

Harmonization of Vehicle Regulations (WP.29) at the end of 2002. Initial leg form tests were proposed in 2004. Since then, the U.S. has been working with representatives from WP.29 and IHRA to refine these testing procedures for inclusion in the GTR.

NHTSA has also participated in the pedestrian safety technical working group established under the GRSP since 2002. In March 2004, a formal proposal to develop a pedestrian safety GTR was adopted by the Executive Committee for the 1998 Agreement (AC.3) under the sponsorship of the European Commission. The working group is chaired by Japan.

This GTR is expected to improve pedestrian safety by requiring vehicle hoods and bumpers to absorb energy more efficiently when impacted in a 40 kilometer per hour (km/h) vehicle-to-pedestrian impact. These incidents account for more than 75 percent of the pedestrian-injured accidents (AIS 1+) reported by IHRA/PS. Pedestrian fatalities in countries that implement the GTR could be reduced by between 1 and 5 percent depending on the contracting party's transportation environment. The GTR consists of two sets of performance criteria applying to: (a) The hood top and fenders; and (b) the front bumper. Test procedures have been developed using sub-system impacts for adult and child head protection and adult leg protection.

The head impact requirements will ensure that hood tops and fenders provide head protection when struck by a pedestrian. In testing, the hood top and fenders would be impacted with a child headform and an adult headform at 35 km/h. The Head Injury Criterion (HIC) must not exceed 1,000 over one half of a child headform test area and must not exceed 1,000 over two thirds of the combined child and adult headform test areas. The HIC for the remaining areas must not exceed 1,700 for both headforms.

The leg protection requirements for the front bumper would require bumpers to subject pedestrians to lower impact forces than result from most current designs. The testing required by this GTR specifies that the vehicle bumper is struck at 40 km/h with a legform that simulates the impact response of an adult's leg. Vehicles with a lower bumper height of less than 425 millimeters (mm) are tested with a lower legform test device, while vehicles with a lower bumper height of more than 500mm are tested with an upper legform test device. Vehicles with a lower bumper height between 425mm and 500mm are tested with either legform as chosen by the manufacturer.

In the lower legform-to-bumper test, vehicles must meet limits on lateral knee bending angle, knee shearing displacement, and lateral tibia acceleration. In the upper legform to bumper test, limits are placed on the instantaneous sum of the impact forces with respect to time and the bending moment on the test. More detailed information on these test procedures was provided in previous notices and through the UN Web site as they were considered by WP.29.

This GTR is expected to be considered for establishment by vote at the upcoming November 2008 session of WP.29/AC.3. Once a GTR is established through consensus voting at WP.29, Contracting Parties, while not obligated to automatically adopt the regulation, are obligated to initiate the process of rulemaking in their respective jurisdictions. If a GTR is established, it is the agency's policy to initiate domestic rulemaking to adopt its requirements, including a cost and benefit analysis specific to the U.S. This process provides further opportunity for the public to comment on our proposed regulation for consideration through the usual U.S. rulemaking process.

In anticipation of the vote to establish a GTR for pedestrian safety, NHTSA is requesting comment from all interested parties. The draft regulation and associated documents can be found in the docket for this notice and on the UNECE Web site.<sup>2</sup>

Issued on: September 17, 2008.

**Stephen R. Kratzke,**

*Associate Administrator for Rulemaking.*

[FR Doc. E8-22330 Filed 9-23-08; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Ex Parte No. 290 (Sub-No. 5) (2008-4)]

#### Quarterly Rail Cost Adjustment Factor

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Approval of rail cost adjustment factor.

**SUMMARY:** The Board has approved the fourth quarter 2008 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The fourth quarter 2008 RCAF (Unadjusted) is 1.199. The fourth quarter 2008 RCAF (Adjusted) is 0.550. The fourth quarter 2008 RCAF-5 is 0.520.

<sup>2</sup> ECE/TRANS/WP.29/2007/105

**DATES:** *Effective Date:* October 1, 2008.

**FOR FURTHER INFORMATION CONTACT:** Pedro Ramirez, (202) 245-0333. [Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.]

#### **SUPPLEMENTARY INFORMATION:**

Additional information is contained in the Board's decision, which is available on our Web site <http://www.stb.dot.gov>. [Assistance for the hearing impaired is available through FIRS: 1-800-877-8339.]

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: September 18, 2008.

By the Board, Chairman Nottingham, Vice Chairman Mulvey, and Commissioner Buttrey.

**Anne K. Quinlan,**

*Acting Secretary.*

[FR Doc. E8-22495 Filed 9-23-08; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

September 18, 2008.

The Department of the Treasury will submit the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13 on or after the date of publication of this notice. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before October 24, 2008 to be assured of consideration.

*Financial Crimes Enforcement Network (FinCEN)*

*OMB Number:* 1506-0015.

*Type of Review:* Extension.

*Title:* Suspicious Activity Report by Money Services Business.

*Form:* FinCEN 109.

*Description:* Regulations under 31 CFR 103.20 require Money Services Business's to report suspicious