

judges, court personnel, treatment professionals and others to discuss issues relating to the use of ignition interlocks by impaired driving offenders, including but not limited to: (1) Technological issues; (2) legal issues; (3) current barriers to the use of ignition interlocks and (4) issues relating to training and education.

**DATES:** The meeting is scheduled for August 22, 2007, from 8:30 a.m. until 4:30 p.m.

**ADDRESSES:** The meeting will be held at the Grand Hyatt Hotel at 1000 H Street, NW., in Washington, DC 20001.

**FOR FURTHER INFORMATION CONTACT:** Dr. Jeff Michael, Director of the Office of Impaired Driving and Occupant Protection, 202-366-4299 ([jeff.michael@dot.gov](mailto:jeff.michael@dot.gov)), NHTSA, NTI-110, 1200 New Jersey Avenue, SE., Washington, DC 20590.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

Alcohol ignition interlock devices have been used for over 20 years by criminal justice systems for some individuals convicted of driving while impaired by alcohol (DWI). Nearly every State and the District of Columbia allow or require alcohol interlocks. Ignition interlocks have been shown to reduce DWI recidivism by about 65 percent when installed on offenders' vehicles.

Despite their benefits, a number of practical barriers to utilization of ignition interlocks have been identified, and only a small proportion of offenders who are eligible for interlocks are now using the devices. Law enforcement officials make approximately 1.4 million impaired driving arrests each year and while the number of convictions is somewhat less and the number of repeat offenders yet lower, the approximately 100,000 ignition interlocks that are in use at any one time are a small fraction of the number that could be in service.

Factors that limit the use of ignition interlocks include:

- Absence of statutory language authorizing (or requiring) use of ignition interlocks;
- Lack of knowledge and the latest information about ignition interlocks and interlock programs by judges and other court personnel;
- Concerns about the reliability and integrity of ignition interlocks;
- Concerns about cost, particularly among offenders without financial means;
- Concerns about the lack of availability of ignition interlocks and service providers in certain parts of the country, especially rural areas.

NHTSA is interested in examining the benefits of expanded ignition interlock

use as a means to further reduce deaths and injuries from impaired driving. In the 1980's and early 1990's, there was a steep decline in the number of alcohol related traffic fatalities. However in the past decade, there have been only very modest improvements. The Agency is working closely with State highway safety offices and other traffic safety and professional organizations to implement several priority strategies for reducing impaired driving including high visibility law enforcement and improvements to prosecution and court processes. NHTSA believes that expanded use of ignition interlocks is a promising complement to these program strategies.

NHTSA conducts research and evaluation to support utilization of ignition interlocks as part of a comprehensive impaired driving program. The Agency is also participating in the Campaign to Eliminate Drunk Driving, an initiative launched in November 2006 with support from a broad range of national organizations and Federal agencies, including Mothers Against Drunk Driving, the International Association of Chiefs of Police, the Governors Highway Safety Association, the Insurance Institute for Highway Safety, the Alliance of Automobile Manufacturers, The Century Council, and others. The Campaign focuses attention on several key strategies including ignition interlocks:

- High visibility enforcement, including use of sobriety checkpoints.
- Increased use of ignition interlocks for impaired driving offenders.
- Establishment of a Blue Ribbon Panel to research and develop advanced impairment detection technology.
- Grassroots support for these efforts.

This meeting will build on current and past efforts by reviewing progress, identifying barriers and discussing strategies for expanding utilization of ignition interlocks. The meeting is open to the public to the extent that seating capacity allows.

**Brian McLaughlin,**

*Senior Associate Administrator for Traffic Injury Control, National Highway Traffic Safety Administration.*

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#### **DEPARTMENT OF THE TREASURY**

##### **Office of the Secretary**

##### **Notice of Call for Redemption of 10-<sup>3</sup>/<sub>8</sub> Percent Treasury Bonds of 2007-12**

**AGENCY:** Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** As of July 13, 2007, the Secretary of the Treasury gives public notice that all outstanding 10-<sup>3</sup>/<sub>8</sub> percent Treasury Bonds of 2007-12 (CUSIP No. 912810 DB 1) dated November 15, 1982, due November 15, 2012, are called for redemption at par on November 15, 2007, on which date interest on such bonds will cease.

**DATES:** Treasury calls such bonds for redemption on November 15, 2007.

**FOR FURTHER INFORMATION CONTACT:** Definitives Section, Customer Service Branch 3, Office of Retail Securities, Bureau of the Public Debt, (304) 480-7711.

#### **SUPPLEMENTARY INFORMATION:**

1. *Bonds Held in Registered Form.*  
Owners of such bonds held in registered form should mail bonds for redemption directly to: Bureau of the Public Debt, Definitives Section, Customer Service Branch 3, P.O. Box 426, Parkersburg, WV 26106-0426. Owners of such bonds will find further information regarding how owners must present and surrender such bonds for redemption under this call, in Department of Treasury Circular No. 300 dated March 4, 1973, as amended (31 CFR part 306); by contacting the Definitives Section, Customer Service Branch 3, Office of Retail Securities, Bureau of the Public Debt, telephone number (304) 480-7711; and by going to the Bureau of the Public Debt's Web site, <http://www.treasurydirect.gov>.

2. *Bonds Held in Book-Entry Form.*  
Treasury automatically will make redemption payments for such bonds held in book-entry form, whether on the books of the Federal Reserve Banks or in Treasury Direct accounts, on November 15, 2007.

**Kenneth E. Carfine,**

*Fiscal Assistant Secretary.*

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#### **DEPARTMENT OF THE TREASURY**

##### **Departmental Offices; Debt Management Advisory Committee Meeting**

Notice is hereby given, pursuant to 5 U.S.C. App. 2, § 10(a)(2), that a meeting will be held at the Hay-Adams Hotel, 16th Street and Pennsylvania Avenue, NW., Washington, DC, on July 31, 2007 at 11:30 a.m. of the following debt management advisory committee: Treasury Borrowing Advisory Committee of The Securities Industry and Financial Markets Association.