

estimate how much specific FMVSS add to the weight and the retail price of a vehicle. This process is also known as "reverse engineering." By July 2004, NHTSA had evaluated virtually all the cost- and weight-adding technologies introduced by 2001 in passenger cars or in light trucks in response to the FMVSS. The agency estimated the cost and weight added by all the FMVSS, and by each individual FMVSS, to model year 2001 passenger cars and light trucks, and also in all earlier model years, back to 1968. NHTSA estimates that the FMVSS added an average of \$839 (in 2002 dollars) and 125 pounds to the average passenger car in model year 2001. Approximately four percent of the cost and four percent of the weight of an average new passenger car could be attributed to the FMVSS. An average of \$711 (in 2002 dollars) and 86 pounds was added to the average light truck in model year 2001. Approximately three percent of the cost and two percent of the weight of an average new truck could be attributed to the FMVSS.

NHTSA has evaluated both the life-saving benefits and the consumer cost for a substantial "core" group of safety technologies for passenger cars and light trucks. In 2002, these technologies added an estimated \$11,353,000,000 (in 2002 dollars) to the cost of new cars and light trucks of that model year. They saved an estimated 20,851 lives in the cars and light trucks on the road during that calendar year. That amounts to \$544,482 per life saved in 2002.

How Can I Influence NHTSA's Thinking on This Subject?

NHTSA welcomes public review of the technical report and invites reviewers to submit comments about the data and the statistical methods used in the analyses. NHTSA will submit to the Docket a response to the comments and, if appropriate, additional analyses that supplement or revise the technical report.

How Do I Prepare and Submit Comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the Docket number of this document (NHTSA-2005-20132) in your comments.

Your primary comments must not be more than 15 pages long (49 CFR 553.21). However, you may attach additional documents to your primary comments. There is no limit on the length of the attachments.

Please send two paper copies of your comments to Docket Management,

submit them electronically, fax them, or use the Federal eRulemaking Portal. The mailing address is U.S. Department of Transportation Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. If you submit your comments electronically, log onto the Dockets Management System Web site at <http://dms.dot.gov> and click on "Help" to obtain instructions. The fax number is 1-202-493-2251. To use the Federal eRulemaking Portal, go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

We also request, but do not require you to send a copy to Charles Kahane, Evaluation Division, NPO-131, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW., Washington, DC 20590 (alternatively, fax to (202) 366-2559 or e-mail to ckahane@nhtsa.dot.gov). He can check if your comments have been received at the Docket and he can expedite their review by NHTSA.

How Can I Be Sure That My Comments Were Received?

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, Docket Management will return the postcard by mail.

How Do I Submit Confidential Business Information?

If you wish to submit any information under a claim of confidentiality, send three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NCC-01, National Highway Traffic Safety Administration, Room 5219, 400 Seventh Street, SW., Washington, DC 20590. Include a cover letter supplying the information specified in our confidential business information regulation (49 CFR part 512).

In addition, send two copies from which you have deleted the claimed confidential business information to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit them electronically.

Will the Agency Consider Late Comments?

In our response, we will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider

comments that Docket Management receives after that date.

Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material.

How Can I Read the Comments Submitted by Other People?

You may read the comments by visiting Docket Management in person at Room PL-401, 400 Seventh Street, SW., Washington, DC from 10 a.m. to 5 p.m., Monday through Friday.

You may also see the comments on the Internet by taking the following steps:

A. Go to the Docket Management System (DMS) Web page of the Department of Transportation (<http://dms.dot.gov>).

B. On that page, click on "Simple Search."

C. On the next page (<http://dms.dot.gov/search/searchFormSimple.cfm/>) type in the five-digit Docket number shown at the beginning of this Notice (20132). Click on "Search."

D. On the next page, which contains Docket summary information for the Docket you selected, click on the desired comments. You may also download the comments.

Authority: 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

Joseph S. Carra,

Associate Administrator for the National Center for Statistics and Analysis.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-04-18975; Notice No. 04-009]

Safety Advisory: Unauthorized Marking of Compressed Gas Cylinders

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice.

SUMMARY: This is to notify the public that RSPA has determined that a number of DOT specification compressed gas cylinders seized by the State of Maine, Department of Environmental Protection (MDEP), may have been marked as requalified in

accordance with the HMR when the cylinders were not subjected to testing. During property seizure proceedings, MDEP took possession of numerous cylinders owned by Harry J. Smith, Jr., and his daughter, Dawn Smith, of Meddybemps, Maine, in accordance with a state mandated environmental clean-up of the Smiths' property. RSPA has gathered evidence that suggests the high-pressure DOT specification industrial gas cylinders owned by the Smiths may have been marked, certified and returned to service when the cylinders had not been properly requalified in accordance with the Hazardous Materials Regulations (HMR).

A hydrostatic retest and visual inspection are used to verify the structural integrity of compressed gas cylinders. If a hydrostatic retest and visual inspection are not performed within the time period required by the HMR, cylinders with compromised structural integrity may be returned to service when they should be condemned. Extensive property damage, serious personal injury, or death could result from rupture of a cylinder.

SUPPLEMENTARY INFORMATION: Through its investigation, RSPA believes that an undetermined number of DOT specifications cylinders owned by the Smiths may have been marked as having been requalified in accordance with the HMR, without being properly requalified by an authorized retest facility. The HMR require that a cylinder requalification facility hold a current Retester Identification Number (RIN) issued by RSPA. The Smiths have never applied for or received a RIN, therefore they are not an authorized cylinder requalification facility.

Cylinders in the Smiths' possession were marked as having been requalified years after the corresponding RIN numbers had expired. RINs that expire and are not renewed by the authorized holder are never reissued to any other party. So far, RSPA discovered at least four examples of expired RIN markings during the course of its investigation. These RINs are as follows: (1) RIN B773, which expired on August 28, 1995 and was not renewed by the RIN holder, was marked on a cylinder represented as having been requalified in June 1999 and on a cylinder represented as having been requalified in July 1999; (2) RIN B775, which expired on December 4, 1991 and was not renewed, was marked on a cylinder represented as having been requalified in August 1999; (3) RIN B872, which expired on July 31, 1995 and was not renewed, was marked on cylinders represented as having been

requalified in May 2000, May 2001, July 2001 and January 2002; and (4) A012, which expired on November 7, 1998 and was not renewed, was marked on a cylinder represented as having been requalified in September 1999.

The RIN and date of retest are marked on the shoulders of cylinders in the following pattern:

A 8
M Y
30

M is the month of retest (*e.g.*, 12), and Y is the year of the retest (*e.g.*, 04).

A RIN is read in a clockwise manner. For example, the above RIN pattern is for RIN A803.

This safety advisory covers all high-pressure DOT specification cylinders obtained from the Smiths or serviced by the Smiths at any time in the past. These cylinders may pose a safety risk to the public and should be considered unsafe for use in hazardous materials service until requalified by an authorized retest facility. Furthermore, cylinders described in this safety advisory must not be filled with a hazardous material unless the cylinders are first properly retested by an authorized retest facility. A list of authorized requalification facilities sorted by state or by RIN number may be obtained at RSPA's Web site: http://hazmat.dot.gov/files/approvals/hydro/hydro_retesters.htm.

FOR FURTHER INFORMATION CONTACT:

Anthony Lima, Senior Hazardous Materials Enforcement Specialist, Eastern Region, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, U.S. Department of Transportation, 820 Bear Tavern Road, Suite 306, West Trenton, NJ 08628. Telephone: (609) 989-2252.

Issued in Washington, DC on January 21, 2005.

Robert A. McGuire,

Associate Administrator for Hazardous Materials Safety.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 656]

Motor Carrier Bureaus—Periodic Review Proceeding

AGENCY: Surface Transportation Board.

ACTION: Changes to prior notice issued in this proceeding and extension of filing dates.

SUMMARY: The Surface Transportation Board is correcting its notice served on December 13, 2004, and published in the *Federal Register* on December 17, 2004, to inform the public that Board authorization has not expired for the bureau agreements of two motor carrier rate bureaus—the Nationwide Bulk Trucking Association, Inc., and the Machinery Haulers Association, Inc. The Board is also amending its procedural schedule set forth in that notice to extend the deadlines for filing comments, by approximately 2 weeks, as shown below.

DATES: Opening comments may be filed by the motor carrier bureaus and any interested member of the public by March 2, 2005. Reply comments may be filed by April 1, 2005. Rebuttal comments may be filed by April 21, 2005.

ADDRESSES: Any filing submitted in this proceeding must refer to STB Ex Parte No. 656 and must be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should comply with the instructions found on the Board's <http://www.stb.dot.gov> Web site, at the "E-FILING" link. Any person submitting a filing in the traditional paper format should send an original and 10 paper copies of the filing (and also an IBM-compatible floppy disk with any textual submission in any version of either Microsoft Word or WordPerfect) to: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. Because all comments will be posted to the Board's Web site, persons filing them with the Board need not serve them on other participants but must furnish a hard copy on request to any participant.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar (202) 565-1609. (Federal Information Relay Service for the hearing impaired: 1-800-877-8339.)

SUPPLEMENTARY INFORMATION: Under 49 U.S.C. 13703, the Board may authorize motor carriers (including motor carriers of passengers and household goods) to enter into "bureau" agreements for the collective establishment of rates, fares,