

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
—Copy of records at Central Location	1 railroad ..	740 Record copies	10 seconds	2
—Training—For Individuals to Fill Potable Water Systems.	1 railroad ..	37 Trained employees	15 minutes	9
—Training Materials	1 railroad ..	1 Set of training materials	4 hours	4
—Certification from State/Local Health Authority	1 railroad ..	666 Certificates	1 hour	666
—Certification by Laboratory	1 railroad ..	74 Certificates	20 minutes	25
—Certification Copies	1 railroad ..	740 Certification copies	10 seconds	2
—Draining/Flushing and Record	1 railroad ..	111 Records	30 minutes	56
—Occupant Report of Taste Problem	1 railroad ..	10 Taste reports	10 seconds028
—Draining/Flushing and Record When Taste Report	1 railroad ..	10 Records	30 minutes	5
—Lab Tests from Taste Report	1 railroad ..	10 Tests/certificates	20 minutes	3
—Lab Report Copies	1 railroad ..	10 Lab report copies	2 minutes3333
—Signage (for Non-Potable Water)	1 railroad ..	740 Signs	2.5 minutes	31
228.331—First Aid and Life Safety:				
—Master Emergency Plan	1 railroad ..	1 Plan	1.5 hours	1.5
—Master Emergency Plan Copies	1 railroad ..	292 Copies	3 seconds2433
—Modified Emergency Preparedness Plans	1 railroad ..	740 Modified Plans	15 minutes	19
—Modified Emergency Preparedness Plan Copies	1 railroad ..	5,840 Plan Copies	3 seconds	5
228.333—Remedial Action				
—Oral Report of Needed Repair	1 railroad ..	30 Reports	10 seconds08333

Total Estimated Responses: 11,522.
Total Estimated Annual Burden: 892 hours.

Status: Extension of a Currently Approved Collection.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on July 31, 2014.

Rebecca Pennington,
Chief Financial Officer.

[FR Doc. 2014–18499 Filed 8–4–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections

and their expected burden. The Federal Register Notice with a 60-day comment period was published on May 6, 2014 (79 FR 25984). The 60-day comment period ended on July 7, 2014. The agency received no comments.

DATES: Comments must be submitted on or before September 4, 2014.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including 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. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck at the National Highway Traffic Safety Administration, Office of International Policy, Fuel Economy and Consumer Programs, 1200 New Jersey Avenue SE., West Building, Room W43–443, Washington, DC 20590. Ms. Mazyck’s telephone number is (202) 366–4139.

SUPPLEMENTARY INFORMATION:

Title: Consolidated Federal Motor Vehicle Theft Prevention Standard, 49

CFR Part 541 and Procedures for Selecting Lines to be Covered by The Theft Prevention Standard, 49 CFR Part 542 (OMB Clearance Number 2127–0539).

OMB Number: 2127–0539.

Type of Request: Extension of a currently approved information collection

Abstract: The Motor Vehicle Information and Cost Savings Act was amended by the Anti-Car Theft Act of 1992 (Pub. L. 102–519). The enacted Theft Act requires specified parts of high-theft vehicle to be marked with vehicle identification numbers. In a final rule published on April 6, 2004, the Federal Motor Vehicle Theft Prevention Standard (49 CFR Part 541) was extended to include all passenger cars, multipurpose passenger vehicles and light duty trucks (LDTs) determined to be high-theft (with a gross vehicle weight rating of 6,000 pounds or less) and light duty trucks having major parts that are interchangeable with a majority of the covered major parts of a passenger motor vehicle subject to the theft prevention standard. Each major component part must be either labeled or affixed with the VIN, and its replacement component part must be marked with the DOT symbol, the letter (R) and the manufacturers’ logo.

The final rule became effective September 1, 2006.

The 1984 Theft Act, as amended by ACTA, requires NHTSA to promulgate a theft prevention standard for the designation of high-theft vehicle lines. The specific lines are to be selected by agreement between the manufacturer and the agency. If there is a disagreement of the selection, the statute states that the agency shall select

such lines and parts, after notice to the manufacturer and an opportunity for written comment. NHTSA's procedures for selecting high theft vehicle lines are contained in 49 CFR Part 542.

As a result of the April 2004 amendment, determination of high theft status is required only for new LDTs manufactured on or after September 1, 2006. There are seven vehicle manufacturers who produce LDTs. Generally, these manufacturers would not introduce more than one new LDT line in any year.

Affected Public: Vehicle manufacturers.

Estimated Total Annual Burden: The overall total estimated cost burden for this collection is approximately \$82 million. The overall total estimated annual hour burden for this collection is 267, 356.

Under authority delegated in 49 CFR part 1.95.

David M. Hines,

Acting Associate Administrator for Rulemaking.

[FR Doc. 2014-18440 Filed 8-4-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Motor Theft Prevention Standard; Tesla

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the petition of Tesla Motors Inc's., (Tesla) petition for an exemption of the Model X vehicle line in accordance with 49 CFR Part 543, *Exemption from Vehicle Theft Prevention Standard*. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of 49 CFR Part 541, *Federal Motor Vehicle Theft Prevention Standard* (Theft Prevention Standard). Tesla requested confidential treatment for specific information in its petition. The agency will address Tesla's request for confidential treatment by separate letter.

DATES: The exemption granted by this notice is effective beginning with the 2014 model year (MY).

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Standards, NHTSA, W43-439, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Ballard's phone number is (202) 366-5222. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated April 30, 2014, Tesla requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the Model X vehicle line beginning with MY 2014. The petition requested an exemption from parts-marking pursuant to 49 CFR 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under 49 CFR Part 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Tesla provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Model X vehicle line. Tesla proposes to install a passive, transponder-based, electronic engine immobilizer device as standard equipment on its Model X vehicle line beginning with its MY 2014 vehicles. Key components of the antitheft device include an engine immobilizer, central body controller, security controller, gateway function, drive inverters and a passive entry transponder (PET). Tesla also stated that the new design of its immobilizer device will have enhanced security communication between its components, prevent tampering and provide additional features to enhance its overall effectiveness.

Tesla further stated that in addition to its immobilizer device, it will incorporate an audible alarm (horn) as standard equipment, but will not include a visual feature with the alarm system. Tesla stated that forced entry into the vehicle or any type of entry without the correct PET will trigger the audible alarm. Tesla further stated that in addition to an access through the doors, the alarm will also trigger when a break-in is attempted to either the front or rear cargo areas. Tesla further explained that its antitheft device will have a two-step activation process with a vehicle code query conducted at each stage. The first stage allows access to the vehicle when an authorization cycle occurs between the PET and the Security Controller, as long as the PET is in close proximity to the car and the driver either pushes the lock/unlock button on the key fob, pushes the

exterior door handle to activate the handle sensors or inserts a hand into the handle to trigger the latch release. During the second stage, vehicle operation will be enabled when the driver has depressed the brake pedal and moves the gear selection stalk to drive or reverse. When one of these actions is performed, the security controller will poll to verify if the appropriate PET is inside the vehicle. Upon location of the PET, the security controller will run an authentication cycle with the key confirming the correct PET is being used inside the vehicle. Tesla stated that once authentication is successful, the security controller initiates a coded message through the gateway. If the code exchange matches the code stored in the drive inverters, the exchange will authorize the drive inverter to deactivate immobilization allowing the vehicle to be driven under its own power. Tesla stated that the immobilizer functions to ensure maximum theft protection when the immobilizer is active, the vehicle is off and the doors are locked. Tesla stated that it will incorporate an additional security measure that performs when the car is unlocked and immobilization is deactivated. Specifically, immobilization will reactivate when there are no user inputs to the vehicle within a programmed period of time. Tesla stated that any attempt to operate the vehicle without performing and completing each task, will render the vehicle inoperable.

Tesla's submission is considered a complete petition as required by 49 CFR 543.7 in that it meets the general requirements contained in 543.5 and the specific content requirements of 543.6. In addressing the specific content requirements of 543.6, Tesla provided information on the reliability and durability of its proposed device. Tesla stated that the antitheft device will be upgraded with a more robust design than the antitheft device already installed as standard equipment on its Model S vehicle line. To ensure reliability and durability of the device, Tesla conducted tests based on its own specified standards. Tesla provided a detailed list of the tests conducted and stated that it believes that its device is reliable and durable because it complied with its design standards. Additionally, Tesla stated that it has also incorporated other measures of ensuring reliability and durability of the device to protect the immobilizer device from exposure to the elements and limits its access by unauthorized personnel. Additionally, Tesla stated that the immobilizer relies