

Estimated Number of Respondents: There will be 27 respondents participating in the usability tests. The pilot test will use a total drawn sample of 6,300. The response rate it will achieve is unknown, but for purposes of burden estimation this project will assume a response rate upper limit of 50%. The estimated total number of respondents is therefore 3,150. For the full administration of the survey, there will be two versions of the questionnaire in order to limit the burden to respondents. Sufficient sample will be drawn to obtain 8,000 completed interviews for each of the eight participating States (4,000 per questionnaire). The estimated total number of respondents is therefore 64,000.

Estimated Time Per Response: Average duration per respondent for the usability tests will be two hours. Average duration per respondent for both the pilot test and the full administration of the survey will be 15 minutes.

Total Estimated Annual Burden Hours: The total estimated annual burden for the usability tests is 27 subjects \times 2 hours = 54 hours. The total estimated annual burden for the pilot test is 6,300 sample \times 50% response rate \times 15 minutes = 787.5 hours. The total estimated annual burden for the full administration of the survey is 8 States \times 8,000 respondents \times 15 minutes = 16,000 hours. The total estimated annual burden for all three information collections combined is 16,841.5 hours.

Frequency of Collection: Respondents will participate a single time in the usability tests, pilot test, or survey. They will not participate in more than one of these forms of information collection. The usability tests, pilot test, and survey will be conducted a single time.

Abstract: 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. To that end, 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 sample would be drawn from driver license databases of States that choose to participate in the survey. NHTSA would seek participation by eight States,

two per Census Region. Contact with prospective respondents would be 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 could fill out and mail back. NHTSA will administer two different versions of the questionnaire, with each respondent in the participating States receiving one of the two versions. The questionnaires would cover topics such as general driving behavior, driver education and graduated driver licensing, parental oversight of driving, distraction and driving, drinking and driving, substance use and driving, drowsy driving, seat belt use, speeding and racing, crash experience, and traffic violations.

The survey will first undergo developmental work prior to full survey administration. This will include usability tests of the Web and paper questionnaires to identify any problems in the interface between survey and respondent. It will also include a pilot test in a single State. The pilot test will have methodological experiments built in to determine how different conditions will affect response rates. For example, different configurations of monetary incentives offered for survey participation will be tested to assess which produces the highest response rate.

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 oir_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).

Issued in Washington, DC on March 19, 2014.

Jeff Michael,

Associate Administrator, Research and Program Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2013-0106; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 2011 Mitsubishi Outlander Multipurpose Passenger Vehicles Manufactured for Sale in the Mexican Market Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Receipt of petition.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that nonconforming 2011 Mitsubishi Outlander multipurpose passenger vehicles manufactured for sale in the Mexican market that were not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS), are eligible for importation into the United States because they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the same 2011 Mitsubishi Outlander Multipurpose passenger vehicles) and they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is April 23, 2014.

ADDRESSES: Comments should refer to the docket and notice numbers above and be submitted by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- **Hand Delivery or Courier:** West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

- Fax: 202-493-2251.

Instructions: Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if 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 (65 FR 19477-78).

How to Read Comments Submitted to the Docket: You may read the comments received by Docket Management at the address and times given above. You may also view the documents from the Internet at <http://www.regulations.gov>. Follow the online instructions for accessing the dockets. The docket ID number and title of this notice are shown at the heading of this document notice. Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically search the Docket for new material.

FOR FURTHER INFORMATION CONTACT: George Stevens, Office of Vehicle Safety Compliance, NHTSA (202-366-5308).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Mesa Auto Wholesalers of Chandler, Arizona (Registered Importer 94-018) has petitioned NHTSA to decide whether nonconforming 2011 Mitsubishi Outlander multipurpose passenger vehicles (MPV) manufactured for sale in the Mexican market are eligible for importation into the United States. The vehicles which Mesa Auto Wholesalers believes are substantially similar are 2011 Mitsubishi Outlander MPV that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified 2011 Mitsubishi Outlander MPV manufactured for sale in the Mexican market to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

Mesa Auto Wholesalers submitted information with its petition intended to demonstrate that non-U.S. certified 2011 Mitsubishi Outlander MPV manufactured for sale in the Mexican market, as originally manufactured, conform to many FMVSS in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards. Specifically, the petitioner claims that non-U.S. certified 2011 Mitsubishi Outlander Multipurpose Passenger Vehicles manufactured for sale in the Mexican market are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 108 *Lamps, Reflective Devices, and Associated Equipment*, 111 *Rearview Mirrors*, 113 *Hood Latch System*, 114 *Theft Protection*, 116 *Motor Vehicle Brake Fluids*, 118 *Power-Operated Window, Partition, and Roof Panel Systems*, 124 *Accelerator Control*

Systems, 126 *Electronic Stability Control Systems*, 135 *Light Vehicle Brake Systems*, 138 *Tire Pressure Monitoring Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 225 *Child Restraint Anchorages*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: replacement of the instrument cluster with the U.S.-model component.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars*: installation of a placard with required tire information printed in the English language.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

Issued on: March 18, 2014.

Jeffrey Giuseppe,

Acting Director, Office of Vehicle Safety Compliance.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2013-0109; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 2006-2007 Ferrari 599 GTB Passenger Cars Manufactured Before September 1, 2007 Are Eligible for Importation

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

ACTION: Receipt of petition.