

Background

On September 27, 2002 (67 FR 61212), FMCSA published a final rule revising its regulations concerning protection against shifting and falling cargo for commercial motor vehicles operated in interstate commerce. Motor carriers were given until January 1, 2004, to comply with the new regulations.

On September 23, 2004, Canada's Council of Ministers Responsible for Transportation and Highway Safety approved a National Safety Code Standard for cargo securement which is also based on the Model Regulations. Full implementation of the new cargo securement requirements in Canada began in the summer of 2005.

On June 22, 2006 (71 FR 35819), FMCSA amended its cargo securement rules in response to several petitions for reconsideration. The amendments were effective on July 24, 2006.

Maintaining Uniformity Between U.S. and Canadian Cargo Securement Standards

FMCSA is committed to continuing to work with U.S. and Canadian industry experts, Federal, State and Provincial enforcement officials, and other interested parties to maintain, to the greatest extent practicable, harmonization of U.S. and Canadian cargo securement standards. A major part of this effort includes uniformity in interpreting the meaning of the requirements adopted by the U.S. and Canada. While there are some differences between certain provisions of the regulations adopted by FMCSA and Canada's National Safety Code Standard 10, most of the contents of the model regulations have been adopted, or will soon be adopted, by almost all jurisdictions in the U.S. and Canada. To ensure consistency in the interpretation and enforcement of the requirements, FMCSA is working with its partners in Canada to share information about requests for interpretation, and to exchange technical information that would be helpful to the regulatory agencies in developing responses to such requests. FMCSA is also working with its partners in Canada to ensure that interpretations are made available to all interested parties in an efficient and timely manner.

This meeting is intended to provide all stakeholders, including motor carrier safety agencies and industry, with an opportunity to discuss issues that have arisen concerning implementation of the cargo securement regulations in both countries, and to promote safe, harmonized requirements for the securement of cargo on or in

commercial motor vehicles throughout North America. Participation in the North American Cargo Securement Forum is unrestricted, and open to all stakeholders and interested persons, including motor carrier safety enforcement agencies, safety advocacy groups, and industry.

Meeting Information: The meeting will be held on Wednesday, March 26, 2008, at the Colorado Convention Center, 700 14th Street, Denver, Colorado. The meeting will begin at 8 a.m. and end at 5 p.m. The meeting is being held in connection with the Commercial Vehicle Safety Alliance's (CVSA) 2008 Workshop. Attendance for the North American Cargo Securement Public Forum is free of charge and open to all interested parties. However, anyone interested in attending the sessions and committee meetings of the CVSA's 2008 Workshop must register with the CVSA and pay the appropriate registration fee. For further information about registration for other sessions or meetings of the CVSA's 2008 Workshop, please contact the CVSA at (202) 775-1623.

Issued on: March 11, 2008.

Charles A. Horan III,

Acting Associate Administrator for Policy and Program Development.

[FR Doc. E8-5191 Filed 3-13-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2008-0018]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Request for Comments.

SUMMARY: The Federal Transit Administration invites public comment about our intention to request the Office of Management and Budget's (OMB) approval of the following new information collection: Executive Order 12862, "Setting Customer Service Standards," requires FTA to identify its customers and determine what they think about FTA's service. The surveys covered in this request will provide FTA with a means to gather data directly from its customers. The information obtained from the surveys will be used to assess how FTA's services are perceived by customers and stakeholders, determine opportunities for improvement and ensure FTA's customers receive the highest level of

customer support. The surveys will be limited to data collections that solicit voluntary opinions and will not involve information that is required by regulations. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on December 26, 2007.

DATES: Comments must be submitted before April 14, 2008. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT:

LaStar Matthews, Office of Administration, Office of Management Planning, (202) 366-2295.

SUPPLEMENTARY INFORMATION:

Title: Customer Service Surveys of FTA Grantees and Stakeholders (OMB Number 2132-New).

Abstract: Executive Order 12862, "Setting Customer Service Standards," requires FTA to identify its customers and determine what they think about FTA's service. The surveys covered in this request will provide FTA with a means to gather data directly from its customers. The information obtained from the surveys will be used to assess how FTA's services are perceived by customers and stakeholders, determine opportunities for improvement and establish goals to measure results. The surveys will be limited to data collections that solicit voluntary opinions and will not involve information that is required by regulations.

Estimated Total Annual Burden: 205 hours

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

Comments are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, 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.

Issued: March 10, 2008.

Ann Linnertz,

Associate Administrator for Administration.

[FR Doc. E8-5124 Filed 3-13-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms, and Recordkeeping Requirements

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

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted regarding the Petitions for Exemption from the Theft Prevention Standard below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 2, 2007 (72 FR 56130). The agency received no comments.

DATES: Comments must be submitted on or before April 14, 2008.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments Are Invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, 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.

FOR FURTHER INFORMATION CONTACT:

Carlita Ballard at the National Highway Traffic Safety Administration, Office of International Policy, Fuel Economy and Consumer Programs (NVS-131), 1200 New Jersey Ave., SE., West Building, Room W43-439, NVS-131, Washington, DC 20590. Ms. Ballard's telephone

number is (202) 366-0846. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Petitions for Exemption from the Vehicle Theft Prevention Standard (49 CFR part 543).

OMB Control Number: 2127-0542.

Type of Request: Request for public comment on a previously approved collection of information.

Abstract: Manufacturers of passenger vehicle lines may petition the agency for an exemption from Part 541 requirements, if the line is equipped with an anti-theft device as standard equipment and meets agency criteria. Device must be as effective as parts-marking. 49 U.S.C. Chapter 331 requires the Secretary of Transportation to promulgate a theft prevention standard to provide for the identification of certain motor vehicles and their major replacement parts to impede motor vehicle theft. 49 U.S.C. 33106 provides for an exemption to this identification process by petitions from manufacturers who equip covered vehicles with standard original equipment anti-theft devices, which the Secretary determines are likely to be as effective in reducing or deterring theft as parts-marking. NHTSA may exempt a vehicle line from the parts marking requirement, if the manufacturer installs an anti-theft device as standard equipment on the entire vehicle line for which it seeks an exemption and NHTSA determines that the anti-theft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements. In accordance with 49 U.S.C. 33106, after model year (MY) 2000, the number of new exemptions is contingent on a finding by the Attorney General as part of its long-range review of effectiveness. After consulting with DOJ, the agency decided it could continue granting one exemption per model year pending the results of the long-term review.

In a final rule published on April 6, 2004, the Federal Motor Vehicle Theft Prevention Standard was extended to include all passenger cars and multipurpose passenger vehicles with a gross vehicle rating of 6,000 pounds or less, and to light duty trucks with major parts that are interchangeable with a majority of the covered major parts of multipurpose passenger vehicles. Consistent with this DOJ consultation, the April 6, 2004 final rule amended the general requirements of § 543.5 of Chapter 49 of the Code of Federal

Regulations, allowing a manufacturer to petition NHTSA to grant an exemption for one additional line of its passenger motor vehicles from the requirements of the theft prevention standard for each model year after MY 1996. The final rule became effective September 1, 2006.

Prior to September 1, 2006, manufacturers were only allowed to petition NHTSA for high-theft vehicles lines. In its April 6, 2004 final rule, the agency amended part 543 to allow vehicle manufacturers to file petitions to exempt all vehicle lines that would become subject to parts-marking requirements beginning with the effective date of the final rule. As a result of this amendment, vehicle manufacturers are allowed to file petitions to exempt all vehicles lines that would become subject to the parts-marking requirements regardless of their theft status (high or low).

Since the new parts-marking final rule became effective, the number of petitions requested from manufacturers will increase. NHTSA anticipates that there are approximately 27 vehicle manufacturers; since the effective date of the rule, 14 petitions for exemption from the parts-marking requirements have been received by the agency for MYs 2007-2010. We anticipate this to remain the average number of yearly responses received by the agency.

NHTSA estimates that the average hours per submittal will be 226, for a total annual burden of 3,164. This is an increase from the previous OMB inventory of 1,130 hours. NHTSA estimates that the cost associated with the burden hours is a \$36.62 per hour, for a total cost of approximately \$115,866.

Affected Public: Motor vehicle manufacturers.

Estimated Total Annual Burden: NHTSA estimates that the vehicle manufacturers will incur a total annual reporting hour and cost burden of 3,164 hours and \$115,866. There would be no additional cost to motor vehicle manufacturers that would require it to comply to this regulation.

Issued on: March 7, 2008.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. E8-5121 Filed 3-13-08; 8:45 am]

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