

to responsibly provide RI services, or who have committed or are associated with those who have committed past violations of the vehicle importation laws, can be more readily denied registration as an RI, or if they already hold such a registration, have that registration suspended or revoked when circumstances warrant such action.

Description of the Likely Respondents (Including Estimated Number and Proposed Frequency of Responses to the Collection of Information)—With regard to the HS-7 Declaration form, likely respondents include any private individual or commercial entity importing into the United States a vehicle or item of motor vehicle equipment subject to the Federal motor vehicle safety standards. It is difficult to estimate, with reliability, the absolute number of such respondents; however, that number would include:

- The 64 RIs who are currently registered with NHTSA and import nonconforming vehicles under Boxes 3 and 13;
- The roughly 1,837 individuals who import each year Canadian-certified vehicles for personal use under Box 2B;
- The several hundred original manufacturers who import conforming motor vehicles and equipment items under Box 2A; nonconforming vehicles or equipment intended for export under Box 4; nonconforming vehicles and equipment on a temporary basis for purposes of research, investigations, or other reasons specified under Box 7; vehicles and equipment requiring further manufacturing operations under Box 9; and equipment subject to the Theft Prevention Standard under Box 11.
- The several hundred dealers, distributors, and individuals who import off-road vehicles such as dirt bikes and all-terrain vehicles or ATVs, as well as other vehicles that are not primarily manufactured for on-road use under Box 8.
- The several hundred nonresidents of the United States and foreign diplomatic and military personnel who temporarily import nonconforming vehicles for personal use under Boxes 5, 6, and 12.

Estimate of the Total Annual Reporting and Recordkeeping Burden of the Collection of Information—Adding together the burden hours detailed above yields a total of 61,882 hours expended on an annual basis for all paperwork associated with the filing of the HS-7 Declaration form and other aspects of the vehicle importation program.

Estimate of the Total Annual Costs of the Collection of Information—Other

than the cost of the burden hours, the only additional costs associated with this information collection are those incident to the storage, for a period of ten years, of records pertaining to the nonconforming vehicles that each RI imports into the United States.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50 and 501.8(f).

Issued on: August 6, 2013.

Jeffrey Giuseppe,
Chief, Equipment Division, Office of Vehicle Safety Compliance.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2013-0091]

National Emergency Medical Services Advisory Council (NEMSAC); Notice of Federal Advisory Committee Meeting

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

ACTION: Meeting Notice—National Emergency Medical Services Advisory Council.

SUMMARY: The NHTSA announces a meeting of NEMSAC to be held in the Metropolitan Washington, DC, area. This notice announces the date, time, and location of the meeting, which will be open to the public, as well as opportunities for public input to the NEMSAC. The purpose of NEMSAC, a nationally recognized council of emergency medical services representatives and consumers, is to advise and consult with DOT and the Federal Interagency Committee on EMS (FICEMS) on matters relating to emergency medical services (EMS).

DATES: The meeting will be held on September 5, 2013, from 8 a.m. to 5:30 p.m. EDT, and on September 6, 2013, from 8 a.m. to 12 p.m. EDT. A public comment period will take place on September 5, 2013, between 3 p.m. and 3:30 p.m. EDT and September 6, 2013, between 10 a.m. and 10:15 a.m. EDT. Written comments from the public must be received no later than September 3, 2013.

ADDRESSES: The meeting will be held at the Performance Institute on the third floor of 901 New York Avenue NW., Washington, DC 20001.

FOR FURTHER INFORMATION CONTACT: Drew Dawson, Director, U.S. Department of Transportation, Office of Emergency Medical Services, 1200 New

Jersey Avenue SE., NTI-140, Washington, DC 20590, telephone 202-366-9966; email *Drew.Dawson@dot.gov*.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the Federal Advisory Committee Act, Public Law 92-463, as amended (5 U.S.C. App.). The NEMSAC is authorized under Section 31108 of the Moving Ahead with Progress in the 21st Century Act of 2012. The NEMSAC will meet on Thursday and Friday, September 5-6, 2013, at the Performance Institute on the third floor of 901 New York Avenue NW., Washington, DC 20001.

Tentative Agenda of National EMS Advisory Council Meeting, September 5-6, 2013

The tentative agenda includes the following:

Thursday, September 5, 2013 (8 a.m. to 5:30 p.m. EDT)

- (1) Opening Remarks
- (2) Disclosure of Conflicts of Interests by Members
- (3) Reports from the Departments of Transportation, Homeland Security, and Health & Human Services
- (4) Presentation and discussion on draft EMS Workforce Guidelines and EMS responses to active shooter and improvised explosive device events
- (5) Presentation and discussion on NHTSA's Emerging Issues White Papers
 - a. Pre-Hospital EMS as a Public Good and Essential Service
 - b. Research in Prehospital Care: Models for Success
 - c. Emerging Digital Technologies for EMS and 911 Systems
 - d. Efficacy of Prehospital Application of Tourniquets and Hemostatic Dressings to Control Traumatic External Hemorrhage
- (6) Presentation, Discussion and Possible Adoption of Reports and Recommendations from the following NEMSAC Workgroups:
 - a. Patient Protection and Affordable Care Act
 - b. Revision of the EMS Education Agenda for the Future
 - c. EMS Agenda for the Future
 - d. Improving Internal NEMSAC Processes
 - e. Safety
- (7) Other Business of the Council
- (8) Public Comment Period (3 p.m. to 3:30 p.m. EDT)
- (9) Workgroup Breakout Sessions (3:30 p.m.–5:30 p.m. EDT)

Friday, September 6, 2013 (8 a.m. to 12 p.m. EDT)

- (1) Unfinished Business/Continued Discussion from Previous Day

(2) Public Comment Period (10 a.m. to 10:15 a.m. EDT)

(3) Next Steps and Adjourn

On Thursday, September 5, 2013, from 3:30 p.m. to 5:30 p.m. EDT, the NEMSAC workgroups will meet in breakout sessions at the same location. These sessions are open for public attendance, but their agendas do not accommodate public comment.

Registration Information: This meeting will be open to the public; however, pre-registration is requested. Individuals wishing to attend must register online at <http://events.signup4.com/NEMSACSeptember2013> no later than September 3, 2013. There will not be a teleconference option for this meeting.

Public Comment: Members of the public are encouraged to comment directly to the NEMSAC. Those who wish to make comments on Thursday, September 5 2013, between 3 p.m. and 3:30 p.m. EDT or Friday, September 6, 2013, between 10 a.m. and 10:15 a.m. EDT are requested to register in advance. In order to allow as many people as possible to speak, speakers are requested to limit their remarks to 5 minutes. Written comments from members of the public will be distributed to NEMSAC members at the meeting and should reach the NHTSA Office of EMS no later than September 3, 2013. Written comments may be submitted by either one of the following methods: (1) you may submit comments by email: nemsac@dot.gov or (2) you may submit comments by fax: (202) 366-7149.

A final agenda as well as meeting materials will be available to the public online through www.EMS.gov on or before August 30, 2013.

Issued on: August 8, 2013.

Michael L. Brown,

Acting Associate Administrator for Research and Program Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2012-0003; Notice 2]

Spartan Motor Chassis, Inc.; Denial of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of Denial.

SUMMARY: Spartan Motor Chassis, Inc. (Spartan) has determined that model

year 2011 and 2012 model MM, K2, K3, and SU incomplete vehicles manufactured between January 28, 2011 and June 28, 2011, do not fully comply with paragraph S5.1.4 of Federal Motor Vehicle Safety Standard (FMVSS) No. 121, *Air Brake Systems*. Spartan has filed an appropriate report pursuant to 49 CFR Part 573, Defect and Noncompliance Responsibility and Reports (dated July 13, 2011).

Pursuant to 49 U.S.C. 30118(d) and 30120(h) and the rule implementing those provisions at 49 CFR Part 556, *Exemption for Inconsequential Defect or Noncompliance*, Spartan 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. Notice of receipt of the petition was published, with a 30-day public comment period, on February 7, 2012 in the **Federal Register** (77 FR 6190). No comments were received. To view the petition, and all supporting documents log onto the Federal Docket Management System (FDMS) Web site at: <http://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA-2012-0003."

Contact Information: For further information on this decision contact Mr. James A. Jones, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366-5294, facsimile (202) 366-7002.

Summary of Spartans' Analyses: Spartan explains that the noncompliance is the accuracy of the air gauges used in the air brake systems on the subject vehicles do not meet the accuracy requirements identified in FMVSS No. 121 S5.1.4. Spartan explains that the air brake systems operate as designed and meet all other applicable requirements of FMVSS No. 121. In this case, the operator may not be able to detect, by way of the air gauges, the variation between the physical cut-out pressure of the air compressor versus what is shown on the gauge. Although the air pressure within the air systems is controlled by an air governor that is independent of the gauges, rendering the gauges do not provide an accurate indication of the air pressure to the driver.

Spartan additionally states that it has corrected the gauge calibration so that future production will be in compliance.

In summation, Spartan believes that the described noncompliance of its vehicles is inconsequential to motor vehicle safety, and that its petition, to exempt 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.

NHTSA Decision

Requirement Background

Paragraphs S5 of FMVSS No. 121 requires in pertinent part:

S5.1 Required equipment for trucks and buses. Each truck and bus shall have the following equipment: * * *

S5.1.4 Pressure gauge. A pressure gauge in each service brake system, readily visible to a person seated in the normal driving position, that indicates the service reservoir system air pressure. The accuracy of the gauge shall be within plus or minus 7 percent of the compressor cut-out pressure.

The air pressure gauge requirement was adopted during the initial proposal of Standard No. 121 and has been a longstanding requirement of the agency's safety standard that regulates the manufacture of buses and trucks equipped with air brakes. The agency initially proposed that air pressure gauges be visible to the driver seated at the driver's position and have an accuracy of "plus or minus 5 percent" of the air compressor cut-out pressure (see 35 FR 10368). In response to comments, the agency decided to broaden the accuracy of the gauges to "plus or minus 7 percent" of the air compressor cut-out pressure (see 36 FR 3817).

The requirement focuses on two important aspects of motor vehicle safety: 1. Air gauges must be readily visible to the driver seated behind the steering wheel and, 2. Air gauges must accurately display system air pressure to the driver during operation of the vehicle. Readily visible and accurate gauges provide critical feedback to drivers about the condition of the vehicle's air brake system. According to Spartan, with the vehicle's air system fully charged to physical cut-out pressure, the faulty gauges could read as high as 133 psi when they should read 120 psi.

Discussion: The manufacturer of the faulty analog air pressure gauges, Ametek, miscalculated the sweep angle of the pointer-dial resulting in pressure readings that could overshoot by as much as 11 percent of the air compressor cut-out pressure. With the vehicle's air system fully charged to the physical cut-out pressure, the faulty gauges could read as high as 133 psi when they should read 120 psi.

There are three psi readings indicated on the faulty air pressure gauge read-out displays, at 0, 85 and 150 psi, with no