

submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78), or you may visit <http://dms.dot.gov>.

Issued in Washington, DC on October 3, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-2007-28654]

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, 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 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 July 20, 2007 [NHTSA-2007-28654].

DATES: Comments must be submitted on or before November 13, 2007.

FOR FURTHER INFORMATION CONTACT: Marie Walz, NHTSA, 1200 New Jersey Avenue, SE., W53-436, NVS-431, Washington, DC 20590. Ms. Walz's telephone number is (202) 366-5377.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Evaluation of State Motorcycle Safety Programs.

Type of Request: New Collection.

Abstract: NHTSA will conduct a survey of State Motorcycle Safety Administrators and/or State Highway Safety Offices in all 50 States and the District of Columbia to gather data on state-level motorcycle safety programs. This survey will consist of a questionnaire in mail (paper and pencil) format, which will allow a telephone follow-up for further details as

necessary. The study will use the State Motorcycle Safety Administrator and State Highway Safety Office survey to gather comprehensive data on what each of the 50 States and the District of Columbia are doing to promote and ensure safe riding behavior.

Affected Public: State and Local government.

Estimated Total Annual Burden: Hours: 26. Cost: None.

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 Departments 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.

Joseph S. Carra,

Associate Administrator for National Center for Statistics and Analysis.

[FR Doc. E7-20044 Filed 10-10-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2007-29244]

Notice of Technical Workshop and Demonstration—Wednesday, November 7, 2007

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

ACTION: Notice of technical workshop and demonstration.

SUMMARY: This notice announces that NHTSA will hold a compliance test program workshop to discuss and demonstrate the Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure (TP) for the agency's safety standard for electronic stability control (ESC) systems. Vehicle manufacturers, tier-one ESC suppliers, ESC component manufacturers, and other interested persons with technical knowledge of

ESC systems who wish to participate in the workshop are asked to pre-register and are invited to submit related technical issues for discussion at the meeting. Attendance requires registration and is free.

Dates and Times: The workshop and demonstration of the test procedure will be held on November 7, 2007 from 8:30 a.m. to 5 p.m. (If a back-up day is required, due to inclement weather, the workshop will take place on November 8, 2007.)

ADDRESSES: The workshop and demonstration will be held at Transportation Research Center, Inc. (TRC) in East Liberty, Ohio. Directions to the meeting location and a final agenda will be sent to registered participants.

FOR FURTHER INFORMATION CONTACT: For registration, contact Ms. Maritza Marshall, Office of Vehicle Safety Compliance, NVS-220, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Room W43-481, Washington, DC 20590, telephone (202) 366-6017, facsimile (202) 366-7002, or electronic mail maritza.marshall@dot.gov. For technical issues, contact Mr. John Finneran, at the same address, telephone (202) 366-0645, facsimile (202) 366-7097, or electronic mail john.finneran@dot.gov.

SUPPLEMENTARY INFORMATION: FMVSS No. 126: On April 6, 2007, NHTSA published a final rule establishing Federal Motor Vehicle Safety Standard (FMVSS) No. 126, *Electronic Stability Control Systems* (72 FR 17236). This final rule requires new passenger cars, multi-purpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 4,536 kg (10,000 pounds) or less, according to the phase-in schedule specified, to be equipped with an ESC system that meets the requirements of the standard. Specifically, a vehicle must be equipped with an ESC system that is capable of applying brake torques individually to all four wheels and has a control algorithm that utilizes this capability, is operational during all phases of driving including acceleration, coasting, and deceleration (including braking), except when the driver has disabled ESC, the vehicle speed is below 15 km/h (9.3 mph), or the vehicle is being driven in reverse, and remains capable of activation even if the antilock brake system or traction control system is activated. Vehicles to which this standard applies must satisfy specific lateral stability and responsiveness performance requirements. Yaw rate thresholds are used to assess a vehicle's lateral stability. The yaw rate measured