

information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comment on the following extension of clearance for a currently approved collection of information:

Confidential Business Information

Type of Request—Extension of clearance.

OMB Clearance Number—2127–0025.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of

Approval—Three (3) years from the date of approval of the collection.

Summary of the Collection of

Information—Persons who submit information to the agency and seek to have the agency withhold some or all of that information from disclosure under the Freedom of Information Act (“FOIA”), 5 U.S.C. 552, must provide the agency with sufficient support that justifies the confidential treatment of that information. In addition, a request for confidential treatment must be accompanied by: (1) A complete copy of the submission; (2) a copy of the submission containing only those portions for which confidentiality is not sought with the confidential portions redacted; and (3) either a second complete copy of the submission or alternatively those portions of the submission that contain the information for which confidentiality is sought. Furthermore, the requestor must submit a completed certification as provided in 49 CFR part 512, Appendix A. *See generally* 49 CFR part 512 (NHTSA Confidential Business Information regulations).

Part 512 ensures that information submitted under a claim of confidentiality is properly evaluated in an efficient manner under prevailing legal standards and, where appropriate, accorded confidential treatment. To facilitate the evaluation process, in their requests for confidential treatment, submitters of information may make reference to certain limited classes of information that are presumptively treated as confidential, such as blueprints and engineering drawings, future specific model plans (under limited conditions), and future vehicle production or sales figures for specific models (under limited conditions). Further, most early warning reporting (EWR) data are confidential under class determinations provided in 49 CFR part 512, with the exception of information on death, injury, and property damage claims and notices, which would be handled on an individual basis according to the procedures of part 512

and are, therefore, covered by this notice. 72 FR 59434 (Oct. 19, 2007).

Description of the Need for the Information and Use of the Information—NHTSA receives confidential information for use in its activities, which include investigations, rulemaking actions, program planning and management, and program evaluation. The information is needed to ensure the agency has sufficient relevant information for decision-making in connection with these activities. Some of this information is submitted voluntarily, as in rulemaking, and some is submitted in response to compulsory information requests, as in investigations.

Description of the Likely Respondents, Including Estimated Number and Proposed Frequency of Response to the Collection of Information—This collection of information applies to entities that submit to the agency information that the entities wish to have withheld from disclosure under the FOIA. Thus, the collection of information applies to entities that are subject to laws administered by the agency or agency regulations and are under an obligation to provide information to the agency. It also includes entities that voluntarily submit information to the agency. Such entities would include manufacturers of motor vehicles and of motor vehicle equipment. Importers are considered to be manufacturers. It may also include other entities that are involved with motor vehicles or motor vehicle equipment but are not manufacturers.

Estimate of the Total Annual Reporting and Recordkeeping Burdens Resulting from the Collection of Information—3680 hours.

The agency receives requests for confidential treatment that vary in size from requests that ask the agency to withhold as little as a portion of one page to multiple boxes of documents. NHTSA estimates that it will take on average approximately eight (8) hours for an entity to prepare a submission requesting confidential treatment. This estimate will vary based on the size of the submission, with smaller and voluntary submissions taking considerably less time to prepare. The agency based this estimate on the volume of requests received over the past three years.

NHTSA estimates that it will receive approximately 460 requests for confidential treatment annually. This figure is based on the average number of requests received over the past three years. We selected this period because it provides an estimate based on incoming requests for the most recent

three years. The agency estimates that the total burden for this information collection will be approximately 3680 hours, which is based on the number of requests (460) multiplied by the estimated number of hours to prepare each submission (8 hours).

Since nothing in the rule requires those persons who request confidential treatment pursuant to part 512 to keep copies of any records or requests submitted to us, recordkeeping costs imposed would be zero hours and zero costs.

Authority: 44 U.S.C. 3506; delegation of authority at 49 CFR 1.95.

Issued in Washington, DC, under authority delegated in 49 CFR part 1.95.

O. Kevin Vincent,
Chief Counsel.

[FR Doc. 2013–21517 Filed 9–4–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Information Collection Activities: Submission for the Office of Management and Budget (OMB) Review; Request for Comment

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of the OMB review of information collection and solicitation of public comment.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below will be submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting public comments on the following information collection was published on April 22, 2013 (**Federal Register**/Vol. 78, No. 77/pp. 23824–23825).

DATES: Submit comments to the Office of Management and Budget (OMB) on or before October 7, 2013.

FOR FURTHER INFORMATION CONTACT: Dr. Kathy Sifrit at the National Highway Traffic Safety Administration, Office of Behavioral Safety Research (NTI–132), W46–472, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Dr. Sifrit's phone number is 202–366–0868

and her email address is
kathy.sifrit@dot.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127–New.
Title: Older Driver Compliance with
Licensing Restrictions.

Form No.: NHTSA Form 1186.

Type of Review: Regular.

Respondents: Drivers age 70 and older who have responded to a solicitation for participation in a study of licensing restrictions and provided a phone number for contact.

Estimated Number of Respondents: A maximum of 240 respondents to a solicitation who have provided a phone number to call.

Estimated Time Per Response: The average amount of time to respond to the questions is estimated at 10 minutes for each telephone conversation with a respondent.

Total Estimated Annual Burden Hours: 40 hours.

Frequency of Collection: The questions will be presented a single time.

Abstract

Some States impose restrictions on drivers who have impairments that may affect safety, for example, limiting a driver whose vision is declining to daytime driving only. However, it is unclear whether drivers comply with those restrictions. This study will explore this issue by documenting driving habits of drivers with restrictions imposed by the licensing authority, drivers with restrictions recommended by a driving rehabilitation specialist but without State-imposed restrictions, and a control group of unrestricted drivers of similar age. The National Highway Traffic Safety Administration (NHTSA) proposes to collect information from older adult licensed drivers about their driver license status and driving habits. Drivers will volunteer for the study by responding to a mailed or individually-delivered solicitation. Researchers will ask drivers seven questions to determine eligibility to participate in the study, then describe the proposed study to respondents who qualify. Each driver who meets study inclusion criteria will then be asked if he or she wishes to participate. If yes, a project assistant will ask for a description of the car in order to identify it and install a data collection system that will collect all remaining data necessary for the study. In sum, the proposed questions will allow research staff to ensure that prospective participants meet study inclusion criteria and facilitate installing data collection instruments in

the participants' vehicles. Findings will provide information about the extent to which drivers comply with license restrictions and with certified driving rehabilitation specialist recommendations, and whether such restrictions lead to reduced driving exposure. NHTSA will provide the findings to States for their use in developing restricted licensing practices aimed at reducing injuries and loss of life on the highway.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: Desk Officer for Department of Transportation, National Highway Traffic Safety Administration, or by email at oira_submission@omb.eop.gov, or fax: 202–395–5806.

Comments are Invited On: whether the proposed collection of information is necessary for the proper performance of the functions of the Department of Transportation, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if OMB receives it within 30 days of publication of this notice.

Authority: 44 U.S.C. 3506(c)(2)(A).

Issued in Washington, DC on August 30, 2013.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2013–21552 Filed 9–4–13; 8:45 am]

BILLING CODE P

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DATES: Submit comments to the Office of Management and Budget (OMB) on or before October 7, 2013.

FOR FURTHER INFORMATION CONTACT:

Randolph Atkins at the National Highway Traffic Safety Administration, Office of Behavioral Safety Research (NTI–131), W46–500, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Dr. Atkins' phone number is 202–366–5597 and his email address is randolph.atkins@dot.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127–New.
Title: Matching Countermeasures to Driver Types and Speeding Behaviors.
Form No.: NHTSA 1198.
Type of Review: Regular.

Respondents: The survey respondents will be a random sample of drivers currently licensed and living in Idaho. The sample will be stratified by age, gender, and numbers of citations for speeding in the previous three years.

Estimated Number of Respondents: An estimated sample size of 3200 drivers is projected for the survey mailing with a projected response rate of 50% (1600 drivers).

Estimated Time per Response: The average amount of time for each respondent to complete the survey is estimated at 25 minutes. This includes any time needed to retrieve information.

Total Estimated Annual Burden Hours: 444.6 hours.

Frequency of Collection: The survey will be administered a single time.

Abstract: In this study, NHTSA will be conducting a survey of a random sample of licensed drivers in the State of Idaho, stratified by age, gender and number of speeding convictions, in order to further explore typologies of driver speeding types developed in our recent *Motivations for Speeding* project and our *2011 National Survey of Speeding Attitudes and Behavior* with a focus on finding appropriate countermeasures for various speeder types. This project will collect