

3. Should the subject tires be selected and fitted based on their markings, no possibility of tire overloading exists.

4. The P-metric dimensional marks on the subject tires would be treated as such in the replacement market. At the dealer or consumer level, the inconsistency between the dimensional marking and the maximum load marking may lead to some confusion at the time of installation, but fitment would still be acceptable.

5. Whether the tires are fitted as P-metric dimensions per the current industry fitment guide, or fitted according to the subject tire's sidewall's maximum load. These tires do not risk the possibility of being overloaded when making a replacement tire selection for vehicle fitment.

In addition, MNA states that it has corrected the problem that caused the noncompliance so that it will not reoccur in future production.

In summation, MNA believes that the subject noncompliance is inconsequential to motor vehicle safety, and that its petition, to exempt it from providing recall notification of noncompliance as required by 49 U.S.C. 30118 and remedying the recall noncompliance as required by 49 U.S.C. 30120 should be granted.

Requirement Background: Paragraph S5.5 of FMVSS No. 139 specifically states:

S5.5 *Tire markings.* Except as specified in paragraphs (a) through (i) of S5.5 each tire must be marked on each sidewall with the information specified in S5.5 (a) through (d) and on one sidewall with the information specified in S5.5 (e) through (i) according to the phase-in schedule specified in S7 of this standard. The markings must be placed between the maximum section width and the bead on at least one sidewall, unless the maximum section width of the tire is located in an area that is not more than one-fourth of the distance from the bead to the shoulder of the tire. If the maximum section width falls within that area, those markings must appear between the bead and a point one-half the distance from the bead to the shoulder of the tire, on at least one sidewall. The markings must be in letters and numerals not less than 0.078 inches high and raised above or sunk below the tire surface not less than 0.015 inches* * *

(b) The tire size designation as listed in the documents and publications specified in S4.1.1 of this standard;* * *

NHTSA'S Analysis of MNA'S Reasoning: Pursuant to 49 U.S.C. 30118(d) and 49 U.S.C. 30120(h) and the rule implementing those provisions at 49 CFR part 556, Michelin North America, Inc. ("MNA"), has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this

noncompliance is inconsequential to motor vehicle safety. Specifically MNA states that the inconsistency does not meet the load marking requirements of 49 CFR 571.139 S5.5(d).

The affected tires in this petition of noncompliance are approximately 133,906 tires that were manufactured, of which approximately 17,500 Michelin P205/65R15 and P225/55R17 Primacy MXV4 TL tires were released and/or imported to the United States market whose sidewall markings contain the letter "P" as a prefix to the Euro-metric dimension marking, resulting in the creation of an unintended P-metric dimension, for which the marked maximum load value is not consistent with the published T&RA standard. As stated by Michelin North American, Inc. "MNA", "whether the subject tires are fitted as P-metric dimensions per the current industry fitment guide, or fitted following the subject tire's sidewall marked maximum load, these tires do not risk the possibility of being overloaded when marking a replacement tire selection for fitment.

NHTSA Decision: NHTSA agrees with Michelin North America, Inc. ("MNA") that the tires in question, Michelin 205/65R15 and 225/55R17, that the noncompliances are inconsequential to motor vehicle safety. The agency believes that the true measure of inconsequentiality to motor vehicle safety in this case is that there is no impact on the operational safety of the vehicles on which these tires are mounted.

As MNA stated, both subject tires are marked on both the inboard and outboard sidewall with the prefix "P". Since the intended design max load specifications of these tires is higher than those specified with the "P" prefix under the T&RA standard then we can conclude that the parameters specified in the T&RA standard do not surpass the parameters molded on the tire sidewall, and hence safety is not compromised.

In consideration of the foregoing, NHTSA has decided that MNA has met its burden of persuasion that the FMVSS No. 139 noncompliance for the replacement tires identified in MNA's Noncompliance Information Report is inconsequential to motor vehicle safety. Accordingly, MNA's petition is granted and the petitioner is exempted from the obligation of providing notification of, and a remedy for, that noncompliance under 49 U.S.C. 30118 and 30120.

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, this decision only applies to the 17,500 replacement tires that MNA no longer controlled at the time it determined that a noncompliance existed in the subject tires. However, the granting of this petition does not relieve tire distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant tires under their control after MNA 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.

Issued on: May 17, 2013.

Claude H. Harris,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 2013-12359 Filed 5-22-13; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA-2013-0094]

Pipeline Safety: Workshop on Public Awareness Programs

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice of workshop.

SUMMARY: PHMSA is sponsoring a two-day public awareness workshop on June 19 and June 20, 2013, at the Hyatt Regency North Dallas hotel in Richardson, Texas. The workshop serves as an opportunity to bring pipeline safety stakeholders together to discuss ways to improve public awareness outreach. Federal and state regulators will share general findings from recent public awareness inspections and various stakeholders (Federal and state regulators, industry, pipeline operators, public, emergency response officials, local public officials, land planners, and excavators) will share their perspectives on what is working and what is not working with existing public awareness requirements and API RP 1162 (1st edition). The goal of the workshop is to discuss ways to strengthen pipeline safety public awareness. The workshop will be webcast.

DATES: The workshop will be held on June 19-20, 2013. Name badge pick up

and on-site registration will be available starting at 8:00 a.m. central time on June 19, 2013, with the workshop taking place from 9:00 a.m. until approximately 5:00 p.m. central time, both days. Refer to the meeting Web site for agenda and times at: <http://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=90&nocache=6406>. Please note that all workshop presentations will be available on the meeting Web site within 15 days following the workshop.

ADDRESSES: The workshop will be held at the Hyatt Regency North Dallas hotel, 701 East Campbell Road, Richardson, TX 75081. Hotel reservations must be made by contacting the hotel directly. Hotel reservations can be made under the "Public Awareness Workshop" room block for the nights of June 18–20, 2013, at 1–888–421–1442, or online at https://resweb.passkey.com/Resweb.do?mode=welcome_ei_new&eventID=10635869. A daily room rate of \$113.00 per night is available until May 27, 2013, under the room block. The meeting room location will be posted at the hotel on the day of the workshop.

Registration: Members of the public may attend this free workshop. To help assure that adequate space is provided, all attendees are encouraged to register for the workshop at <http://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=90&nocache=6406>.

Comments: Members of the public may also submit written comments either before or after the workshop. Comments should reference Docket ID PHMSA–2013–0094. Comments may be submitted in the following ways:

- *E-Gov Web site:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the instructions for submitting comments.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management System, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590.

Hand Delivery: DOT Docket Management System, Room W12–140, on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: Identify the Docket ID at the beginning of your comments. If you submit your comments by mail, submit two copies. If you wish to receive confirmation that PHMSA has received your comments, include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>.

Note: Comments will be posted without changes or edits to <http://www.regulations.gov> including any personal information provided. Please see the Privacy Act heading in the Regulatory Analyses and Notices section of the **SUPPLEMENTARY INFORMATION** for additional information.

Privacy Act Statement: Anyone may search the electronic form of all comments received for any of our dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19477).

Information on Services for Individuals with Disabilities: For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, please contact Christie Murray at (202) 366–4996 or by email at Christie.murray@dot.gov by June 14, 2013.

FOR FURTHER INFORMATION CONTACT: Christie Murray at 202–366–4996 or by email at christie.murry@dot.gov.

SUPPLEMENTARY INFORMATION:

The primary goals of the public awareness workshop are to:

- (1) Provide an overview of the public awareness program and discuss recent inspection findings;
- (2) Understand what's working and not working with public awareness requirements and API RP 1162 (1st edition) from various stakeholder perspectives (industry, pipeline operators, public, emergency response officials, local public officials, and excavators);
- (3) Share ways to improve public awareness outreach efforts; and
- (4) Discuss the path forward for improving public awareness.

Issued in Washington, DC on May 17, 2013.

Jeffrey D. Wiese,
Associate Administrator for Pipeline Safety.
[FR Doc. 2013–12241 Filed 5–22–13; 8:45 am]
BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35736]

AG Valley Railroad, LLC—Operation Exemption—Ag Valley Holdings, LLC

AG Valley Railroad, LLC (AVRR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to operate approximately 3.09 miles of rail line (16,304 feet), known as the Chicago Transload Facility trackage (the Line), in Chicago, Ill., pursuant to an operating agreement with Ag Valley Holdings,

LLC, (Ag Valley Holdings). AVRR states that there are no mileposts on the Line. Based on the map provided in Appendix 1–B, the Line is located between E. 100th St. and E. 104th St., and roughly parallel to S. Torrence Ave.

According to AVRR, the Line, which is owned by Ag Valley Holdings, is used in conjunction with interchange to and from Chicago Rail Link and for transloading carloads of inbound and outbound shipments of specified products for distribution to their final destination.

The earliest the transaction can be consummated is June 6, 2013, the effective date of the exemption (30 days after the exemption was filed).

AVRR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

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 May 30, 2013 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35736, 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 David C. Dillon, Dillon & Nash, Ltd., 111 West Washington Street, Suite 1023, Chicago, IL 60602.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: May 20, 2013.

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

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2013–12332 Filed 5–22–13; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF THE TREASURY

**Submission for OMB Review;
Comment Request**

May 20, 2013.

The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104–13, on or after the date of publication of this notice.