

vehicle crashes. Consumer information programs are an important tool for improving vehicle safety through market forces. For over 30 years, under its New Car Assessment Program, NHTSA has been providing consumers with vehicle safety information such as frontal and side crash results, crash avoidance performance test results, rollover propensity, and the availability of a wide array of safety features provided on each vehicle model. In addition, the agency has been using this safety feature information when responding to consumer inquiries and analyzing rulemaking petitions that requested the agency to mandate certain safety features.

The information collected annually by the agency includes the following:

- Vehicle make, model, body style, certification type, projected sales volume, availability date, etc.,
- Crashworthiness features (*i.e.*, adjustable upper belt anchorages, seat belt pretensioners, load limiters, etc.),
- Crash avoidance features (*i.e.*, lane departure warning, forward collision warning, blind spot detection, crash imminent braking, dynamic brake support systems, etc.),
- Automatic crash notification systems,
- Event data recorders,
- Automatic door locks (ADL),
- Anti-theft devices,
- Static Stability Factor (SSF) rating information,
- Lower Anchors and Tethers for Children (LATCH) restraint system, and
- Side air bag information that would include whether the side air bags meet the requirements from the Technical Working Group (TWG) on Out-of-Position occupants.

NHTSA has another information collection to obtain data related to motor vehicle compliance with the agency's Federal motor vehicle safety standards. Although the consumer information collection data is distinct and unique from the compliance data, respondents to both collections are the same. Thus, the consumer information collection is closely coordinated with the compliance collection to enable responders to assemble the data more efficiently. The burden is further made easier by sending out electronic files to the respondents in which the data is entered and electronically returned to the agency.

The consumer information collected will be used on the agency's Web site (www.safercar.gov), in the "Purchasing with Safety in Mind: What to look for when buying a new vehicle" and "Buying a Safer Car for Child Passengers" brochures, in other

consumer publications, as well as for internal agency analyses and responses to consumer inquiries.

Estimated Number of Respondents: 21.

Estimated Total Annual Burden: 800 hours.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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.

Comments to OMB are most effective if OMB receives them within 30 days of publication.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued on: September 8, 2016.

Raymond R. Posten,

Associate Administrator for Rulemaking.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-0097]

Public Meeting Regarding NHTSA's Research Portfolio

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

ACTION: Announcement of public meeting.

SUMMARY: NHTSA is announcing a public meeting to present information describing our vehicle and behavioral safety research portfolio and outline the activities we plan to pursue over the next 12 to 16 months. Each year, NHTSA executes a broad array of research in the areas of crash avoidance, electronics systems safety, biomechanics, crashworthiness, and behavioral research. The purpose of this meeting is to present and describe research projects in these areas that the agency will be focusing on to enhance safety.

DATES: NHTSA will hold the public meeting on September 27, 2016, in Detroit, MI. The meeting will start at 10:00 a.m. and continue until 4:00 p.m., local time. Check-in (through security) will begin at 9 a.m.

ADDRESSES: The meeting will be held at the Patrick V. McNamara Federal Building located at 477 Michigan Avenue, Detroit, MI 48226, Bottom Floor. This facility is accessible to individuals with disabilities.

FOR FURTHER INFORMATION CONTACT: If you have questions about the public meeting, please contact Inez Finley at 937-666-3289, by email at Inez.finley@dot.gov, or by U.S. Mail at NHTSA's Vehicle Research & Test Center, P.O. Box B37, Building 60, 10820 State Route 347, East Liberty, Ohio 43319.

Registration is necessary for all attendees. Attendees should register at <https://goo.gl/forms/FEO60sf0tOQDBqlU2> by September 22, 2016. Please provide name, affiliation, email, and indicate whether you require accommodations such as a sign language interpreter. Space is limited, so advanced registration is highly encouraged.

Should it be necessary to cancel the meeting due to inclement weather or other emergency, NHTSA will take all available measures to notify registered participants.

NHTSA will conduct the public meeting informally, and technical rules of evidence will not apply. We will arrange for a written transcript of the meeting and keep the official record open for 30 days after the meeting to allow submission of public comments. You may make arrangements for copies of the transcripts directly with the court reporter, and the transcript will also be posted in the docket when it becomes available.

Written Comments: Attendees are welcome to submit written comments and other supporting information during the 30 day comment period. Please submit all written comments no later than October 27, 2016 by any of the following methods:

- *Federal Rulemaking 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:* 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.

- Fax: 202-366-1767.

Instructions: All submissions must include the agency name and docket number. 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 discussion below.

Docket: For access to the docket go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202-366-9826.

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 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://www.regulations.gov/privacy.html>.

Confidential Business Information: If you wish to submit any information under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information to the Chief Counsel, NHTSA, at 1200 New Jersey Avenue SE., Washington, DC 20590. In addition, you should submit two copies, from which you have deleted the claimed confidential business information, to Docket Management at the address given above. When you send a comment containing information claimed to be confidential business information, you should submit a cover letter setting forth the information specified in our confidential business information regulation (49 CFR part 512).

SUPPLEMENTARY INFORMATION:

Background

Each year, NHTSA executes a broad array of research in the areas of crash avoidance, electronics systems safety, biomechanics, crashworthiness, and behavioral research. The purpose of this meeting is to present and describe research projects in these areas that the agency will be focusing on over the next year or more to enhance vehicle safety. For more information on NHTSA's research programs, please visit our Web site at: www.nhtsa.gov.

Draft Agenda

09:00-10:00—Arrival/Check-In

10:00-12:00—Morning Public Meeting Session (Crash Avoidance and Electronic Systems Safety Research)
12:00-13:00—Lunch Break
13:00-15:30—Afternoon Public Meeting Session (Biomechanics, Crashworthiness and Behavioral Safety Research)
15:30-16:00—Open discussion (Q&A)
16:00—Adjourn

Public Meeting Topics

NHTSA will provide information on the following topics during the morning and afternoon sessions of the meeting.

- Crash Avoidance Research (driver assistance systems, human factors)
- Electronic Systems Safety/Emerging Technologies Research (electronics reliability, cybersecurity, automated vehicles)
- Biomechanics/Human Injury Research
- Crashworthiness/Occupant Protection Research
- Behavioral Safety Research

Issued in Washington DC on: September 13, 2016 under authority delegated by 49 CFR 1.95.

Nathaniel Beuse,

Associate Administrator for Vehicle Safety Research.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Volkswagen Group of America, Inc.

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Volkswagen Group of America, Inc.'s (Volkswagen) petition for exemption of the mid-size sports utility vehicle (SUV) line in accordance with 49 CFR part 543, *Exemption from the Theft Prevention Standard*. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard* (Theft Prevention Standard). Volkswagen also requested confidential treatment for specific

information in its petition. While official notification granting or denying its request for confidential treatment will be addressed by separate letter, no confidential information provided for purposes of this document has been disclosed.

DATES: The exemption granted by this notice is effective beginning with the 2018 model year (MY).

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, West Building, W43-439, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Ballard's phone number is (202) 366-5222. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated April 28, 2016, Volkswagen requested an exemption from the parts-marking requirements of the Theft Prevention Standard for its mid-size SUV line beginning with MY 2018. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under 49 CFR part 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Volkswagen provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for its mid-size SUV line. Volkswagen stated that its MY 2018 mid-size SUV line will be installed with its fifth generation, transponder-based electronic engine immobilizer antitheft device as standard equipment on the entire vehicle line. Key components of the antitheft device will include an immobilizer, engine control unit (ECU), instrument cluster, warning sign, reading coil and an adapted transponder ignition key (key fob). Volkswagen also stated that it will offer an audible and visible alarm system as optional equipment on its mid-size SUV line.

Volkswagen's submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

In addressing the specific content requirements of 543.6, Volkswagen provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Volkswagen stated that the antitheft device has been tested for compliance to its corporate