corporation having any interest (within the meaning of section 805(a)) in Waterman's request and desiring to submit comments concerning the request must by 5:00 PM on February 22, 1995, file written comments in triplicate with the Secretary, Maritime Administration, together with petition for leave to intervene. The petition shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief.

If no petition for leave to intervene is received within the specified time or if it is determined that petitions filed do not demonstrate sufficient interest to warrant a hearing, the Maritime Administration will take such action as may be deemed appropriate.

In the event petitions regarding the relevant section 805(a) issues are received from parties with standing to be heard, a hearing will be held, the purpose of which will be to receive evidence under section 805(a) relative to whether the proposed operations (a) could result in unfair competition to any person, firm, or corporation operating exclusively in the coastwise or intercoastal service, or (b) would be prejudicial to the objects and policy of the Act relative to domestic trade operations.

(Catalog of Federal Domestic Assistance Program No. 20.805 (Operating-Differential Subsidies))

Dated: February 6, 1995.

By order of the Maritime Administrator.

Murray A. Bloom,

Acting Secretary.

[FR Doc. 95-3302 Filed 2-8-95; 8:45 am]

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National Highway Traffic Safety Administration

[Docket No. 95-007; Notice 1]

Antilock Brake Systems; Technical Report; Preliminary Evaluation of the **Effectiveness of Antilock Brake** Systems for Passenger Cars

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT. **ACTION:** Request for comments.

SUMMARY: This notice announces the publication by NHTSA of a Technical Report on its *Preliminary Evaluation of* the Effectiveness of Antilock Brake Systems for Passenger Cars. The principal goals of ABS are to prevent skidding and loss-of-control due to locked-wheel braking, and to allow a driver to steer the vehicle during hard braking. NHTSA's report evaluates the accident rates of the ABS-equipped cars currently on the road, and compares them to the accident rates of similar cars without ABS.

DATES: Comments must be received no later than May 10, 1995.

ADDRESSES: Report: Interested people may obtain a copy of the report free of charge by sending a self-addressed mailing label to Ms. Glorious Harris (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

Comments: All comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, Nassif Building 400 Seventh Street, SW, Washington DC 20590. [Docket hours, 9:30 a.m.-4:00 p.m., Monday through Friday.]

FOR FURTHER INFORMATION CONTACT: Mr. Charles J. Kahane, Acting Chief, Evaluation Division, Office of Strategic Planning and Evaluation, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2560).

SUPPLEMENTARY INFORMATION: Section 2507 of the NHTSA Authorization Act of 1991 directed NHTSA to publish an advance notice of proposed rulemaking (ANPRM) to consider the need for any additional brake performance standards for passenger cars, including antilock brake standards. On January 2, 1994, NHTSA published an ANPRM in which the agency announced its plans to consider various regulatory actions to improve the brake performance of light vehicles, particularly the benefits and costs related to requiring antilock brake systems (ABS). (59 FR 281). ABS serves to prevent skidding and loss-of-control due to locked-wheel braking, particularly on wet surfaces, and to allow a driver to steer the vehicle during hard braking

Along with that rulemaking notice, NHTSA has studied the effectiveness of ABS on passenger cars. NHTSA compared the accident involvement rates of passenger cars equipped with Antilock Brake Systems (ABS) to the rates of counterpart cars without ABS based on 1990-92 Florida, Pennsylvania and Missouri data, and the 1989-93 Fatal Accident Reporting System. In general, the statistical analyses compared the accident involvements of passenger cars of the first 2 model years with ABS to cars of the same makes, models and subseries, but from the last 2 model years before ABS became standard equipment. The principal findings and conclusions from the statistical analyses of accident experience of cars currently equipped with ABS were the following:

 ABS significantly reduced the involvements of passenger cars in multivehicle crashes on wet roads. ABS reduced police-reported crash involvements by an estimated 14 percent, and fatal involvement by 24 percent. The finding is consistent with the outstanding performance of ABS in stopping tests on wet roads.

• ABS had little effect on

multivehicle crashes on dry roads.

· The risk of fatal collisions with pedestrians and bicyclists was reduced by a statistically significant 27 percent in passenger cars with ABS. Unlike the effects for multivehicle crashes, this reduction was about equally large on wet and dry roads.

• All types of run-off-road crashes rollovers, side impacts with fixed objects and frontal impacts with fixed objects-increased significantly with ABS. Nonfatal run-off-road crashes increased by an estimated 19 percent, and fatal run-off-road crashes by 28 percent. The increase in run-off-road crashes was about the same under wet and dry road conditions.

• The overall, net effect of ABS on fatal as well as nonfatal crashes was close to zero.

It is unknown to what extent the increase in run-off-road crashes is a consequence of ABS, or is due to other causes. In particular, it is unknown to what extent, if any, the increase is due to incorrect responses by drivers to their ABS systems, and, if so, whether the effect is likely to persist in the future. The increase may involve all types of ABS run-off-road ABS or only certain ABS designs.

NHTSA welcomes public review of the technical report and invites the reviewers to submit comments about the data and the statistical methods used in the report. The agency is interested in learning of any additional data that could be used to expand or improve the analyses, especially any information about run-off-road crashes involving ABS-equipped cars or about factors that could be making current ABS-equipped cars more prone to running off the road. It is requested but not required that 10 copies of comments be submitted.

All comments must not exceed 15 pages in length. (49 CFR 553.21). Necessary attachments may be appended to these submissions without regard to the 15-page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

If a commenter wishes to submit certain information under a claim of confidentiality business information, should be submitted to the Chief Counsel, NHTSA, at the street address