

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—NHTSA estimates 30 minutes for each interview for an estimated an annual burden of 100 hours and a total burden of 300 hours over a three year period. Based on median per capita income, the maximum total input cost, if all respondents were interviewed on the job, is estimated as follows: \$22.01 per hour × 100 interviewing hours = \$2,201 per year and \$6,603 total over a three year period. There are no record keeping or reporting costs to respondents. All responses are provided spontaneously. Each respondent only participates once in the data collection. Thus there is no preparation of data required or expected of respondents. Respondents do not incur: (a) Capital and startup costs, or (b) operation, maintenance, and purchase costs for interviewing

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

Dated: October 31, 2014.

**Jeff Michael,**

Associate Administrator, Research and Program Development.

[FR Doc. 2014–26336 Filed 11–4–14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Information Collection Activities: Submission for the Office of Management and Budget (OMB) Review; Request for Comment

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of the OMB review of information collection and solicitation of public comment.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on February 14, 2014 (**Federal Register**/Vol. 79, No. 31/pp. 9038–9040).

**DATES:** Submit comments to the Office of Management and Budget (OMB) on or before December 5, 2014.

#### FOR FURTHER INFORMATION CONTACT:

Alan Block at the National Highway Traffic Safety Administration, Office of Behavioral Safety Research (NTI–131), W46–499, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. Block's phone number is 202–366–6401 and his email address is [alan.block@dot.gov](mailto:alan.block@dot.gov).

#### SUPPLEMENTARY INFORMATION: OMB

**Control Number:** 2127–New.

**Title:** Demonstration Tests of Different High Visibility Enforcement Models.

**Form No.:** NHTSA Forms 1121 and 1122.

**Type of Review:** Regular.

**Respondents:** Telephone interviews will be administered to residents in each of five selected communities who are drivers, age 18 and older, have access to a residential landline and/or a personal cell phone, and have consumed alcohol in the past year. In-person interviews will be conducted in each of the five selected communities at bars or other establishments serving alcohol with patrons age 21 and older.

**Estimated Number of Respondents:** A maximum of 18,000 telephone interviews and 6,000 in-person interviews with patrons of bars or other establishments serving alcohol.

**Estimated Time per Response:** 10 minutes per telephone interview and 10 minutes per interview with patrons of bars or other establishments serving alcohol.

**Total Estimated Annual Burden Hours:** 4,000 hours.

**Frequency of Collection:** There will be a maximum of three survey waves at each of the five community sites. A telephone survey and a survey of patrons at bars or other establishments serving alcohol will be conducted during each survey wave, with each respondent interviewed once. The drinking establishment interview will be split such that questions will be asked of each respondent both during entry and exit from the establishment.

**Abstract:** Highly visible enforcement (HVE) has had the strongest support in the research literature for effectiveness in reducing alcohol-impaired driving. The unknown at this time is the relationship of the amount of HVE to perceived likelihood within a community of an alcohol-impaired driver being stopped by law enforcement. In particular, does the perceived likelihood increase as the amount of HVE increases? And is the optimum effect on awareness and perceived likelihood achieved through an integrated program where HVE is integrated into regular law enforcement

operations? NHTSA proposes to answer those questions by selecting community sites engaging in different levels of HVE activity during a one-year period, and measuring community awareness of those enforcement programs and the perceived likelihood of an alcohol-impaired driver being stopped by law enforcement.

Data collection to assess program awareness and perceptions of enforcement will be of two forms. Telephone surveys will be conducted in each community, with each survey wave composed of 1,200 completed interviews with drivers age 18 and older who have consumed alcohol in the past year. The second form of data collection will be in-person interviews with patrons at bars or other establishments serving alcohol. The intent here is to collect information on program awareness and perceived likelihood of an alcohol-impaired driver being stopped by law enforcement from a population with a heavier concentration of individuals at-risk of driving at illegal blood alcohol concentrations (BACs) than one would find in a community-wide telephone survey. The drinking establishment surveys will be conducted during the same times of the year as the telephone surveys. Four hundred bar patrons will be interviewed per community per survey wave, with a maximum of three survey waves. Respondents will be asked a few questions both upon entry and exit from the establishment. Breath samples will also be taken. The breath test results will not be available on-site but will be downloaded later.

In conducting the telephone interviews, the interviewers would use computer-assisted telephone interviewing to reduce interview length and minimize recording errors. No personal information will be collected that would allow any respondent to be identified. The data collection at drinking establishments would be anonymous; no personal information that would allow anyone to identify respondents will be collected.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: Desk Officer for Department of Transportation, National Highway Traffic Safety Administration, or by email at [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), or fax: 202–395–5806.

**Comments Are Invited on:** whether the proposed collection of information

is necessary for the proper performance of the functions of the Department of Transportation, 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 of this notice.

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

Issued in Washington, DC on October 31, 2014.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

**[Docket No. PHMSA-2014-0117, Notice No. 14-12]**

#### International Standards on the Transport of Dangerous Goods

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

**ACTION:** Notice of public meetings.

**SUMMARY:** This notice is to advise interested persons that on Wednesday, November 12, 2014, PHMSA will conduct a public meeting to discuss proposals in preparation for the 46th session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE TDG) to be held December 1 to December 9, 2014, in Geneva, Switzerland. During this meeting, PHMSA is also soliciting comments relative to potential new work items, which may be considered for inclusion in its international agenda.

Also, on Wednesday, November 12, 2014, the Department of Labor, Occupational Safety and Health Administration (OSHA) will conduct a public meeting (see Docket No. OSHA-H022k-2006-0062) to discuss proposals in preparation for the 28th session of the United Nations Sub-Committee of Experts on the Globally Harmonized System of Classification and Labeling of Chemicals (UNSCGHS) to be held December 9 to December 11, 2014, in Geneva, Switzerland.

**Time and Location:** Both meetings will be held at the DOT Headquarters Conference Center, West Building, 1200 New Jersey Avenue SE., Washington, DC 20590.

PHMSA public meeting: 9:00 a.m. to 12:00 noon EST, Conference Room 4.

OSHA public meeting: 1:00 p.m. to 4:00 p.m. EST, Conference Room 4.

**Advanced Meeting Registration:** The DOT requests that attendees pre-register for these meetings by completing the form at <https://www.surveymonkey.com/s/9WWZWR2>.

Attendees may use the same form to pre-register for both the PHMSA and the OSHA meetings. Failure to pre-register may delay your access to the DOT Headquarters building. If participants are attending in person, arrive early to allow time for security checks necessary to obtain access to the building.

Conference call-in and "live meeting" capability will be provided for both meetings. Specific information on call-in and live meeting access will be posted when available at <http://www.phmsa.dot.gov/hazmat/regs/international> and at <http://www.osha.gov/dsg/hazcom/>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Vincent Babich or Mr. Steven Webb, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366-8553.

**Supplementary Information on the PHMSA Meeting:** The primary purpose of PHMSA's meeting will be to prepare for the 46th session of the UNSCOE TDG. The 46th session of the UNSCOE TDG is the fourth and final meeting scheduled for the 2013-2014 biennium. The UNSCOE will consider final proposals for the 19th Revised Edition of the United Nations Recommendations on the Transport of Dangerous Goods Model Regulations, which may be implemented into relevant domestic, regional, and international regulations from January 1, 2017. Copies of working documents, informal documents, and the meeting agenda may be obtained from the United Nations Transport Division's Web site at <http://www.unece.org/trans/main/dgdb/dgsubc3/c3age.html>.

General topics on the agenda for the UNSCOE TDG meeting include:

- Explosives and related matters
- Listing, classification and packing
- Electric storage systems
- Transport of gases
- Miscellaneous pending issues
- Global harmonization of transport of dangerous goods regulations with the Model Regulations
- Guiding principles for the Model Regulations

- Electronic data interchange for documentation purposes
- Cooperation with the International Atomic Energy Agency (IAEA)
- New proposals for amendments to the Model Regulations
- Issues relating to the Globally Harmonized System of Classification and Labeling of Chemicals (GHS)
- Program of work for the 2015-2016 biennium
- Draft resolution of the Economic and Social Council
- Election of Officers for the 2015-2016 biennium

Following the 46th session of the UNSCOE TDG, a copy of the Sub-Committee's report will be available at the United Nations Transport Division's Web site at <http://www.unece.org/trans/main/dgdb/dgsubc3/c3rep.html>. PHMSA's Web site at <http://www.phmsa.dot.gov/hazmat/regs/international> provides additional information regarding the UNSCOE TDG and related matters.

**Supplementary Information on the OSHA Meeting:** The **Federal Register** notice and additional detailed information relating to OSHA's public meeting will be available upon publication at <http://www.regulations.gov> (Docket No. OSHA-H022k-2006-0062) and on the OSHA Web site at <http://www.osha.gov/dsg/hazcom/>.

Signed at Washington, DC, on October 29, 2014.

**Magdy El-Sibaie,**

*Associate Administrator for Hazardous Materials Safety.*

[FR Doc. 2014-26184 Filed 11-4-14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

**[Docket No. FD 35858]**

#### C&NC Railroad, LLC—Lease Exemption Containing Interchange Commitment—Norfolk Southern Railway Company

C&NC Railroad, LLC (C&NC), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to amend its agreement to lease from Norfolk Southern Railway Company (NSR) and operate 21 miles of rail line from (a) milepost CB5.4 at Beesons, Ind., to milepost 25.30 at New Castle, Ind., and (b) milepost R0.1 to milepost R1.16 at New Castle.<sup>1</sup>

<sup>1</sup> C&NC has filed the new lease agreement under seal pursuant to 49 CFR 1150.43(h)(1)(ii).