DEPARTMENT OF TRANSPORTATION

Enabling a Secure Environment for Vehicle-to-Vehicle and Vehicle-to-Infrastructure Transactions Workshop; Notice of Public Meeting

AGENCY: Research and Innovative Technology Administration, U.S. Department of Transportation.

ACTION: Notice.

The U.S. Department of Transportation (USDOT) Intelligent Transportation System Joint Program Office (ITS JPO) will hold a free Policy Research Workshop on Enabling a Secure Environment for Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure (V2I) Transactions on April 19–20, 2012, 8:30 a.m.–5 p.m. at the Capital Hilton, 1001 16th Street NW., Washington, DC 20036, 202–393–1000. This two-day workshop will give participants an opportunity to learn about and provide input into research being conducted on potential organizational and business models for supporting security and data transaction needs for V2V and V2I crash avoidance and other applications. The workshop takes place mid-point for two related research efforts and will be structured primarily around breakout sessions for discussing critical issues and obtaining participant feedback. Final results of this research will be presented in August 2012 during the annual Connected Vehicle Safety public meeting and via other publicly available forums and on the ITS JPO Web site.

Persons planning to attend the workshop should register online no later than April 13, 2012 at http://www.itsa.org/policyworkshop. For additional questions, please contact Adam Hopps at Ahopps@ITSA.org.

About the Connected Vehicle Secure Environment

Establishing a secure trust environment among vehicles and other legitimate equipment is a key challenge for V2V and V2I crash avoidance and other applications. Currently a public key infrastructure approach to security involving the exchange of digital certificates among legitimate trusted vehicles and/or equipment is being analyzed and tested. USDOT’s Connected Vehicle Policy Research Program is concerned with defining requirements to implement such a system on a national scale, including such questions as:

- What are the functional requirements for certificate exchange and other processes?
- What communications links and networks could support these requirements?
- What are the organizational requirements for supporting back end processes?
- What are estimated costs for supporting these requirements?
- What are potential business models for supporting such a network, to attract users and revenue to finance such a system?
- What do different approaches imply, in terms of potential levels of security protection?
- What do different ownership options imply?
- How could the certificate management system be rolled out across the nation over time?
- Are there opportunities to integrate needed functions into existing systems or organizations?

Issued in Washington, DC, on the 22th day of February 2012.

John Augustine, Managing Director, ITS Joint Program Office.

[FR Doc. 2012–4857 Filed 2–28–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2011–0376]

Hours of Service of Drivers: Underwater Construction Corporation Application for Exemption

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

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA has received an application from the Underwater Construction Corporation ("UCC") for an exemption for 165 of its drivers from the hours-of-service (HOS) record of duty status provision in 49 CFR 395.8 that requires every commercial motor vehicle driver to record his/her duty status for each 24 hour period using methods prescribed in that section. UCC claims that approximately 80 percent of its work is performed for utilities, and that such driving operations fall under the "Utility Service Vehicle" (USV) exemption in 49 CFR 395.1(n). UCC would like to use its payroll system, which it claims tracks an employee’s time spent driving and working, to record drivers’ record of duty status for driving operations not covered by the USV exemption. UCC states that if granted an exemption from 49 CFR 395.8, it would continue to track employee hours through its payroll system to ensure compliance with the HOS rules. UCC believes its payroll system provides a reliable proactive approach to tracking employee hours.

DATES: Comments must be received on or before March 30, 2012.

ADDRESSES: You may submit comments identified by Federal Docket Management System Number FMCSA–2011–0376 by any of the following methods:

- Hand Delivery or Courier: West Building, Ground Floor, Room W12–
FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from the Federal Motor Carrier Safety Regulations. FMCSA must publish a notice of each exemption request in the Federal Register (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews safety analyses and public comments submitted, and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). The decision of the Agency must be published in the Federal Register (49 CFR 381.315(b)) with the reasons for denying or granting the application and, if granted, the name of the person or class of persons receiving the exemption, and the regulatory provision from which the exemption is granted. The notice must also specify the effective period, and explain the terms and conditions, of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

**Request for Exemption**

UCC operates as a commercial diving contractor that provides underwater inspection, maintenance, construction, and technical support services. The company has offices in Connecticut, Michigan, and Tennessee, and performs diving services for clients around the world. UCC maintains a total of 37 commercial motor vehicles with gross vehicle weight or gross combination weight ratings of 10,001 pounds or more, and employs 165 personnel who operate these vehicles.

UCC’s driving operations are performed for the sole purpose of transporting personnel and equipment to and from job sites and account for two percent of the man-hours worked each year. UCC claims that 88 percent of its work is performed for utilities and that the majority of its driving falls under the USV exemption in 49 CFR 395.1(n). Instead of complying with the provisions in 49 CFR 395.8 for the 12 percent of hours not covered under the USV exemption, UCC would like to use its payroll system to record the drivers’ records of duty status. According to UCC, if granted the exemption from 49 CFR 395.8, it would continue to track employee hours, which include time spent driving and working, through its payroll system to ensure they are not in violation of the HOS rules.

A copy of UCC’s exemption application is available for review in the docket for this notice.

**Request for Comments**

In accordance with 49 U.S.C. 31136(e) and 31315(b)(4), FMCSA requests public comment on the UCC’s application for an exemption from the driver’s record of duty status rule in 49 CFR part 395. The Agency will consider all comments received by close of business on March 30, 2012. Comments will be available for examination in the docket at the location listed under the ADDRESSES section of this notice. The Agency will consider to the extent practicable comments received in the public docket after the closing date of the comment period.


Larry W. Minor,
Associate Administrator for Policy.

[FR Doc. 2012–4871 Filed 2–28–12; 8:45 am]

BILING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No FMCSA–2011–0097]

Pilot Program on NAFTA Trucking Provisions

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

**ACTION:** Notice; request for public comment.

**SUMMARY:** FMCSA announces and requests public comment on data and information concerning the Pre-Authorization Safety Audit (PASA) for a motor carrier that applied to participate in the Agency’s long-haul pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the municipalities in the United States on the United States-Mexico international border or the commercial zones of such municipalities. This action is required by the “U.S. Troop Readiness, Veterans’ Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007” and all subsequent appropriations.

**DATES:** Comments must be received on or before March 12, 2012.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System Number FMCSA–2011–0097 by any one 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 (DOT), 1200 New Jersey Avenue SE., West Building, Ground Floor, Room 12–140, Washington, DC 20590–0001.