Resulting from the Collection of Information—The web survey for the line officers and supervisors will average approximately 15 minutes including introduction, consent, confidentiality, survey questions, and debriefing. The estimated completion time for each semi-structured interview is 30 minutes per agency head or designee. Individuals providing administrative data have an estimated completion time of 30–45 minutes. The total estimated annual burden if all solicited participants respond is approximately 370 hours. Participants will incur no costs and no record keeping burden from the information collection.

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

Issued on: April 23, 2015.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2015–09990 Filed 4–28–15; 8:45 am]

BILLING CODE 4910–59–P

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 January 21, 2015 (80 FR 3010).

DATES: Submit comments to the Office of Management and Budget (OMB) on or before XXX. May 29, 2015.

FOR FURTHER INFORMATION CONTACT: Dr. J. Stephen Higgins, 202–366–3976.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127—New.

Title: Characterizing Ambulance Driver Training in EMS Systems.

Form No.: NHTSA Form 1186.

Type of Review: Regular.

Respondents: The study sample will consist of two distinct groups. The first sample will include representatives from EMS agencies across the United States. The second will include representatives from State offices that are responsible for various aspects of ambulance driver training and regulation for the 50 States and Washington, DC.

Estimated Number of Respondents: A maximum of 8,000 agencies will be solicited for the survey. Up to 153 representatives from State agencies may be contacted for semi-structured interviews.

Estimated Time per Response: The expected average completion time for the Internet-based survey of EMS agency representatives is 15 minutes. The 153 semi-structured interviews with State personnel are expected to average approximately 60 minutes in length.

Total Estimated Annual Burden Hours: 2,153 hours if all 8,000 EMS agencies and State personnel respond to the solicitations. The real burden will be reduced proportionally by the actual response rates to each information gathering effort.

Frequency of Collection: Each data collection effort will take place a single time.

Abstract: Although emergency vehicle operator training for EMS personnel has been repeatedly identified as an important step in the safety system, the current situation with respect to EMS personnel driver training in the United States is not well characterized. In order to characterize training for EMS personnel driving ambulances across the United States, the National Highway Traffic Safety Administration (NHTSA) proposes to collect information from EMS agencies providing ambulance services and State offices responsible for overseeing training, licensing, and regulation of EMS agencies and their personnel that drive ambulances. NHTSA is interested in learning about what types of driver training are required, when the training is required (new drivers, continuing education, etc.), how driving incidents (crashes, moving violations, etc.) impact driving privileges, initial qualification standards (age, number of years with license, driving record, type of license, etc.), and other related topics. Participation in the study will be voluntary and will only include State level agency representatives and representatives from EMS agencies that offer ambulance services. Data collection will be in the form of semi-structured interviews (in-person or over the phone) for personnel at State offices, and an Internet-based survey for personnel at public and private EMS agencies providing ambulance services. EMS agencies will be contacted via email, mail, or phone with a link to the Internet survey. State offices will be contacted via email or phone to participate in the semi-structured interviews. The results of this project will assist NHTSA in determining the current state of driver training for EMS personnel which will help the Agency determine if additional research and development on the topic are warranted.

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. Section 3506(c)(2)(A).

Dated: April 23, 2015.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2015–09991 Filed 4–28–15; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

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

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (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 collection and the expected burden. The **Federal Register** Notice with a 60-day comment period was published on January 21, 2015 (**Federal Register**/Vol. 80, No. 13/pp. 3008–3010).

DATES: Comments must be submitted on or before May 29, 2015.

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.

FOR FURTHER INFORMATION CONTACT: Dr. Amanda M. Kelley, 202–366–7394.

SUPPLEMENTARY INFORMATION:

Title: Evaluation of Correct Child Restraint System Installations.

Type of Request: New information collection requirement.

Abstract: Motor vehicle crashes are a leading cause of death to children in the United States. In 2012, a total of 952 children younger than 13 years died in motor vehicle traffic crashes, and two-thirds of these fatalities occurred among children riding in passenger vehicles. The National Highway Traffic Safety Administration (NHTSA), recommends that all children ages 12 years and under be properly buckled in an age- and size-appropriate car seat, booster seat, or seat belt in the rear seat. Currently, there are four types of child restraint systems designed for children: Infant, convertible, combination, and belt-positioning booster seats. Each system is designed to protect a child within a given height and weight category in the event of a crash.

While child restraint use has increased over the years, many children are still fatally injured as a result of motor vehicles crashes. One possible explanation for this occurrence could be the large number of child passengers who are either riding unrestrained in vehicles, improperly placed in a CRS, or prematurely graduated to an adult vehicle seat belt system. The most prevalent installation errors observed include: Incorrect harness routing slot used, improper harness clip position, loose CRS installation, loose harness straps, and improper lap belt placement (NHTSA, 2012). Researchers have also identified errors related to caregivers selecting the correct CRS for the children's ages, heights, and weights.

Evaluating the causes of the various selection and installation errors can be challenging. That is, one or more factors may contribute to any one type of installation error. There are numerous CRS makes and models marketed to the consumer, each with its own installation procedures/manual. In addition, vehicle manufacturers design vehicle restraint systems and vehicle seats that are incompatible with various CRSs. New vehicles are continually introduced to the fleet, and CRSs continue to evolve each year. Finally, there is a never-ending flow of new parents/caregivers who need to be educated on child passenger safety. Despite their inexperience, new parents may overestimate their own accuracy in selecting and securely installing a CRS to the vehicle and securing the child in the CRS.

In an effort to reduce the number of errors, NHTSA is undertaking a study to gain some insight into the causes of errors related to selecting and installing CRSs. To accomplish this, NHTSA will evaluate installation performance and caregiver confidence for 150 experienced and novice CRS users and determine which factors contribute to both installation and securement errors and to determine what factors related to the CRS, vehicle, and user confidence contribute to errors. Evaluation measures will involve the independent identification, collection and evaluation of both qualitative and quantitative data that specifically document the types of errors made by both user groups, as well as vehicle and CRS features that might contribute to those errors. Identifying these causal factors that contribute to errors related to selecting and installing CRSs, as well as those factors that contribute to accurately selecting and properly installing CRSs for both novice and experienced users, will be the first step in increasing the safety of child passengers in moving vehicles. In addition, overall findings can be made available to CRS manufacturers and vehicle manufacturers related to improvements to specific CRS and vehicle design features that may foster a better fit in the vehicles and securement for children.

Affected Public: Participants will represent both ''novice'' and ''experienced'' CRS users recruited from the Greater Washington, DC area. ''Experienced'' users regularly care for a child under the age of 4 years, transport the child in a vehicle at least twice a week, have secured the child in a CRS a minimum of five times in the past 6 months, and have installed any type of CRS at least once in the past 12 months. ''Novice'' CRS users do not regularly transport children and have not installed a CRS in the past 6 months will be recruited for participation.

Estimated Total Annual Burden: 300 hours (150 participants, averaging 2 hours).

Comments are invited 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 information collection;

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

(iv) 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.

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

Dated: April 23, 2015.

Jeff Michael,

Associate Administrator, Research and Program Development.

[FR Doc. 2015–09989 Filed 4–28–15; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2015–0119; Notice No. 15–12]

Hazardous Materials: Safety Advisory—Unauthorized Certification of Compressed Gas Cylinders

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

ACTION: Safety Advisory Notice.

SUMMARY: PHMSA is issuing this safety advisory to notify the public that Liberty Industrial Gases and Welding Supplies Inc., located at 600 Smith Street, Brooklyn, NY 11231, also known as Liberty Industrial Gases and Welding Supply, Inc., marked ICC, DOT-Specification, and DOT-Special Permit high pressure compressed gas cylinders as authorized for hazardous materials transportation without properly testing the cylinders and without authorization to do so.

FOR FURTHER INFORMATION CONTACT: Mr. Patrick Durkin, Hazardous Materials Investigator, Eastern Region, Office of Hazardous Materials Safety, Pipeline