DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2015–0083]

Agency Information Collection Activities: Revision of a Currently-Approved Information Collection: Licensing Applications for Motor Carrier Operating Authority

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

ACTION: Notice and request for information.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval. The FMCSA seeks approval to revise an ICR titled, “Licensing Applications for Motor Carrier Operating Authority,” that is used by for-hire motor carriers of regulated commodities, motor passenger carriers, freight forwarders, property brokers, and certain Mexico-domiciled motor carriers to register their operations with the FMCSA. The agency invites public comment on the ICR.

DATES: We must receive your comments on or before June 2, 2015.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Docket Number FMCSA–2015–0083 using any of the following methods:
• Federal eRulemaking Portal: http://www.regulations.gov. Follow the online instructions for submitting comments.
• Fax: 1–202–493–2251.
• Mail: Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12–140, 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 p.m. e.t., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Beth Keel, 400 West Summit Hill Drive, WT–9 D, Knoxville, Tennessee 37902, (865) 632–6113.

Dated: March 30, 2015.
Joseph J. Hoagland, Vice President, Stakeholder Relations, Tennessee Valley Authority.

[FR Doc. 2015–07661 Filed 4–2–15; 8:45 am]
BILLING CODE 8120–08–P

SUPPLEMENTARY INFORMATION:

Background: The FMCSA is authorized to register certain for-hire Mexico-domiciled long-haul motor carriers of regulated commodities under the provisions of 49 U.S.C. 13902 and the North American Free Trade Agreement (NAFTA) motor carrier access provision. The Form OP–1(MX) is used by FMCSA to register those Mexico-domiciled motor carriers. It requests information on the applicant’s identity, location, familiarity with safety requirements, and type of proposed operations. This ICR is being revised due to a Final Rule titled, “the Unified Registration System,” (78 FR 52608), dated August 23, 2013, that will incorporate all registration form requirements included in this ICR, except the Form OP–1(MX), into the Form MCSA–1 in the OMB Control Number 2126–0051, “FMCSA Registration/Updates,” ICR effective October 23, 2015. The Form OP–1(MX) was excluded from the Form MCSA–1 because its information collection requirements are beyond the scope of the Unified Registration System Final Rule.

Title: Licensing Applications for Motor Carrier Operating Authority.

OMB Control Number: 2126–0016.

Type of Request: Revision of a currently-approved information collection.

Respondents: Certain Mexico-domiciled motor carriers.

Estimated Number of Respondents: 12.

Estimated Time per Response: 4 hours to complete Form OP–1 (MX).

Expiration Date: October 31, 2015.

Frequency of Response: Other (as needed).

Estimated Total Annual Burden: 48 hours [12 annual Form OP–(MX) responses x 4 hours to complete each response = 48].

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 information.
collected. The Agency will summarize
or include your comments in the request
for OMB’s clearance of this ICR.

Issued under the authority of 49 CFR 1.87
on March 26, 2015.

G. Kelly Regal,
Associate Administrator for Office of
Research and Information Technology and
Chief Information Officer.

[FR Doc. 2015–07675 Filed 4–2–15; 8:45 am]
BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration
[Docket No. NHTSA–2012–0004, Notice 2]

Decision That Nonconforming 2012
McLaren MP4–12C Passenger Cars Are Eligible for Importation

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

ACTION: Grant of petition.

SUMMARY: This document announces a
decision by the National Highway
Traffic Safety Administration that
certain 2012 McLaren MP4–12C
passenger cars (PCs) 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 originally manufactured for
importation into and sale in the United
States that were certified by their
manufacturer as complying with the
safety standards (the U.S. certified
version of the 2012 McLaren MP4–12C
PC), and they are capable of being readily altered to conform to the
standards.

DATES: This decision became effective
on March 26, 2015.

ADDRESSES: For further information
contact George Stevens, Office of
Vehicle Safety Compliance, NHTSA

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 as required 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.

J.K. Technologies, LLC, of Baltimore,
Maryland (“JK”) (Registered Importer
RI–90–006), petitioned NHTSA to
decide whether 2012 McLaren MP4–12C
PCs are eligible for importation into the
United States. NHTSA published a
notice of the petition on March 3, 2014
(79 FR 11869) to afford an opportunity
for public comment. The reader is
referred to that notice for a thorough
description of the petition.

Comments

On March 27, 2014, NHTSA received
a request from McLaren Automotive Inc.
(McLaren), the vehicle’s original
manufacturer, to extend the comment
period by two weeks. NHTSA approved
this request to allow McLaren additional
time to respond to the issues presented
in the petition.

McLaren submitted its comments on
April 15, 2014. In its comments,
McLaren stated that while it agreed that
the U.S. and the non-U.S. versions of
the vehicle are “substantially similar”
within the meaning of section
30141(a)(1)(A)(i), it strongly disputed
JK’s assertions that the non-U.S. version
could be readily altered to comply with all applicable FMVSS. McLaren
elaborated by presenting detailed reasons for its assertions with respect to
specific FMVSS.

On May 21, 2014, NHTSA forwarded
McLaren’s comments to JK and asked
that it respond by June, 4, 2014. By
letter dated June 10, 2014, JK requested
a 45 day extension in order to gather
engineering data to adequately address
the concerns raised by McLaren.

NHTSA approved JK’s request for this
extension and JK responded on July 29,
2014.

A summary of McLaren’s comments,
JK’s responses, and the conclusions
that NHTSA has reached with regard to
the issues raised by the parties is set forth
below.

Comments and Conclusions

NHTSA has reviewed the petition,
McLaren’s comments and JK’s responses
to those comments, and has concluded
that the vehicles covered by the petition
are capable of being readily altered to
comply with all applicable FMVSS.

However, NHTSA has also decided that
an RI who imports or modifies one of
these vehicles must include in the
statement of conformity and associated
documents (referred to as a “conformity
package”) it submits to NHTSA under
49 CFR 592.6(d) specific proof to
confirm that the vehicle was
manufactured to conform to, or was
successfully altered to conform to, each
of the following standards:

FMVSS No. 101, Controls and displays;
McLaren commented that the necessary reprogramming to achieve
conformity to the standard can only be
performed with a tool available only to
authorized McLaren dealers that can
only be operated by an authorized
McLaren entity using a recognized
username and password. McLaren
claimed that the tool is not offered for
sale to non-McLaren affiliated entities.

JK responded that the reprogramming
equipment it used to modify the vehicle
to the standard is available in Europe
and that it validated the programs and
encryption codes on a U.S. version of
the vehicle.

NHTSA has decided that a
description of how the programming
changes were completed and how
compliance with the standard was
verified must be included in each
conformity package. Photographs,
printouts, and/or screenshots, as
practicable, must also be submitted as
proof that the reprogramming was
carried out.

FMVSS No. 108, Lamps, reflective
devices, and associated equipment;
McLaren commented that in addition to
the modifications described in the
petition, “a completely new US vehicle
[wiring] harness would be required.”

Moreover, as it contended with regard to
FMVSS No. 101, McLaren asserted that
reprogramming “can only be performed
using an approved McLaren tool” which
the manufacturer claimed is “only
available to authorized McLaren
dealers” and “can only be used by an
authorized McLaren entity with the use of
a username and password.”

JK responded that it has “a USA
version vehicle for these programs and
encryption codes,” and that it will
replace or add wiring harnesses as
necessary.

NHTSA has decided that a
description of how the programming
changes were completed and how