamazoo Street in Paw Paw, Mich.), in Van Buren County, Mich. The