

**Frequency:** This information collection will be a single, nonrecurring event.

#### Public Comments Invited

Interested parties are invited to send comments regarding any aspect of this information collection, including but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of FMCSA and specifically the regulatory oversight of small passenger-transporting commercial motor vehicle operations; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection. For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Issued on: October 12, 2006

**John H. Hill,**  
Administrator.

[FR Doc. E6-17451 Filed 10-18-06; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-25853]

#### Agency Information Collection Activities; Clearance of a New Information Collection: FMCSA COMPASS Portal Customer Satisfaction Assessment

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice; request for comments.

**SUMMARY:** The FMCSA invites public comment on its plan to request the Office of Management and Budget's (OMB) approval for a new information collection (IC). The collection involves the assessment of FMCSA's strategic decision to integrate its Information Technology (IT) with its business processes using portal technology to consolidate its systems and databases and launch a modernization initiative to create the FMCSA COMPASS Portal. The information to be collected will be

used to assess the satisfaction of Federal, State and industry customers with the FMCSA COMPASS Portal.

FMCSA is required by the Paperwork Reduction Act of 1995 to publish this notice in the **Federal Register**.

**DATES:** Comments must be submitted on or before December 18, 2006.

**ADDRESSES:** All comments should reference Docket No. FMCSA-2006-25853. You may mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590; telefax comments to (202) 493-2251; or submit electronically at <http://dms.dot.gov/submit>. You may examine and copy all comments received at the above address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. If you desire your comment to be acknowledged, you must include a self-addressed stamped envelope or postcard or, if you submit your comments electronically, you may print the acknowledgment.

**FOR FURTHER INFORMATION CONTACT:** Mr. Bill Coleman, Federal Motor Carrier Safety Administration, 400 Seventh Street, SW., Washington, DC 20590; phone: (202) 366-4440; fax: (202) 493-0679; e-mail: [bill.coleman@dot.gov](mailto:bill.coleman@dot.gov). Office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

**Title:** FMCSA Portal Customer Satisfaction Assessment.

**OMB Control No:** 2126-xxxx.

#### Background

Title II, section 207 of the E-Government Act of 2002 requires Government agencies to improve the methods by which government information, including information on the Internet, is organized, preserved, and made accessible to the public. FMCSA has made a strategic decision to integrate its IT with its business processes as it consolidates its systems and databases and launches a modernization initiative called COMPASS. COMPASS is FMCSA's agency wide initiative to improve its business processes; integrate them with the Agency's information systems; and make them more seamless, secure, and supportive of the Agency's mission of saving lives in the years to come.

FMCSA's 21 information systems are currently operational. However, having this many stand-alone systems has led to data quality concerns, a need for excessive IDs and passwords, and significant operational and maintenance costs. Integrating our information

technologies with our business processes will, in turn, improve our operations considerably, particularly in terms of data quality, ease of use, and reduction of maintenance costs.

In early 2007, FMCSA will launch the first of a series of releases of new IT applications to its Federal, State, and industry customers. Over the coming years, more than 15 releases are planned, with four planned for the next 3 years. These releases will use "portal technology" to pull together numerous services and functions on a single screen and provide tailored services that seek to meet the needs of specific constituencies within our customer universe. The FMCSA COMPASS Portal will entail considerable expenditure of Federal Government dollars over the years and fundamentally impact the nature of the relationship between the Agency and its Federal, State, and industry customers. Consequently, the Agency intends to conduct regular and ongoing assessments of customer satisfaction with COMPASS.

The primary purposes of this assessment is to determine the extent to which newly released FMCSA COMPASS Portal services meet the needs of Agency customers, identify and prioritize additional modifications, and determine the extent that the Portal has affected FMCSA's relationships with its main customer groups. The assessment will address:

- Overall customer satisfaction;
- Customer satisfaction with specific items;
- Performance of contractor (for the system) against established objectives;
- Desired adjustments and modifications to systems;
- Value of investment to FMCSA and DOT;
- Features that customers like best; and
- Customer ideas for improving the site.

**Respondents:** Federal, State, and motor carrier industry customers/users.

**Frequency:** Three times per year (or every 120 days).

**Estimated Average Burden per Response:** 5 minutes per response.

**Estimated Total Annual Burden Hours:** 25,105 hours [(5 minutes to complete survey × 3 times per year/60 minutes × 140,000 annual industry respondents × .70 (70%) response rate = 24,500) × (5 minutes to complete survey × 3 times per year/60 minutes × 2,691 State government users × .90 (90%) response rate) = 25,105]

#### Public Comments Invited

You are asked to comment on any aspect of this information collection,

including: (1) Whether the proposed collection is necessary for FMCSA's performance including its utility in fostering assessment of the portal; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The Agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued on: October 13, 2006.

**John H. Hill,**

*Administrator.*

[FR Doc. E6-17455 Filed 10-18-06; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2006-26072]

#### Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, (NHTSA), Department of Transportation.

**ACTION:** Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

**SUMMARY:** This document announces decisions by NHTSA that certain motor vehicles 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 originally manufactured for importation into and/or sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards or because they have safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS.

**DATES:** These decisions became effective on the dates specified in Annex A.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

#### 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.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

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**.

NHTSA received petitions from registered importers to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions. No substantive comments were received in response to these notices. Based on its review of the information submitted by the petitioners, NHTSA has decided to grant the petitions.

#### Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

#### Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that

each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all applicable FMVSS, is either (1) Substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States, and certified under 49 U.S.C. 30115, as specified in Annex A, and is capable of being readily altered to conform to all applicable FMVSS or (2) has safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

**Authority:** 49 U.S.C. 30141(a)(1)(A), (a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: October 13, 2006.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*

#### Annex A—Nonconforming Motor Vehicles Decided to Be Eligible for Importation

##### 1. Docket No. NHTSA-2006-25398

*Nonconforming Vehicles:* 1999-2006 Suzuki GXS1300R Motorcycles.

*Substantially Similar U.S.-Certified Vehicles:* 1999-2006 Suzuki GXS1300R Motorcycles.

*Notice of Petition Published at:* 71 FR 41067 (July 19, 2006).

*Vehicle Eligibility Number:* VSP-484 (effective date August 29, 2006).

##### 2. Docket No. NHTSA-2006-25516

*Nonconforming Vehicles:* 1998 Bentley Azure (Left-Hand and Right-Hand Drive) Passenger Cars.

*Substantially Similar U.S.-Certified Vehicles:* 1998 Bentley Azure (Left-hand drive) Passenger Cars (**Note:** Manufacturer confirmed in writing that non-U.S. certified RHD vehicles are substantially similar to U.S. certified LHD model).

*Notice of Petition Published at:* 71 FR 45104 (August 8, 2006).

*Vehicle Eligibility Number:* VSP-485 (effective date September 14, 2006).

##### 3. Docket No. NHTSA-2006-25515

*Nonconforming Vehicles:* 2004 Mercedes Benz Maybach Passenger Cars.

*Substantially Similar U.S.-Certified Vehicles:* 2004 Mercedes Benz Maybach Passenger Cars.

*Notice of Petition Published at:* 71 FR 45103 (August 8, 2006).

*Vehicle Eligibility Number:* VSP-486 (effective date September 14, 2006).

##### 4. Docket No. NHTSA-2006-24965

*Nonconforming Vehicles:* 2006 Mercedes Benz Type 463 Short Wheel Base Gelaendewagen Multipurpose Passenger Vehicles Manufactured Before September 1, 2006.

Because there are no substantially similar U.S.-certified versions of the 2006 Mercedes Benz Type 463 Short Wheel Base Gelaendewagen Multipurpose Passenger Vehicles Manufactured Before September 1,