DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration

Notice of Public Information Meeting and Comment Deadline in the Notice of Public Information Meeting

National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of public information meeting; notice of comment deadline.

SUMMARY: NHTSA will hold a public information meeting in the Coordinated Remedy Program Proceeding for the Replacement of Certain Takata Air Bag Inflators.

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

ACTION: Notice of public information meeting; notice of comment deadline.

DATES: The public information meeting will be held beginning at 10:00 a.m. ET on October 22, 2015, at the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. If you wish to attend the public information meeting, you must register in advance no later than October 18, 2015 (and October 15, 2015 for non-U.S. citizens), by following the instructions in the PROCEDURAL MATTERS section of this notice. Space is limited. NHTSA will consider late registrants to the extent space allows, but cannot ensure that all registrants will be able to attend the public information meeting.

To ensure that NHTSA has an opportunity to consider all comments regarding a possible Coordinated Remedy Program, NHTSA must receive those written comments not later than October 28, 2015, submitted following the instructions provided in the ADDRESSES section of this notice.

ADDRESSES: You may submit comments to the docket number identified in the heading of this document 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, M–30, U.S. Department of Transportation, West Building Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

• Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

• Fax: (202) 393–2351.

Regardless of how you submit your comments, you should mention the docket number of this document. You may call the Docket at 202–366–3924.

Note that all comments received will be posted without change to http://www.regulations.gov, including any personal information provided.


Information regarding NHTSA’s investigation into Takata Air Bag Inflator ruptures is available on NHTSA’s Web site at: http://www.safercouncil.gov/RS/takata/index.html.

SUPPLEMENTARY INFORMATION: As set forth in the Federal Register notice of June 5, 2015 (80 FR 32197), NHTSA has opened a Coordinated Remedy Program Proceeding to consider whether and, if so, how to exercise its authority under the National Traffic and Motor Vehicle Safety Act of 1966, as amended and recodified (the “Safety Act”), 49 U.S.C. 30101, et seq., to mitigate and control the risk of serious injury or death due to an air bag inflator rupture, and to ensure that all affected vehicles in the United States are equipped with safe air bags as quickly as possible, by providing national-level leadership in facilitating the prioritization, organization, and phasing of the remedy programs of TK Holdings, Inc. (“Takata”) and all vehicle manufacturers with the affected air bag inflators. Currently, this includes the remedy programs of BMW of North America, LLC (“BMW”), FCA US, LLC (“Chrysler”), Daimler Trucks North America (“DTNA”), Daimler Vans USA, LLC (“Daimler Vans”), Ford Motor Company (“Ford”), General Motors, LLC (“GM”), American Honda Motor Company (“Honda”), Mazda North American Operations (“Mazda”), Mitsubishi Motors North America, Inc. (“Mitsubishi”), Nissan North America, Inc. (“Nissan”), Subaru of America, Inc. (“Subaru”), and Toyota Motor Engineering and Manufacturing (“Toyota”).

Based on information obtained through the Coordinated Remedy Program Proceeding, NHTSA may issue one or more administrative orders that would coordinate remedy programs associated with defective Takata air bag inflators. 49 U.S.C. 30120(c)(3); 49 CFR 573.14. Coordination of the remedy programs may include “acceleration,” prioritization, organization, and/or phasing of some or all such air bag inflator remedy programs to ensure that defective vehicles and equipment are recalled and remedied. 49 U.S.C. 30118–30120; 49 CFR 573.577. It may further include, among other things, coordination as to air bag inflator sourcing, production, allocation, delivery, installation, and adequacy of the remedy. 49 U.S.C. 30120(c)(3); 49 CFR 573.14.

NHTSA has decided to hold a public information meeting on facts established through the Coordinated Remedy Program Proceeding, analyses being conducted by industry and NHTSA, separately and cooperatively, and possible actions that could aid in prioritizing, organizing, and phasing the multiple recalls to remedy defective Takata air bag inflators pursuant to 49 U.S.C. 30120(c)(3) and other authority. This may include, among other things, information on supply challenges of

1 In the Federal Register notice published June 5, 2015 (80 FR 32197), NHTSA has opened a Coordinated Remedy Program Proceeding, proceeding to consider whether and, if so, how to exercise its authority under the National Traffic and Motor Vehicle Safety Act of 1966, as amended and recodified (the “Safety Act”), 49 U.S.C. 30101, et seq., to mitigate and control the risk of serious injury or death due to an air bag inflator rupture, and to ensure that all affected vehicles in the United States are equipped with safe air bags as quickly as possible, by providing national-level leadership in facilitating the prioritization, organization, and phasing of the remedy programs of TK Holdings, Inc. (“Takata”) and all vehicle manufacturers with the affected air bag inflators. Currently, this includes the remedy programs of BMW of North America, LLC (“BMW”), FCA US, LLC (“Chrysler”), Daimler Trucks North America (“DTNA”), Daimler Vans USA, LLC (“Daimler Vans”), Ford Motor Company (“Ford”), General Motors, LLC (“GM”), American Honda Motor Company (“Honda”), Mazda North American Operations (“Mazda”), Mitsubishi Motors North America, Inc. (“Mitsubishi”), Nissan North America, Inc. (“Nissan”), Subaru of America, Inc. (“Subaru”), and Toyota Motor Engineering and Manufacturing (“Toyota”).

Similarly, based on relationships of companies and products, DTNA is working with Chrysler to carry out the recalls of the DTNA trucks.
The meeting will be held at a site accessible to individuals with disabilities. Individuals who require accommodations, such as sign language interpreters, should contact Ms. Aria Flowers using the contact information in the FOR FURTHER INFORMATION CONTACT section above no later than October 14, 2015. A transcript of the proceedings will be placed in the docket for this notice at a later date.

Persons who wish to file written comments should submit them so that they are received by NHTSA no later than October 28, 2015, following the submission instructions provided in the ADDRESSES section of this notice.

Authority: 49 U.S.C. 30101, et seq., 30118–30120, 30120(c)(3); 49 CFR 573, 577; delegations of authority at 49 CFR 1.95(a), 501.2(a)(1).

Issued: September 3, 2015.

Mark R. Rosekind, Administrator.

[FR Doc. 2015–22905 Filed 9–10–15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION
Surface Transportation Board

[Docket No. FD 35954]

Camp Chase Railway Company, LLC—Acquisition and Operation Exemption—Camp Chase Railroad Company

Camp Chase Railway Company, LLC (CCRY), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Camp Chase Railroad Company (CCRA), and to operate, approximately 14 miles of rail line known as the Camp Chase Industrial Track (the Line). The Line extends between milepost 141.4 in Columbus, Ohio, and milepost 155.4 in Lilly Chapel, Ohio.

This transaction is related to a concurrently filed verified notice of exemption in Indiana Boxcar Corporation—Continuance in Control Exemption—Camp Chase Railway Company, LLC, wherein Indiana Boxcar Corporation seeks Board approval to continue in control of CCRY, upon CCRY’s becoming a Class III rail carrier.

The transaction may not be consummated until September 27, 2015 (30 days after the notice of exemption was filed).

CCRY certifies that its projected annual revenues as a result of this transaction will not result in its becoming a Class II or Class I rail carrier and will not exceed $5 million.

CCRY states that the transaction does not involve any provision or agreement that limits future interchange with a third-party connecting carrier.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than September 18, 2015 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35954, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on John D. Hefner, Strasburger & Price, LLP, 1025 Connecticut Ave. NW., Suite 717, Washington, DC 20036.

Board decisions and notices are available on our Web site at "WWW.STB.DOT.GOV."


By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Tia Delano,

Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION
Surface Transportation Board

[Docket No. FD 35955]

Indiana Boxcar Corporation—Continuance in Control Exemption—Camp Chase Railway Company, LLC

Indiana Boxcar Corporation (IBCX), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of Camp Chase Railway Company, LLC (CCRY), upon CCRY’s becoming a Class III rail carrier.

This transaction is related to a concurrently filed verified notice of exemption in Camp Chase Railway Company, LLC—Acquisition and Operation Exemption—Camp Chase Railway Company, LLC, wherein CCRY seeks Board approval to acquire from Camp Chase