

PAPER FORMS/ACCOMPANYING MCS SCREENS BURDEN INFORMATION—Continued

Collection method	Number of respondents	Frequency of response	Average burden per response (minutes)	Total burden (hours)
Totals	372,400			87,571
SSA-16				
MCS	218,657	1	20	72,886
MCS/Signature Proxy	1,967,913	1	19	623,172
Paper	24,161	1	20	8,054
Totals	2,210,732			704,112

2. *Race/Ethnicity Collection System—0960–NEW.* Currently, SSA has no reliable, statistically valid means of capturing race/ethnicity data in our core business process. While SSA collects some race/ethnicity data on Form SS-5 (OMB No. 0960–0066), the Application for Social Security Card, SSA does not receive the data through other means of enumerating individuals, such as the Enumeration at Birth and Enumeration at Entry processes. Moreover, SSA does not collect it during the disability application process. Adding race/ethnicity to SSA's benefits applications will give us data we can use to ensure the benefits decision process is being conducted in a fair manner.

This ICR is for the Race/Ethnicity questions. Note that OMB established the categories of racial/ethnic choices and the descriptions we use. We modified our proposed instructions and explanations to the public based on feedback we received during public focus groups (conducted under the aegis of OMB No. 0960–0765). The respondents are Title II and Title XVI claimants.

Type of Request: New information collection.

Number of Respondents: 7,870,538.

Frequency of Response: 1.

Average Burden Per Response: 3 minutes.

Estimated Annual Burden: 393,527.

Dated: March 17, 2008.

Elizabeth A. Davidson,

Reports Clearance Officer, Social Security Administration.

[FR Doc. E8–5716 Filed 3–20–08; 8:45 am]

BILLING CODE 4191–02–P

DEPARTMENT OF STATE

[Public Notice 6143]

Extension of Waiver of Section 907 of the FREEDOM Support Act With Respect to Assistance to the Government of Azerbaijan

Pursuant to the authority contained in Title II of the Foreign Operations, Export Financing, and Related Programs Appropriations Act, 2002 (Pub. L. 107–115), Executive Order 12163, as amended by Executive Order 13346, and Delegation of Authority 245, I hereby determine and certify that extending the waiver of section 907 of the FREEDOM Support Act of 1992 (Pub. L. 102–511):

- Is necessary to support United States efforts to counter international terrorism;
- is necessary to support the operational readiness of United States Armed Forces or coalition partners to counter international terrorism;
- is important to Azerbaijan's border security; and
- will not undermine or hamper ongoing efforts to negotiate a peaceful settlement between Armenia and Azerbaijan or be used for offensive purposes against Armenia.

Accordingly, I hereby extend the waiver of section 907 of the FREEDOM Support Act. This determination shall be published in the **Federal Register** and copies shall be provided to the appropriate committees in Congress.

Dated: March 7, 2008.

John D. Negroponte,

Deputy Secretary of State, Department of State.

[FR Doc. E8–5754 Filed 3–20–08; 8:45 am]

BILLING CODE 4710–23–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2007–29251]

Agency Information Collection Activities; Emergency Approval of a New Information Collection: Commercial Vehicle Driver Survey: Truck Driver Hours of Service and Fatigue Management

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

ACTION: Notice and request for information.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) to request an emergency approval process. FMCSA requested approval of this ICR not later than 30 days from the date of publication of this notice. The purpose of this information collection is to analyze the impact of the new Hours-of-Service regulations on drivers and the effects of these regulations on driver fatigue as well as to acquire general demographic information regarding the commercial motor vehicle driving population.

DATES: Please send your comments by April 21, 2008. OMB must receive your comments by this date in order to act quickly on the ICR.

ADDRESSES: You may submit comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, *Attention: DOT/FMCSA Desk Officer.*

FOR FURTHER INFORMATION CONTACT: Mr. Robert Carroll, Senior Transportation Specialist, (202) 385–2388, *robert.carroll@dot.gov*, MC-RRR Federal Motor Carrier Safety Administration,

6th Floor, West Building, 1200 New Jersey Ave., SE., Washington, DC 20590. Requests for additional information or copies of the information collection instrument and instructions should be directed to Dr. Michelle Yeh, Engineering Psychologist, (617) 494-3459, yeh@volpe.dot.gov, Human Factors Division, Volpe National Transportation Systems Center, 55 Broadway, Cambridge, MA 02124. Office hours are from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Commercial Vehicle Driver Survey: Truck Driver Hours of Service and Fatigue Management.

OMB Control Number: 2126-XXXX.

Type of Request: New information collection.

Respondents: Commercial motor vehicle drivers.

Estimated Number of Respondents: 1728 respondents.

Estimated Time per Response: 15 minutes.

Expiration Date: N/A. This is a new information collection.

Frequency of Response: One-time.

Estimated Total Annual Burden: 432 hours [1728 respondents × 15 minutes = 432].

Background: The Federal Motor Carrier Safety Administration (FMCSA) needs a better understanding of the commercial motor vehicle driving population and the perceived effect of its new Hours-of-Service rule. This rule, adopted in August 2005, was intended to align truck drivers' schedules with the normal 24-hour circadian cycle and provide drivers with better opportunities to obtain more restorative sleep. The Hours-of-Service rule is intended to minimize the occurrence of operational errors on the road. However, in July, 2007, two provisions of the Hours-of-Service rule were vacated by the United States Court of Appeals for the District of Columbia Circuit (the Court). The Court held that FMCSA had failed to provide an opportunity to comment on the methodology of its operator-fatigue model, and that it failed to explain the elements of that methodology. Because the model is the basis for the cost-benefit analysis which supports the increase of driving time from 10 to 11 hours and of the 34-hour restart, the Court vacated those two provisions. The Court subsequently stayed its mandate for three months, until December 27, 2007.

FMCSA would like to analyze, in great detail, the impact of the 2005 Hours-of-Service regulations on drivers. Related to this issue is truck driver

fatigue. Fatigue mitigation has been a high priority in the Department of Transportation and the FMCSA for many years. The 2005 Hours-of-Service regulations required drivers to take two additional hours off duty every day, allowing them to obtain the 7–8 hours of sleep that most people need to maintain alertness. An understanding of whether the rules are perceived to be having the desired effect on driver sleep is needed. Additionally, understanding drivers' napping habits and other solutions for coping with fatigue would provide input for future solutions and policies to better accommodate these issues.

FMCSA would also like to obtain information on the commercial motor vehicle driving population. Driver-related factors are an important consideration in commercial motor vehicle crashes, but there is no central nationwide source of information describing the population of drivers holding a Commercial Drivers License (CDL). An estimate of the number of commercial drivers and particular subsets of drivers (e.g., short-haul, regional, long-haul) is needed and would benefit FMCSA in assessing the impacts of future initiatives, policies, and rules and the improvement of its safety programs.

The goals of this survey are to obtain commercial motor vehicle drivers' opinions on the new Hours-of-Service regulations and the effects of these regulations on driver fatigue and to acquire general demographic information regarding the commercial motor vehicle driving population. Data for this project will be collected via driver interviews and from a one-time, hard copy, mailed survey. Drivers will provide information regarding the nature of their work, experience, and employment history, their perceptions regarding the effect of the Hours-of-Service regulations, and methods for coping with fatigue. The results of the information collection will be summarized and made available to the public. It will be used to inform future initiatives, policies, and rules; develop a picture of the commercial vehicle driver population for use in future FMCSA research; and contribute to the general literature regarding fatigue management.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the performance of FMCSA's functions; (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.

Issued On: March 14, 2008.

Terry Shelton,

Associate Administrator for Research and Information Technology.

[FR Doc. E8-5720 Filed 3-20-08; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-01-11426, FMCSA-03-16564, FMCSA-05-21711, FMCSA-05-22194, FMCSA-05-23099, FMCSA-06-23773]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of renewal of exemptions; request for comments.

SUMMARY: FMCSA announces its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 13 individuals. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemption renewals will provide a level of safety that is equivalent to, or greater than, the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

DATES: This decision is effective April 23, 2008. Comments must be received on or before April 21, 2008.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) Docket ID FMCSA-01-11426, FMCSA-03-16564, FMCSA-05-21711, FMCSA-05-22194, FMCSA-05-23099, FMCSA-06-23773, using any of the following methods.

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the on-line 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., Washington, DC, between 9 a.m. and 5