

arguments provided by MASA and do not reflect the views of the agency.

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

1. *Operational Safety:*

a. MASA stated their belief that a “TIN marking noncompliance does not create any operational safety risk for the vehicle. The tires comply with applicable Federal Motor Vehicle Safety Standards performance requirements and all other applicable regulations.” MASA further stated that “a summary of production tire compliance audit testing will be provided to NHTSA separately from this filing.”

b. “The incorrect TIN marking with additional characters in the optional code has no bearing on tire performance.”

c. “The subject tires are properly marked with all other markings required under FVMSS 139 such as S5.5(c) maximum permissible inflation pressure and S5.5(d) maximum load rating. The necessary information is available on the sidewall of the tire to ensure proper application and usage.”

d. “The subject tires contain the DOT symbol on both sidewalls indicating conformance to applicable Federal Motor Vehicle Safety Standards.”

2. *Identification and Traceability:*

a. “All information required by 49 CFR 574.5 for the Tire Identification Number (plant code + size code + option code + date code) is present on the sidewall of the tire.”

b. “For identification and traceability purposes, the key information of plant code and manufacturing date is present on the tire.”

c. “The existence of extra characters in the optional code does not inhibit the ability of a tire distributor, the tire dealer or the consumer to register the tires.”

d. “In the event that dealer/owner notifications are required the TIN, as molded on the subject tires, is sufficient to ensure proper communication and identification of the tires.”

e. “To date, there is no record of a distributor, dealer, consumer, or other concerned party raising a question about tires with the extraneous characters.”

f. “[I]dentification and traceability of the subject tires could be accomplished in the event of a need to conduct a dealer/owner notification. Production records link plant code, size code, and optional code with the manufacturing dates for all concerned brands and tire sizes.”

3. *Proactive Measures:*

a. “Internal communications to sales and customer service functions who may have contact with consumers,

dealers and distributors associated with the concerned products.”

b. “External communications with specific distributors and dealers associated with the concerned products.”

c. “Confirmation that tires with extraneous TIN optional code characters can be properly registered on the Achilles Tire USA website.”

MASA concluded by expressing their belief that the subject noncompliance is inconsequential as it relates to motor vehicle safety, and that its petition should be granted.

VI. NHTSA’s Analysis

In determining the inconsequentiality of a noncompliance, NHTSA focuses on the safety risk to individuals who experience the type of event against which a recall would otherwise protect.¹ In general, NHTSA does not consider the absence of complaints or injuries when determining if a noncompliance is inconsequential to safety. The absence of complaints does not mean vehicle occupants have not experienced a safety issue, nor does it mean that there will not be safety issues in the future.²

NHTSA is denying the petitioner’s request for an exemption from the notification and remedy requirements of 49 U.S.C. 30118 and 49 U.S.C. 30120. Even though there does not appear to be any performance or tracability-related issues associated with the subject noncompliance, tire registration is critical for notifying consumers in the event of a safety recall, and the noncompliance here with the TIN standards undermines that. Accordingly, MASA has not met its burden to demonstrate that the noncompliance is inconsequential.

Specifically, because of the noncompliance, MASA would be unable to directly contact consumers

¹ See *Gen. Motors, LLC; Grant of Petition for Decision of Inconsequential Noncompliance*, 78 FR 35355 (June 12, 2013) (finding noncompliance had no effect on occupant safety because it had no effect on the proper operation of the occupant classification system and the correct deployment of an air bag); *Osrām Sylvania Prods. Inc.; Grant of Petition for Decision of Inconsequential Noncompliance*, 78 FR 46000 (July 30, 2013) (finding occupant using noncompliant light source would not be exposed to significantly greater risk than occupant using similar compliant light source).

² See *Morgan 3 Wheeler Limited; Denial of Petition for Decision of Inconsequential Noncompliance*, 81 FR 21663, 21666 (Apr. 12, 2016); see also *United States v. Gen. Motors Corp.*, 565 F.2d 754, 759 (D.C. Cir. 1977) (finding defect poses an unreasonable risk when it “results in hazards as potentially dangerous as sudden engine fire, and where there is no dispute that at least some such hazards, in this case fires, can definitely be expected to occur in the future”).

who are unable to register their tires in the event of a safety recall. MASA stated in its petition that the full TIN of the affected tires—even with the extraneous characters—may be registered on their Achilles Tire USA website. But when NHTSA attempted to register one of the subject tires, it was not possible to register a TIN with more than 13 characters. As the Achilles tire registration system is limited to accepting only a 13-character number, the subject tires, which have 14-character TINs, cannot be registered. And even if consumers are/were later able to register their tires using 14-character TINs, consumers who attempted to register their tires beforehand (and were unable to do so) would be unlikely to make a repeat attempt so as to avail themselves of the benefit of registration going forward, absent a recall.

VII. NHTSA’s Decision

In consideration of the foregoing, NHTSA finds that MASA has not met its burden of persuasion that the FMVSS No. 139 noncompliance is inconsequential as it relates to motor vehicle safety. Accordingly, MASA’s petition is hereby denied and MASA is consequently obligated to provide notification of and free remedy for that noncompliance under 49 U.S.C. 30118 and 30120.

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

Eileen Sullivan,

Associate Administrator for Enforcement.

[FR Doc. 2025–19993 Filed 11–14–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2025–0600]

Senior Executive Service Performance Review Board Membership; Correction

AGENCY: Office of the Secretary, Department of Transportation (DOT).

ACTION: Notice of Performance Review Board (PRB) appointments; Correction.

SUMMARY: DOT is correcting a notice published on September 29, 2025, issue of the Federal Registry entitled “Senior Executive Service Performance Review Board Membership”. This notice adds additional individuals that may be selected to serve on one or more Departmental PRBs.

FOR FURTHER INFORMATION CONTACT: Anne Audet, Director, Departmental

Office of Human Resource Management
(202) 366–2478.

SUPPLEMENTARY INFORMATION:

Correction—The persons named below are additional individuals that may be selected to serve on one or more Departmental PRBs.

(Authority: 5 U.S.C. 4314(c)(4))

Issued in Washington, DC on October 1, 2025.

Anne B. Audet,

Director, Departmental Office of Human Resource Management.

DEPARTMENT OF TRANSPORTATION

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

BARR, DEREK

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

MCCOSHEN, JAMES, MIKE

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TERRY, JANE

OFFICE OF THE SECRETARY OF TRANSPORTATION

CRAWFORD, JAMES

OZ, SEVAL

RUTHERFORD, MICHAEL

WHITE, LEE

WINDRAM, LESLIE

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

ROBERTI, PAUL

[FR Doc. 2025–19925 Filed 11–14–25; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

U.S. Merchant Marine Academy Board of Visitors; Public Meeting; Correction

AGENCY: Office of the Secretary, DOT.

ACTION: Notice; correction.

SUMMARY: On Friday, November 7, 2025, the U.S. Department of Transportation announced a meeting of the U.S. Merchant Marine Academy (USMMA) Board of Visitors (Board) on November 24, 2025. In that notice, the Department inadvertently specified the incorrect deadline for submission of written statements to the Board. This notice provides the correct deadline.

DATES: Written statements to be considered during the meeting must be received via email to *ExternalAffairs@usmma.edu* no later than November 17, 2025.

FOR FURTHER INFORMATION CONTACT: The Board’s Designated Federal Officer and Point of Contact, Michael O’Hagan, 516–726–6048 or *ExternalAffairs@usmma.edu*.

SUPPLEMENTARY INFORMATION: The Department specified in the **DATES** section of the BOV meeting notice published on November 7, 2025 (90 FR 50502) that written statements to be considered during the meeting must be received via email to *ExternalAffairs@usmma.edu* no later than November 17, 2025. In the **SUPPLEMENTARY INFORMATION** section, however, the Department inadvertently specified that written statements should be submitted no later than November 10, 2024. This notice clarifies that the November 17, 2025 date is the correct date by which written statements should be submitted for consideration at the meeting.

(Authority: 46 U.S.C. 51312; 5 U.S.C. 552b; 5 U.S.C. Ch.10; 41 CFR parts 102–3.140 through 102–3.165)

Signed in Washington, DC, on November 13, 2025.

Jonathan Duggan Priebe,

Special Assistant for Governmental Affairs, U.S. Department of Transportation.

[FR Doc. 2025–19941 Filed 11–14–25; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

[Docket ID Number: DOT–OST–2018–0132]

Agency Information Collection; Activity Under OMB Review; Passenger Origin-Destination Survey Report

AGENCY: Office of the Assistant Secretary for Research and Technology (OST–R), Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below will be forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 11, 2025. No comments were received.

DATES: Written comments should be submitted by December 17, 2025.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW, Washington, DC 20503, Attention: OST Desk Officer.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department. Comments should address whether the information will have practical utility; the accuracy of the Department’s estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and 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.

FOR FURTHER INFORMATION CONTACT:

James Bouse, Office of Airline Information, RTS–42, Room E34–441, OST–R, BTS, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, Telephone Number (202) 366–4876, Fax Number (202) 366–3383, or Email *james.bouse@dot.gov*.

Comments: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW, Washington, DC 20503, Attention: OST Desk Officer.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2139–0014

Title: Passenger Origin-Destination Survey Report.

Form No.: None.

Type Of Review: Extension of a currently approved collection.

Respondents: Certificated air carriers that operated scheduled passenger service report these data.

Number of Respondents: 100.

Total Number of Annual Responses: 1200.

Estimated Time per Response: 30 hours.

Total Annual Burden: 36,000 hours.

Needs and Uses: Survey data are used in monitoring the airline industry, negotiating international agreements, reviewing requests for the grant of anti-trust immunity for air carrier alliance agreements, selecting new international routes, selecting U.S. carriers to operate limited entry foreign routes, and modeling the spread of contagious diseases. The Passenger Origin-Destination Survey Report is the only aviation data collection by DOT where the air carriers report the true origins and destinations of passengers’ flight itineraries. The Department does have