

proposed permitting program to be in frequent contact, this requirement places an additional reporting burden on the carriers. It is assumed that recording and maintaining these communications between the driver and

carrier adds a burden of 0.25 hour per day on average per carrier. The total burden hours were similarly estimated assuming 260 working days in a year to be 158,210 hours as follows: [2,434 (797 intrastate + 1,637 interstate) × 65 hours

(0.25 hours per day × 260 days per year) = 158,210 hours].

The total burden hours for the proposed rule are summarized in Table 2.

TABLE 2.—FIRST-YEAR BURDEN HOURS

| | Carriers | | | Burden hours | |
|---|------------|------------|-------|--------------|---------|
| | Intrastate | Interstate | Total | Per carrier | Total |
| Increased reporting under OMB Control No. 2126–0013 ... | 797 | N/A | 797 | 2 | 1,594 |
| Annual shipment estimates: | | | | | |
| Small carriers | 596 | 1,220 | 1,816 | 0.75 | 1,362 |
| Large carriers | 201 | 417 | 618 | 0.50 | 309 |
| Written route plans, verification number details, copy of permits | 797 | 1,637 | 2,434 | 32.5 | 79,105 |
| Maintaining communications records | 797 | 1,637 | 2,434 | 65 | 158,201 |
| Total | | | | | 240,580 |

In subsequent years, we estimate that burden hours would include the permit renewal application and the time to provide shipment estimates, route plans, and communication records as

indicated above. Given the biennial renewal process, the burden hours for application renewal and shipment estimates would be half as many in subsequent years. However, the burden

hours for maintaining route plans and communication records will be the same for all years. Subsequent-year burden hour estimates are shown in Table 3.

TABLE 3.—SUBSEQUENT-YEAR BURDEN HOURS

| | Carriers | | | Burden hours | |
|---|------------|------------|-------|--------------|---------|
| | Intrastate | Interstate | Total | Per carrier | Total |
| Increased reporting under OMB Control No. 2126–0013 ... | 797 | N/A | 797 | 1 | 797 |
| Annual shipment estimates: | | | | | |
| Small carriers | 596 | 1,220 | 1,816 | 0.375 | 681 |
| Large carriers | 201 | 417 | 618 | 0.25 | 154.5 |
| Written route plans, verification number details, copy of permit: | 797 | 1,637 | 2,434 | 32.5 | 79,105 |
| Maintaining communications records | 797 | 1,637 | 2,434 | 65 | 158,210 |
| Total | | | | | 238,151 |

We estimate that the new total information collection and recordkeeping burden resulting from the additional Motor Carrier Identification Reports and permit applications under this rule are as follows.

Motor Carrier Identification Report

[OMB No. 2126–0013]

Total Annual Number of Respondents: 275,297.

Total Annual Responses: 275,297.

Total Annual Burden Hours: 75,844.

Total Annual Burden Cost: \$0.

Hazardous Materials Permit

[OMB No. 2126–xxxx]

First Year Annual Burden:

Total Annual Number of Respondents: 2,434.

Total Annual Responses: 1,835,367.

Total Annual Burden Hours: 240,580.

Total Annual Burden Cost: \$0.

Subsequent Year Burden:

Total Annual Number of Respondents: 2,434.

Total Annual Responses: 1,835,367.

Total Annual Burden Hours: 238,151.

Total Annual Burden Cost: \$0.

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, *Attention:* DOT Desk Officer. We particularly request your comments on whether the collection of information is necessary for the FMCSA to meet its goals of reducing truck crashes, including whether the information is useful to this goal; the accuracy of the estimate of the burden of the information collection; ways to enhance the quality, utility and clarity of the information collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection

techniques or other forms on information technology.

National Environmental Policy Act

FMCSA has performed an Environmental Assessment that is available for review in the public docket on the DMS Web site, <http://dms.dot.gov>. Based on the assessment, FMCSA has determined that this SNPRM rule does not have any significant negative impacts to the environment and may result in a net benefit from increased protection and monitoring of hazardous materials shipments. Therefore, we find that there are no significant environmental impacts associated with this SNPRM. The agency solicits comments on this issue.