

already been accomplished. Moreover, crash fatalities rose in 2012. Thus significant effort will be needed just to preserve the gains that already have been made. Up-to-date information is essential to plot the direction of future activity that will achieve reductions in crash injuries and fatalities in the coming years.

As part of its collection of information used to develop and implement effective countermeasures to improve highway traffic safety, NHTSA conducted its first MVOSS in 1994. The survey included questions related to seat belts, child safety seats, air bags, and Emergency Medical Services. It also contained small segments on alcohol use and on speeding. The survey has been repeated five times since then, with the survey instrument updated prior to each survey administration to incorporate emergent issues and items of increased interest. The most recent MVOSS was fielded during the first quarter of calendar year 2007.

The proposed survey is the seventh MVOSS. The survey would collect data on topics included in the preceding surveys and would monitor changes over time in the use of occupant protection devices and in attitudes related to vehicle occupant safety. It is important that NHTSA monitor these changes so that the Agency can determine the effects of its efforts to promote the use of safety devices and to identify areas where its efforts should be targeted and where new strategies may be needed. As in earlier years, NHTSA proposes to make a small number of revisions to the survey instrument to address new information needs. If approved, the proposed survey would assist NHTSA in addressing motor vehicle occupant safety and in formulating programs and recommendations. The results of the proposed survey would be used to: (a) Identify areas to target current programs and activities to achieve the greatest benefit; (b) develop new programs and initiatives aimed at increasing the use of occupant safety devices by the public; and (c) provide informational support to States and localities in their traffic safety efforts. The findings would also be used directly by State and local highway safety and law enforcement agencies in the development and implementation of effective countermeasures to prevent injuries and fatalities to vehicle occupants.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—This proposed effort would involve cognitive testing of the questionnaires, usability

tests to identify any problems with self-administration of the Web version of the questionnaires, a pilot test, and final survey administration. Businesses are ineligible for the sample and would not be interviewed. No more than one respondent would be selected per household. Each member of the sample would complete one interview.

The cognitive testing would consist of one-on-one cognitive interviews with each of nine persons selected from the general public for each questionnaire, for a total of 18 cognitive interviews. All would be drivers 18 and older. All cognitive interviews using the child restraint use questionnaire would be conducted with parents of children under the age of 9. A maximum of 100 licensed drivers 18 and older would be recruited to participate in usability tests, with all tests of the child restraint use questionnaire conducted with parents of young children. For the pilot test, a maximum of 1,200 completed interviews with people age 16 and older would be obtained. For the final survey, 12,000 completed interviews with randomly selected members of the general public age 16 and older would be obtained, 6,000 per questionnaire. The respondent sample would be selected from all 50 States plus the District of Columbia.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—NHTSA estimates that the respondents participating in the cognitive interviewing would average  $1\frac{1}{2}$  hours to carry out that activity, for a total of 27 hours for the 18 cognitive interviews. NHTSA estimates that the respondents participating in the usability testing would average 1 hour in carrying out that activity. The number of usability testing respondents would not exceed 100, leading to a maximum burden of 100 hours. The projected 1,200 maximum completed interviews for the pilot test, with an average duration of 15 minutes, would produce a maximum burden of 300 hours. The 12,000 final survey interviews, with an average duration of 15 minutes, would produce a burden of 3,000 hours. The maximum reporting burden for the MVOSS would be 27 hours for the cognitive testing, 100 hours for the usability testing, 300 hours for the pilot test, and 3,000 hours for the final survey for a grand total of 3,427 hours.

All interviewing would occur during a single calendar year. Thus the annual reporting burden would be the entire 3,427 hours. The respondents would not incur any reporting cost from the information collection. The respondents

also would not incur any record keeping burden or record keeping cost from the information collection.

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

Issued on: May 31, 2013.

**Jeffrey Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2013-13416 Filed 6-5-13; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket No. NHTSA-2013-0070]

#### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes the collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before August 5, 2013.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number NHTSA-2013-0070 using any of the following methods:

*Electronic submissions:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

*Mail:* Docket Management Facility, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

*Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Fax:* 1-202-493-2251.

*Instructions:* Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov>.

[www.regulations.gov](http://www.regulations.gov) including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:** Mr. Alan Block, Contracting Officer's Technical Representative, Office of Behavioral Safety Research (NTI-131), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., W46-499, Washington, DC 20590. Mr. Block's phone number is 202-366-6401 and his email address is [alan.block@dot.gov](mailto:alan.block@dot.gov)

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

#### **Implementation of a Youth Traffic Safety Survey**

*Type of Request*—New information collection requirement.

*OMB Clearance Number*—None.

*Form Number*—NHTSA Form 1199.

*Requested Expiration Date of Approval*—3 years from date of approval.

*Summary of the Collection of Information*—The National Highway Traffic Safety Administration (NHTSA) proposes to conduct a survey of young drivers ages 16 through 20 concerning traffic safety issues affecting young

people in that age range. The survey would use Web as the primary response mode and mail as a second response mode. The sample would be drawn from driver license databases of States that choose to participate in the study. NHTSA would seek participation by eight States, two per Census Region. Contact with prospective respondents would be conducted through the mail. Young drivers would be asked to go to a designated Web site to take the survey. Follow up mailings would include as a second response option a paper version of the questionnaire that respondents can fill out and mail back. The survey would also provide the capability for the interview to be conducted by telephone if the prospective respondent requests that option. The questionnaire would cover topics such as general driving behavior, driver education and graduated driver licensing, parental oversight of driving, distraction and driving, drinking and driving, seat belt use, speeding and racing, crash experience, and traffic violations.

The survey would first be pilot-tested in a single State. One purpose of the pilot test would be to determine if it is feasible to administer the full version of the questionnaire to all respondents, or whether the questionnaire would need to be split into two shorter versions. The average amount of time for respondents to complete the full version of the questionnaire is estimated to be 25 minutes. The average amount of time estimated to complete the shorter versions is 15 minutes. The pilot test would compare the response rates of groups receiving the different questionnaire versions. Combined with other test conditions being used to assess survey administration issues, there would be a total of 9 respondent groups whose response rates would be compared.

The survey would be conducted primarily on-line, with the on-line technology serving to reduce length and minimize recording errors. Each respondent would be assigned a unique randomly generated PIN (Personal Identification Number) that must be used to access the questionnaire on the Web site. The personally identifiable information used to contact respondents would be held separately from the information provided by respondents to the survey so that no connection can be made between the two. No personally identifiable information would be collected during the interviews.

*Description of the Need for the Information and Proposed Use of the Information*—NHTSA was established to reduce the number of deaths, injuries, and economic losses resulting from

motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

Young drivers 16- to 20-years old are especially vulnerable to death and injury on our roadways, with traffic crashes being the leading cause of death for teenagers in America. It is essential that NHTSA be proactive in addressing young driver traffic safety. As a data-driven organization, this means collecting and analyzing quality data to identify the nature of young driver traffic safety problems, to guide development of intervention approaches, and to evaluate the effectiveness of interventions. While crash and fatality databases are invaluable sources of data applicable to these tasks, they do not tell the entire story. Attitudes, perceptions, knowledge, beliefs, preferences, and related factors often play a role in how the circumstances underlying a crash evolved. Situational and experiential factors also figure into the equation. Taking a comprehensive approach to preventing young driver crashes requires an understanding of this contextual information in order to fully assess the young driver crash problem and identify specific problems while also locating strategic points for intervention. This survey responds to those information needs.

This survey will fill in gaps in the information that NHTSA has regarding young drivers, and will be used by the agency to help guide its strategic planning of activities to improve traffic safety of people in this age group. States that participate in the survey will be provided with a snapshot picture of attitudes, knowledge, and self-reported driving-related behavior of young people in their State that they can use in their own traffic safety planning activities, and that they can disseminate to their local jurisdictions. The aggregated data across States will provide a status report on where young drivers stand with regards to key traffic safety issues for use by traffic safety professionals and other concerned individuals in planning, developing, refining, and implementing measures to improve young driver safety.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—A maximum of 100 licensed drivers ages 18 through 20 would be recruited to participate in usability tests to identify any problems with self-administration of the Web-based questionnaire. Sixteen- and

seventeen-year-olds would not yet be included as not all steps that need to be carried out to allow participation by people this young would have been completed at this stage of the project. Those steps would be completed by the time the project is ready to conduct the pilot test, in which 6,300 young people ages 16 through 20 listed in the driver license database of one State would be mailed a request to participate in the survey. For purposes of burden estimation this project will assume a response rate upper limit of 50%, or a maximum of 3,150 completed pilot test interviews.

The final survey would be administered to young people ages 16 through 20 listed in the driver license database of one of the States participating in the survey. There would be eight participating States. The number of respondents would depend on results of the pilot test in addition to the response rate. For each of the eight States, 8,000 young drivers would be mailed the request to participate in the survey if the pilot test determines that it is feasible to administer the longer version of the questionnaire. An upper limit response rate of 50% equates to a maximum of 4,000 completed interviews per State, or 32,000 for the survey. But if the pilot test indicates that the questionnaire will need to be split into two shorter questionnaires, then the number of respondents would double to a maximum of 64,000 as 8,000 requests to participate in the survey would be mailed per questionnaire in each State.

Businesses are ineligible for the sample and would not be interviewed. All respondents would be administered the survey one time only.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting From the Collection of Information*—NHTSA estimates that the respondents participating in the usability testing would average 1 hour in carrying out that activity. The number of respondents would not exceed 100, producing a maximum burden of 100 hours.

The projected 3,150 maximum completed interviews for the pilot test would be split among those receiving the full questionnaire (one-third of respondents) and those receiving the shortened versions (two-thirds of respondents, divided between those who get shortened Version A and those who get shortened Version B). The full version would require an average of 25 minutes for the 1,050 respondents for a burden of 437.5 hours. The shortened versions would require an average of 15 minutes for the 2,100 respondents for a

burden of 525 hours. The total burden for the pilot test would therefore be a maximum of 962.5 hours.

If the pilot test indicates that administration of the full version of the questionnaire is feasible, then a maximum of 32,000 respondents would spend an average of 25 minutes completing the final survey, for a burden of 13,333.33 hours. If the pilot test instead indicates that the final survey will need to employ the shorter questionnaires, then a maximum of 64,000 respondents would spend an average of 15 minutes completing the survey, for a burden of 16,000 hours.

The maximum reporting burden for the Implementation of a Youth Traffic Safety Survey would be 100 hours for the usability testing, 962.5 hours for the pilot test, and 16,000 hours for the final survey if two questionnaires are used for a grand total of 17,062.5 hours.

All interviewing would occur during a single calendar year. Thus the annual reporting burden would be the entire 17,062.5 hours. The respondents would not incur any reporting cost from the information collection. The respondents also would not incur any record keeping burden or record keeping cost from the information collection.

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

Issued on: May 31, 2013.

**Jeffrey Michael,**

*Associate Administrator, Research and Program Development.*

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**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

**[Docket No. PHMSA-2013-0123, Notice No.13-09]**

#### Hazardous Materials: Emergency Recall Order

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Emergency Recall Order.

**SUMMARY:** This notice publishes Emergency Recall Order 2013-002 (DOT Docket Number PHMSA-2013-0123), issued on May 24, 2013 to The Lite Cylinder Company, Inc. The Office of Hazardous Materials Safety issued this Emergency Order pursuant to authority granted in 49 U.S.C. 5121(d) and 49 CFR 109.17(c), and is published in accordance with 49 CFR 109.19(f)(2)(iv). Emergency Order 2013-002 mandates a recall of (1) all cylinders manufactured

by The Lite Cylinder Company, Inc. and marked as authorized under DOT-SP 14562 (and DOT-SP 13957 as authorized therein) and DOT-SP 13105, (2) any cylinder requalified under H706, and (3) any cylinders manufactured under M5729 (collectively, "the affected packaging"), and was issued after PHMSA's finding that the affected packaging constitutes, or are causing, an imminent hazard to public safety.

**DATES:** *Effective Date:* May 24, 2013.

**FOR FURTHER INFORMATION CONTACT:** Adam Horsley, Attorney, Office of the Chief Counsel, PHMSA, 202-366-4400.

**SUPPLEMENTARY INFORMATION:** The full text of Emergency Recall Order 2013-002 is as follows:

This notice constitutes an Emergency Recall Order by the United States Department of Transportation (DOT) pursuant to 49 U.S.C. 5121(d) and 49 CFR 109.17(c); and pursuant to delegation of authority to the Associate Administrator, Pipeline and Hazardous Materials Safety Administration (PHMSA), Office of Hazardous Materials Safety. By this Order, PHMSA is mandating a recall of all cylinders manufactured by The Lite Cylinder Company, Inc. (Lite Cylinder) and marked as authorized under DOT-SP 14562 (and DOT-SP 13957 as authorized therein), DOT-SP 13105; any cylinder requalified under H706; and any cylinders manufactured under M5729 (hereinafter referred to as affected packaging(s)). In addition, this order applies to any person who is in possession of an affected packaging subject to this order.

PHMSA finds that the affected packagings constitute or are causing an imminent hazard to public safety. For more detailed information see "Background/Basis for Order" below.

#### This Order Applies to

(1) Lite Cylinder, its officers, directors, employees, subcontractors, investors and agents ("Lite Cylinder"); and

(2) Any person who is in possession of an affected packaging, including any officers, directors, employees, subcontractors, investors, and agents of said person (for purposes of this Order, "Cylinder Owners").

Under no circumstances should a cylinder described in this emergency recall order be filled, refilled, or used for the transportation of hazardous materials.

#### Effective Immediately, Lite Cylinder Must

(1) Contact all Cylinder Owners to whom affected packagings have been