

ESTIMATED ANNUALIZED BURDEN HOURS—Continued

Type of respondents	Form name	Number of respondents	Responses per respondent	Avg. burden per response (in hours)
Young adults aged 16–19 living with hemophilia.				

Dated: April 21, 2010.

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Acting Reports Clearance Officer, Centers for Disease Control and Prevention.

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Disease Control and Prevention

[30 Day–10–09AX]

Agency Forms Undergoing Paperwork Reduction Act Review

The Centers for Disease Control and Prevention (CDC) publishes a list of information collection requests under review by the Office of Management and Budget (OMB) in compliance with the Paperwork Reduction Act (44 U.S.C. Chapter 35). To request a copy of these requests, call the CDC Reports Clearance Officer at (404) 639–5960 or send an e-mail to omb@cdc.gov. Send written comments to CDC Desk Officer, Office of Management and Budget, Washington, DC or by fax to (202) 395–5806. Written comments should be received within 30 days of this notice.

Proposed Project

National Survey of U.S. Long-Haul Truck Driver Injury and Health—New—National Institute for Occupational Safety and Health (NIOSH), Centers for Disease Control and Prevention (CDC).

Background and Brief Description

The mission of the National Institute for Occupational Safety and Health (NIOSH) is to promote safety and health at work for all people through research and prevention. The Occupational Safety and Health Act of 1970, Public Law 91–596 (Section 20[a][1]) authorizes NIOSH to conduct research to advance the health and safety of workers. In this capacity, NIOSH will conduct a national survey of long-haul truck drivers.

Truck drivers are at increased risk for numerous preventable diseases and health conditions; previous research suggests that truck drivers are at increased risk for lower back pain, heart disease, hypertension, stomach ulcers,

and cancers of the bladder, lung, prostate, and stomach. Truck drivers also face extraordinary risk of on-the-job mortality. In 2007, the fatality rate for “driver/sales workers and truck drivers” was 28.2 per 100,000 workers, compared with a rate of 3.8 per 100,000 for all workers. Drivers of heavy and tractor-trailer trucks had more fatal work injuries than any other single occupation (822 deaths in 2007).

Truck drivers experience high rates of occupational injury and illness, but little is known about the prevalence of factors suspected to place them at increased risk. Information is needed on the role of occupation in driver health and on mechanisms of driver injuries. In evaluating the potential health effects of the 2005 hours-of-service ruling, the Federal Motor Carrier Safety Administration stated that due to a lack of evidence specific to trucking operations, information from different fields had to be adapted to a trucking environment. Research needs cited by stakeholders include detailed data on the prevalence of selected health conditions and risk factors among truck drivers, and data on working conditions, injury causes and outcomes, and health behaviors.

NIOSH has obtained input on plans for this survey through stakeholder meetings, a webinar, an Internet blog, and from comments received through NIOSH Docket 110 and during a focus group discussion with 7 truck drivers. The survey instrument has been reviewed by 6 subject matter experts and 9 cognitive interviews have been conducted using the survey instrument. Input received was used to guide development of the survey instrument and plans for survey implementation. Subjective data on understanding and phrasing of questions were collected during the focus group discussion and cognitive interviews.

The proposed national survey will be based upon a probability sample of truck stops. The survey will be conducted at locations along freight corridors in 5 geographic regions (Northeast, South, Great Lakes, Central, and West). The number of locations to be visited within each region will be related to the traffic load in that region. Eligible truck drivers stopping at

selected truck stops will provide all survey data. The major objectives of the survey will be to: (1) Determine the prevalence of selected health conditions and risk factors; (2) characterize drivers’ working conditions, occupational injuries, and health behaviors; (3) explore the associations among health status, individual risk factors, occupational injuries and occupational exposures related to work organization. The survey will eliminate significant gaps in occupational safety and health data for long-haul truck drivers. The results will assist regulatory agencies in focusing rulemaking, furnish industry and labor with safety and health information needed by their constituents, and stimulate future research and advocacy to benefit truck drivers.

The target population of drivers for this survey will be limited to drivers who: Have truck driving as their main job; drive a truck with 3 or more axles (requiring the driver to have a commercial driver’s license); have been a heavy truck driver 12 months or longer; and who usually take at least one mandatory 10-hour rest period away from home during each delivery run.

The study instrument will be interviewer-administered to 2,457 eligible truck drivers at 50 truck stops. Individuals will first be asked a series of questions to determine if they are eligible to participate in the survey, followed by administration of the main interview. Individuals who do not wish to participate in the main interview will be given a short non-respondent interview. Respondents will not be asked to report names or any other identifying information.

The project supports the NIOSH surveillance function to advance the usefulness of surveillance information for the prevention of occupational injuries, illnesses, and hazards, and actively promote the dissemination and use of NIOSH surveillance data and information. This survey will allow NIOSH to explore the inter-relationships among dimensions of health status, individual risk factors, occupational injuries, sleep disorders, and occupational exposures. It will also provide detailed demographic data on long-haul truck drivers, which have not

been available previously, and could provide baseline data to inform future cohort and prospective studies.

NIOSH will use the information to calculate prevalence and customize

safety and health interventions for long-haul truck drivers. Once the study is completed, results will be made available via various means. There is no

cost to respondents other than their time.

The total estimated annualized burden to respondents is 2,028 hours.

ANNUALIZED ESTIMATED BURDEN HOURS

Type of respondent	Form name	Number of respondents	Number of responses per respondent	Average burden per response (in hours)
Truck Drivers	Screening Interview	2,457	1	1/60
	Non-respondent Interview	615	1	2/60
	Main Interview	2,457	1	48/60

Dated: April 21, 2010.

Maryam I. Daneshvar,

Acting Reports Clearance Officer, Centers for Disease Control and Prevention.

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DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[LLNM940000 L14200000.BJ0000]

Notice of Correction for Notice of Filing of Plat of Survey, New Mexico

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of correction.

SUMMARY: The plat of survey described below was officially filed in the New Mexico State Office, Bureau of Land Management (BLM), Santa Fe, New Mexico, on January 15, 2004. The BLM published a Notice of Filing of Plat of Survey in the **Federal Register** on April 8, 2010 [75 FR 17952] which contained errors in the description format.

FOR FURTHER INFORMATION CONTACT:

These plats will be available for inspection in the New Mexico State Office, Bureau of Land Management, 301 Dinosaur Trail, Santa Fe, New Mexico. Copies may be obtained from this office upon payment. Contact Marcella Montoya at 505-954-2097, or by e-mail Marcella_Montoya@nm.blm.gov, for assistance.

SUPPLEMENTARY INFORMATION:

New Mexico Principal Meridian, New Mexico (NM):

The plat representing the dependent resurvey and survey in Townships 20 North, Ranges 7 and 8 East, of the New Mexico Principal Meridian, accepted January 8, 2004, for Group 1018 NM. This survey is based on Public Law 108-66, 117 Stat. 876, enacted on July 30, 2003, by which Congress directed that certain lands under the management of

the BLM be transferred to be held in trust for the Pueblos of San Ildefonso and Santa Clara. A boundary line, established by the two Pueblos, was identified by this survey to separate two tracts located within Township 20 North, Ranges 7 and 8 East, New Mexico Principal Meridian, New Mexico, more particularly described as follows:

Land Description for Santa Clara Land Tract

Beginning at Angle Point #1 on the line between Secs. 21 and 22, T. 20 N., R. 7 E., thence along the N. bdy. of San Ildefonso lands and S. bdy. of Santa Clara Lands; S 45°26' E 22.79 chs. to Angle Point #2, S 85°47' E 12.37 chs. to Angle Point #3, S 25°24' E 13.23 chs. to Angle Point #4, S 83°54' E 29.72 chs. to Angle Point #5, S 76°18' E 35.23 chs. to Angle Point #6, S 66°42' E 21.30 chs. to Angle Point #7, S 60°13' E 16.50 chs. to Angle Point #8, S 7°32' E 13.98 chs. to Angle Point #9, S 24°51' E 23.41 chs. to Angle Point #10, S 58°57' E 13.25 chs. to Angle Point #11 on the N. bdy. of the San Ildefonso Pueblo Grant, thence along the N. bdy. of the San Ildefonso Pueblo Grant;

S 89°58' E 5.49 chs. to the line between Secs. 25 and 26 to the north,

S 89°58' E 66.04 chs. to Milepost 4

N 89°53' E 4.375 chs. to Angle Point #4 of Tract A

N 43°24' W 12.12 chs. to Angle Point #3 of Tract A

N 89°48' E 5.66 chs. to Angle Point #2 of Tract A

S 43°21' E 12.115 chs. to Angle Point #1 of Tract A

N 89°47' E 4.04 chs. to the intersection with the line between T. 20 N., R. 7 E. and T. 20 N., R. 8 E.,

thence through Section 30, T. 20 N., R. 8 E., N 89°47' E 26.95 chs. to the SE corner of the Santa Clara Lands Tract, identical with the SW corner of the Santa Clara Pueblo Grant,

thence along the W. bdy. of the Santa Clara Pueblo Grant;

N 0°02' E 15.33 chs. to Milepost 5,

N 0°03' E 40.31 chs. to Milepost 4½,

N 0°01' E 15.90 chs. to the closing corner between Sections 19 and 30,

N 0°01' E 24.06 chs. to Milepost 4,

North 16.10 chs. to the E-W center line of Section 19,

S 89°58' W 27.08 chs. along the E-W center line of Section 19 to the closing corner with T. 20 N., R. 7 E.,

thence along the line between T. 20 N., R. 7 E. and T. 20 N., R. 8 E.;

N 0°45' W 2.96 chs. to the ¼ section corner of Section 24, T. 20 N., R. 7 E.,

thence along the E-W center line of Section 24 and the S. bdy. of the Santa Clara Indian Reservation;

S 88°18' W 39.79 chs. to a point on the E-W center line of Section 24,

S 88°24' W 39.80 chs. to the ¼ section corner of Sections 23 and 24,

thence along the E-W center line of Section 23, and the S. bdy. of the Santa Clara Indian Reservation;

S 89°32' W 39.98 chs. to a point on the E-W center line of Section 23,

S 89°30' W 39.98 chs. to the ¼ section corner of Section 23 only,

thence between Sections 22 and 23;

N 0°06' W 4.29 chs. to the ¼ section corner of Section 22 only,

N 0°06' W 35.94 chs. to the corner of Sections 14, 15, 22 and 23,

thence between sections 15 and 22, and along the S. bdy. of the Santa Clara Indian Reservation;

N 89°03' W 38.635 chs. to the ¼ section corner of Section 15 only,

N 89°02' W 2.16 chs. to the ¼ section corner of Section 22 only,

N 89°02' W 36.44 chs. to the corner of Sections 15 and 16 only,

S 85°19' W 3.53 chs. to the closing corner of Sections 21 and 22,

thence along the line between Sections 21 and 22;

South 36.93 chs. to the ¼ section corner of Sections 21 and 22,

South 17.16 chs. to Angle Point #1 and point of beginning, containing 2422.99 acres, more or less.

Land Description for San Ildefonso Land Tract

Beginning at AP1 on the line between Secs. 21 and 22, T. 20 N., R. 7 E., thence along the south boundary of Santa Clara lands and the north boundary of San Ildefonso lands;

S 45°26' E 22.79 chs. to AP2,

S 85°47' E 12.37 chs. to AP3,

S 25°24' E 13.23 chs. to AP4,

S 83°54' E 29.72 chs. to AP5,

S 76°18' E 35.23 chs. to AP6,

S 66°42' E 21.30 chs. to AP7,

S 60°13' E 16.50 chs. to AP8,

S 7°32' E 13.98 chs. to AP9,

S 24°51' E 23.41 chs. to AP10,