

**FOR FURTHER INFORMATION CONTACT:**  
Robert Nevel, Office of National Security Plans room P1-1303, U.S. Department of Transportation, Maritime Administration, 400 Seventh Street SW., Washington, DC 20590. (202) 366-5900.

**SUPPLEMENTARY INFORMATION:** Under the authority of section 708 of the Defense Production Act of 1950 (DPA), as amended (50 U.S.C. app. 2158), MARAD is the sponsor of the Agreement whereby tanker owners and charterers agree with MARAD to make available tankers and tanker space when needed for the national defense. The text of the Agreement was published in the Federal Register on August 25, 1983 (48 FR 36716). All voluntary agreements must be reviewed and approved by the Attorney General every two years. On July 25, 1991, the Attorney General, after consultation with the Chairman of the Federal Trade Commission, made the statutory fix and authorized the renewal of the Agreement for two years.

On August 17, 1991, Public Law 102-99 extended the expiration date of the DPA and amended section 708 of the DPA pertaining to voluntary agreements. The amendments simplify and improve administration of voluntary agreements, and clarify the legal protection provided through the antitrust defense available to participants when developing or carrying out a voluntary agreement or a plan of action. Section 708 was not affected by the expiration of the other provisions of the DPA on March 1, 1992.

MARAD is writing directly to each signatory to the Agreement in order to provide highlights of changes to section 708, as well as an amendment to the company's signed Agreement reflecting that the participant will comply with the statute as changed.

Each company named below has signed the Agreement:

American Heavy Lift Shipping Co., Houston, TX  
American Maritime Transport, Inc., Tarrytown, NY  
Aramco Transport Company, Chicago, IL  
Arco Marine, Inc., Long Beach, CA  
Bay Tankers, Inc., Englewood Cliffs, NJ  
Bevron Shipping Company, San Francisco, CA  
Bovine Maritime Companies, Inc., Mobile, AL  
Coxon Corporation, New York, NY  
Crestone Shipping Company, Philadelphia, PA  
Carnegie Shipping Lines, Inc., Secaucus, NJ  
Cobalt Shipping and Transportation Company, New York, NY

Mormac Marine Transport, Inc., Stanford, CT  
OMI Corporation, New York, NY  
OSG Bulk Ships, Inc., New York, NY  
Phillips Petroleum Co., Bartlesville, OK  
Sabine Towing and Transport Co., Inc., Groves, TX  
Sun Transport, Inc., Aston, PA  
Texaco, Inc., White Plains, NY  
West Coast Shipping (Union Oil Company of California), Los Angeles, CA.

All other U.S. companies which own, operate, or charter tankers and ocean going tugs and tank barges are invited to participate in the Agreement. Copies of the Agreement and the Application Form will be sent on request.

By order of the Maritime Administration,  
Department of Transportation.

Dated: March 31, 1992.

James E. Saari,

Secretary, Maritime Administration.

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### National Highway Traffic Safety Administration

(Docket No. 91-07, Notice 2)

#### Model Specifications for Breath Alcohol Ignition Interlock Devices (BAIDs)

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

**ACTION:** Notice.

**SUMMARY:** This notice presents revised model specifications for the performance and testing of breath alcohol ignition interlock devices (BAIDs). These devices are designed to prevent a driver from starting a car when the driver's breath alcohol content (BrAC) is at or above a set alcohol level. These devices are currently being used in connection with sanctions for Driving While Intoxicated (DWI) in a number of States. Persons required to use BAIDs are under court supervision. NHTSA published its proposed model specifications for BAIDs in the Federal Register on April 24, 1991 (56 FR 18857). The model specifications adopted below have been revised in response to comments received about the April 1991 model specifications.

**DATES:** This notice becomes effective on April 7, 1992.

**FOR FURTHER INFORMATION CONTACT:**  
Dr. James F. Frank, Office of Program Development & Evaluation (NTS-30), National Highway Traffic Safety

Administration, 400 Seventh St. SW., Washington, DC 20590, Telephone: (202) 366-5593.

**SUPPLEMENTARY INFORMATION:** On April 24, 1991 (56 FR 18857), the National Highway Traffic Safety Administration (NHTSA) issued a notice and request for comments on proposed "Model Specifications for Breath Alcohol Ignition Interlock Devices (BAIDs)." These devices are breath alcohol test instruments designed to allow a vehicle ignition switch to start an engine when a driver's breath alcohol concentration (BrAC) is below an alcohol setpoint; conversely, the devices are designed to prevent a driver from starting a car when the BrAC is at or above the alcohol setpoint. These model specifications were proposed for use by State and local governments.

An explained in the April 1991 notice, a number of States have passed laws authorizing the use of "certified" breath alcohol ignition interlock devices, and the responsibility for developing certification standards and test procedures has fallen to various agencies within these States. Consequently, a number of States and manufacturers of these ignition interlock devices have requested that the Federal Government develop and issue standards for certifying these devices. These requests have been based, at least in part, on the concern that an economic hardship might be placed on manufacturers of these devices if they were faced with having to meet numerous different State standards and test requirements.

NHTSA has considerable experience in the breath alcohol test measurement area. On November 5, 1973, the agency issued standards and test procedures for evidential breath test devices (38 FR 30459), and on August 19, 1975, the agency issued standards and test procedures for calibrating units for breath alcohol testers (40 FR 36187). The agency converted both of these standards to model specifications on December 14, 1984 (49 FR 48854). NHTSA believes that the issuance of model specifications and test procedures for breath alcohol ignition interlock devices would serve to encourage a degree of consistency among the States while at the same time provide sufficient flexibility for States to address their individual needs or legislative requirements. These model specifications and test procedures have been drafted in such a way to enable States to adopt them with minimal effort.

Interested parties were invited to

**Pikes Peak Test Labs, Inc.**  
4750 Edison Avenue  
Colorado Springs, Colorado 80915  
(719) 596-0802 (fax) 596-0824



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**Draeger BAID Certification Summary Letter**

Aug 28, 2002

Two Breath Alcohol Ignition Interlock Devices (BAID) were randomly selected from a group of six BAIDs supplied by the manufacturer Draeger Safety, Inc. These BAIDs are identified as Handset, part number 8315790 and Control Box, part number 8315780. The BAIDs were tested at the Pikes Peak Test Labs, Inc. facility in Colorado Springs, Colorado during the period May 3, 2002 to August 27, 2002.

Pikes Peak Test Labs, Inc. is certified by the Defense Supply Center, Columbus, Ohio (DSCC) of the Defense Logistics Agency. The laboratory certification listing is DSCC Letter VQC-01-0037.

The selected devices were evaluated according to the National Highway Traffic Safety Administration (NHTSA) specification listed in the Federal Register, Volume 57, No. 67, issued April 7, 1992. Two method updates based on changing technology were utilized

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*(Details of test procedure)*

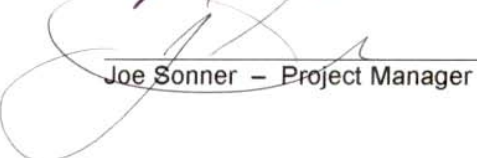
Results of testing showed that the devices supplied easily exceeded all requirements of the specification. The test design is based on a 90% reliability criterion (1.28 standard deviations in a normal distribution) as a balance of thoroughness and practicality for testing. For the battery of stress tests that utilized a standardized 20-repetition accuracy set, the worst-case result would nearly pass at 6 standard deviations.

Further, the stability of the units is such that after an extended 99 day stability test regimen, it was not necessary to recalibrate the units to pass the final accuracy test even though recalibration is allowed by the specification at this point in testing. Detailed test results are available in PPTLI Analytical Report A020307.

Pikes Peak Test Labs, Inc.

  
Jay Burgan – Vice President

  
Walt Klonowski – Operations Manager

  
Joe Sonner – Project Manager

  
Russell Root – Technician

  
*My commission expires 01-05-05*

