The FHWA believes the effects of a mild hypoglycemic reaction and fatigue are similar. As information is available on fatigue and its relationship with accidents, the FHWA uses the results of research on fatigue in order to identify a range of probabilities that a mild hypoglycemic reaction will result in an accident and estimating the number of accidents.

Hours of driving time is typically used as an indicator of fatigue (Eicher, 1982; Harris, 1972; Ryder, 1981). Intuitively, (1) the longer a person drives, the more fatigued he or she will become and (2) the more fatigued the driver is, the greater the probability of an accident (Harris, p.80). Based on an extensive analysis of the driver and accident records of a major common carrier, a private carrier and a bus company, one study found that the likelihood of an accident increases significantly after 8 hours of driving and, more specifically, the likelihood of an accident after 10 hours of driving is 2½ times greater than after 1 hour of driving (Harris, pp. 77–87). The 1985 accident rate for all drivers of interstate commercial motor vehicles was less than 1 percent (39,273 accidents/5,000,000 drivers=0.785 percent). Based on these results, the FHWA calculates the number of accidents due to a mild hypoglycemic reaction for a range of probabilities, assuming that an insulin-using diabetic would be between 1½ and 3 times as likely to have an accident if he or she has a reaction while driving commercial motor vehicle.

### Table 2

<table>
<thead>
<tr>
<th>Reactions per year while driving</th>
<th>Accident probability</th>
<th>Number of drivers</th>
<th>Number of accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.050</td>
<td>0.01178</td>
<td>27,000</td>
<td>320</td>
</tr>
<tr>
<td>10.050</td>
<td>0.01570</td>
<td>27,000</td>
<td>430</td>
</tr>
<tr>
<td>10.050</td>
<td>0.01962</td>
<td>27,000</td>
<td>530</td>
</tr>
<tr>
<td>10.050</td>
<td>0.02355</td>
<td>27,000</td>
<td>6,400</td>
</tr>
</tbody>
</table>

The FHWA estimates that 3,200–6,400 accidents could occur due to mild hypoglycemic reactions.

### IV. Conclusion

The FHWA estimates that allowing waivers for insulin-using diabetics could result in an additional 5,400–8,600 accidents per year. The expected number of accidents is calculated as the expected number of hypoglycemic reactions while driving, times the probability of an accident, times the number of insulin-using drivers.

Of the 5,400–8,600 accidents that could occur, the FHWA estimates that 2,200 accidents would be due to severe hypoglycemic reactions. The report indicates severe hypoglycemia varies, thus the estimate of accidents due to severe hypoglycemia may range between 300 and 6,100 accidents a year. The remaining portion of the estimated 5,400–8,600 accidents would be due to mild hypoglycemic reactions, or 3,200–6,400 accidents could occur due to mild hypoglycemic reactions.

Insulin-using diabetics would have an accident rate of 20–32 percent (5,400 to 8,600 accidents/27,000 drivers). That is, 25–32 percent of insulin-using diabetic drivers could have an accident each year as a result of a hypoglycemic reaction. By comparison, the 1985 accident rate for all drivers of interstate commercial motor vehicles was less than 1 percent (39,273 accidents/5,000,000 drivers=0.785 percent).

### Sources


### DEPARTMENT OF COMMERCE

#### National Oceanic and Atmospheric Administration

50 CFR Parts 672 and 675

**Groundfish of the Gulf of Alaska; Groundfish of Bering Sea and Aleutian Islands Area**

**AGENCY:** National Marine Fisheries Service (NMFS), NOAA, Commerce.

**ACTION:** Notice of availability of an amendment to a fishery management plan and request for comments.

**SUMMARY:** NOAA issues this notice that the North Pacific Fishery Management Council (Council) has submitted Amendment 16 to the Fishery Management Plan for Groundfish of the Gulf of Alaska and Amendment 11a to the Fishery Management Plan for Groundfish of the Bering Sea and Aleutian Islands Area for Secretarial review and is requesting comments from the public. Copies of the amendments may be obtained from the address below.

**DATE:** Comments on the plan amendments should be submitted on or before January 16, 1988.

**ADDRESS:** All comments should be sent to Robert McVey, Director, Alaska Region, NMFS, P.O. Box 1668, Juneau, AK 99802. Copies of the amendments, the EA, and the IR/IFRA are available upon request from the North Pacific Fishery Management Council, P.O. Box 103136, Anchorage, AK 99510.

**FOR FURTHER INFORMATION CONTACT:** Ronald J. Berg (Fishery Biologist, NMFS, Alaska Region), 907–566–7230.

**SUPPLEMENTARY INFORMATION:** These amendments were prepared under provisions of the Magnuson Fishery Conservation and Management Act (16 U.S.C. 1801 et seq.). The Act requires that each regional fishery management Council submit any fishery management plan (FMP) or FMP amendment it prepares to the Secretary of Commerce (Secretary) for review and approval or disapproval. The Magnuson Act also requires that the Secretary, upon reviewing the plan or amendment, must immediately publish a notice that the plan or amendment is available for
public review and comment. The Secretary will consider the public comments in determining whether to approve the plan or amendment.

Amendment 16 proposes the following changes to the FMP for Groundfish of the Gulf of Alaska: (1) Revise the definition of prohibited species; (2) update the FMP's descriptive sections, reorganize chapters, and incorporate Council policy as directed; and (3) augment the current catcher/processor reporting requirements with at-sea transfer information.

Amendment 11a proposes the following change to the FMP for Groundfish of the Bering Sea and Aleutian Islands Area: augment the current catcher/processor reporting requirements with at-sea transfer information. This modification to catcher/processor reporting requirements is identical to that proposed for the FMP for Groundfish of the Gulf of Alaska.

Regulations proposed by the North Pacific Fishery Management Council that are based on these amendments are scheduled to be published within 15 days.

Authority: 16 U.S.C. 1801 et seq.


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