In the Voluntary Guidance would be
conforming with the documentation and
the total burden associated with
Voluntary Guidance. NHTSA estimates
each safety element based on the new
trends and has adjusted the burdens for
entities from 45 to 50 based on recent
NHTSA has also increased the estimated
hours for 45 HAV manufacturers or
estimated a total burden of 136,050
This estimated burden is a change from
burden for documentation of procedures
contained in the Voluntary Guidance. This estimate of burden is comprised of
efforts to transmit information from
existing format into a summary format
that would be consumable by the
public, including data translation,
analysis, and discussion of traditionally-
technical information. This is a
reduction from the original estimate of
1,380 burden hours per year.

Estimated Burden for This Collection: This estimated burden is a change from
the previous collection, which estimated a total burden of 136,050
hours for 45 HAV manufacturers or
entities responding and 45 L2
manufacturers or entities responding. As the new Voluntary Guidance does
not contain any recommendations for
documentation or disclosure for L2
manufacturers, NHTSA has removed
estimates for L2 manufacturers, which
the agency had estimated as leading to
1,375 burden hours per entity per year. NHTSA has also increased the estimated
respondents for ADS (previously
referred to as HAV) manufacturers or
entities from 45 to 50 based on recent
trends and has adjusted the burdens for
each safety element based on the new
Voluntary Guidance. NHTSA estimates
the total burden associated with
compliance with the documentation
and disclosure recommendations contained in the Voluntary Guidance would be
1,435 hours per manufacturer or entity
per year. NHTSA estimates that 50
manufacturers will conform with the
recommendations contained in the
Voluntary Guidance for a total burden of
71,750 hours. Assuming an average cost
to manufacturers or entities of $100 per
hour, the total estimated annual burden
on all respondents to this collection is
$7,175,000, which represents a net
decrease of $6,430,000 from the prior
approval.
The agency seeks comment on the
estimated burden hours.


Nathaniel Beuse,
Associate Administrator for Vehicle Safety
Research.

[FR Doc. 2017–19638 Filed 9–14–17; 8:45 am]
BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
[Docket No. NHTSA–2017–0039; Notice 1]
Ride the Ducks International, LLC,
Receipt of Petition for Decision of
Inconsequential Noncompliance

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

ACTION: Receipt of petition.

SUMMARY: Ride the Ducks International,
LLC (RTDI), has determined that certain
model year (MY) 1996–2014 Ride the
Ducks International Stretch Amphibious
passenger vehicles (APVs) do not fully
comply with Federal Motor Vehicle
Safety Standard (FMVSS) No. 113, Hood
Latch System, and Federal Motor
Vehicle Safety Standard (FMVSS) No.
302, Flammability of Interior Materials.
RTDI filed a noncompliance information
report dated March 15, 2017. RTDI also
petitioned NHTSA on April 12, 2017,
for a decision that the subject
noncompliance is inconsequential as it
relates to motor vehicle safety.

DATES: The closing date for comments
on the petition is October 16, 2017.

ADDRESS: Interested persons are
invited to submit written data, views,
and arguments on this petition.
Comments must refer to the docket and
notice number cited in the title of this
notice and submitted by any of the
notice number cited in the title of this
notice.

I. Overview: Ride the Ducks International,
LLC (RTDI), has determined that certain model year
(MY) 1996–2014 Ride the Ducks
International Stretch Amphibious
passenger vehicles (APVs) do not fully
comply with paragraph S4.2 of Federal Motor Vehicle Safety Standard (FMVSS) No. 113, Hood Latch System, and paragraph S2 of Federal Motor Vehicle Safety Standard (FMVSS) No. 302. Flammability of Interior Materials. RTDI filed a noncompliance information report dated March 15, 2017, pursuant to 49 CFR 573, Defect and Noncompliance Responsibility and Reports. RTDI also petitioned NHTSA on April 12, 2017, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety.

This notice of receipt of RTDI’s petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.


III. Noncompliance: RTDI explained that the noncompliance is that the subject vehicles were not equipped with a second hood latch system, as required by paragraph S4.2 of FMVSS No. 113 and that there are interior components and materials that do not conform to the burn rate requirements of paragraph S2 of FMVSS No. 302.

IV. Rule Text: Paragraph S4.2 of FMVSS No. 113 states in pertinent part:

S4.2 Purpose. The purpose of this standard is to reduce the deaths and injuries to motor vehicle occupants caused by vehicle fires, especially those originating in the interior of the vehicle from sources such as matches or cigarettes.

V. Summary of RTDI’s Petition: As background, in 1996, RTDI began to produce APVs. The original Amphibious Passenger vehicles (APVs) are based on military vehicles that were capable of operation over both land and water. The “Stretch” APVs were refurbished by RTDI in accordance with state and U.S. Coast Guard rules and regulations. These vehicles have been used for water and land operations. The “Stretch” refers to the way the vehicles are stretched over the original chassis frame and original vehicle components that were modern equipment. RTDI manufactured the stretch APVs until 2005, when RTDI introduced its “Truck” APVs. The truck APVs are based on military cargo vehicles. RTDI has not manufactured any vehicles since 2014.

RTDI described the subject noncompliance and stated that the noncompliance is inconsequential as it relates to motor vehicle safety.

In support of its petition, RTDI submitted the following reasoning:

1. FMVSS No. 113 specifies, “a front opening hood which, in any open position, partially or completely obstructs a driver’s forward view through the windshield must be provided with a second latch position on the hood latch system or with a second hood latch system.” 49 CFR § 571.113, S4.2. The purpose of FMVSS No. 113 is to establish requirements for vehicle hood latch systems so that the hood remains secure while the vehicle is operated.

2. FMVSS 302 sets out the burn rate resistance requirements for materials used in certain parameters within the occupant compartments of vehicles. The stated purpose of FMVSS No. 302 is “to reduce the deaths and injuries to motor vehicle occupants caused by vehicle fires, especially those originating in the interior of the vehicle from sources such as matches or cigarettes.” 49 CFR § 571.302, S2.

3. The fire risks that exist in traditional motor vehicles are not the same concerns that present themselves in the APVs. Mitigating the risks of a fire occurring on board an APV are centered around the operation and safeguarding of the engine compartment and passenger egress conditions. The USCG has adopted specific design and operational requirements for APVs. Pursuant to the USCG regulations, while an APV is operating, the hood is to remain in an “open” position.

4. By contrast, FMVSS No. 302 is primarily concerned with protecting passengers against vehicle fires that occur due to flames or sparks inside the vehicle. In addition to the safety features described above, the vehicles have implemented other measures that provide an equivalent measure of safety to vehicle occupants. Smoking is expressly prohibited in the APVs. PASSENGERS are made aware of fire and smoke suppression systems. In the event of a fire in the APV, the operator will activate the fire suppression system which releases the carbon dioxide fire extinguishing agent. The vehicles are also equipped with two portable fire extinguishers and all vehicle operators receive emergency evacuation training.

5. The noncompliance is inconsequential as it relates to motor vehicle safety.

In its more than 30 years of operation, RTDI has never received a report or allegation involving the opening of a vehicle’s hood while operating either on the public roads or in the public waterways.
be able to see and stop a passenger attempting to light a match, flame or smoke on board.

6. In recognizing that APVs have a unique design and may encounter specialized hazard conditions, the USCG employs a “systems approach” to certification for APVs. To meet the USCG requirements, the APVs must have “a level of safety equivalent to that required for a vessel of similar size and service.” See Navigation and Vessel Inspection Circular (NVIC) No. 1–01. These requirements are met, “in part through a combination of design requirements and operational restrictions” and by considering “the entire vehicle and its equipment as a complete safety system.” Id. The RTDI APVs are certified to meet the USCG’s fire safety requirements for T-boats.

7. From its inception, the Safety Act has included a provision recognizing that some noncompliances may pose little or no actual safety risk. The Safety Act exempts manufacturers from their statutory obligations to provide notice and remedy upon a determination by NHTSA that a noncompliance is inconsequential to motor vehicle safety. See 49 U.S.C. 30118(d). In applying this recognition to particular fact situations, the agency considers whether the noncompliance gives rise to “a significantly greater risk than . . . in a compliant vehicle.” 69 FR 19897, 19900 (April 14, 2000). The design and construction of the APVs addresses the potential risks to passenger safety arising from fire-related concerns particular to these vehicles. The safety features present on the APVs provide a level of protection that is, at a minimum, equivalent to the vehicle safety standards so that granting the company’s petition would be appropriate.

RTDI concluded by expressing the belief that the subject noncompliance is inconsequential as it relates to motor vehicle safety, and that its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, any decision on this petition only applies to the subject vehicles that RTDI no longer controlled at the time it determined that the noncompliance existed. However, any decision on this petition does not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant vehicles under their control after RTDI notified them that the subject noncompliance existed.

Authority: (49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8)

Jeffrey M. Giuseppe,
Director, Office of Vehicle Safety Compliance.
[FR Doc. 2017–19631 Filed 9–14–17; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

[Docket ID OCC–2017–0017]

Minority Depository Institutions Advisory Committee

AGENCY: Office of the Comptroller of the Currency, Department of the Treasury. ACTION: Notice.

SUMMARY: The Office of the Comptroller of the Currency (OCC) announces a meeting of the Minority Depository Institutions Advisory Committee (MDIAC).

DATES: The OCC MDIAC will hold a public meeting on Tuesday, October 3, 2017, beginning at 8:30 a.m. Eastern Daylight Time (EDT).

ADDRESSES: The OCC will hold the October 3, 2017 meeting of the MDIAC at the Office of the Comptroller of the Currency, 400 7th Street SW., Washington, DC 20219.


SUPPLEMENTARY INFORMATION: By this notice, the OCC is announcing that the MDIAC will convene a meeting at 8:30 a.m. EDT on Tuesday, October 3, 2017, at the Office of the Comptroller of the Currency, 400 7th Street SW., Washington, DC 20219. Agenda items will include current topics of interest to the industry. The purpose of the meeting is for the MDIAC to advise the OCC on steps the agency may be able to take to ensure the continued health and viability of minority depository institutions and other issues of concern to minority depository institutions.

Members of the public may submit written statements to the MDIAC by any one of the following methods:

• Email to: MDIAC@OCC.treas.gov
• Mail to: Beverly Cole, Designated Federal Officer, Office of the Comptroller of the Currency, 400 7th Street SW., Washington, DC 20219.

The OCC must receive written statements no later than 5:00 p.m. EDT on Tuesday, September 26, 2017. Members of the public who plan to attend the meeting should contact the OCC by 5:00 p.m. EDT on Tuesday, September 26, 2017, to inform the OCC of their desire to attend the meeting and to provide information that will be required to facilitate entry into the meeting. Members of the public may contact the OCC via email at MDIAC@OCC.treas.gov or by telephone at (202) 649–6862. Attendees should provide their full name, email address, and organization, if any. For security reasons, attendees will be subject to security screening procedures and must present a valid government-issued identification to enter the building.


Keith A. Noreika,
Acting Comptroller of the Currency.
[FR Doc. 2017–19559 Filed 9–14–17; 8:45 am]

BILLING CODE 4810–33–P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Sanctions Actions Pursuant to Executive Order 13581

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The U.S. Department of the Treasury’s Office of Foreign Assets Control (OFAC) is publishing the names of persons whose property and interests in property have been unblocked pursuant to Executive Order 13581 of July 24, 2011, “Blocking Property of Transnational Criminal Organizations.”

DATES: OFAC’s actions described in this notice were effective on April 6, 2017.