

**DEPARTMENT OF STATE****[Public Notice 8955]****Determination and Certification  
Regarding Assistance to Fiji****ACTION:** Notice.

**SUMMARY:** On October 24, 2014, the Deputy Secretary of State took the following action: "Pursuant to the authority vested in me as Deputy Secretary of State, including by section 7008 of the Department of State, Foreign Operations, and Related Programs Appropriations Act, 2014 (Div. K, Pub. L. 113-76), as carried forward by the Continuing Appropriations Resolution, 2014 (Pub. L. 113-64), and similar provisions in prior year Acts, Executive Order 12163, as amended, and State Department Delegation of Authority No. 245-1, I hereby determine and certify that, subsequent to the termination of assistance to the Government of Fiji after that country's December 2006 military coup, a democratically elected government has taken office in Fiji.

"This Determination and Certification shall be reported to Congress and published in the **Federal Register**."

(Signed William J. Burns, Deputy Secretary of State)

This Determination and Certification has been reported to Congress.

Dated: October 29, 2014.

**J. Paul Reid,**

*Acting Deputy Assistant Secretary of State,  
Bureau of East Asian and Pacific Affairs.*

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**BILLING CODE 4710-30-P**

**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety  
Administration****Petition for Exemption From the  
Federal Vehicle Theft Prevention  
Standard; Mazda Motor Corporation**

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

**ACTION:** Grant of petition for exemption.

**SUMMARY:** This document grants in full the Mazda Motor Corporation's (Mazda) petition for an exemption of the (confidential) 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). Mazda also requested confidential treatment for specific information in its petition. The agency will address Mazda's request for confidential treatment by separate letter.

**DATES:** The exemption granted by this notice is effective beginning with the 2016 model year (MY).

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, W43-443, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366-4139. Her fax number is (202) 493-2990.

**SUPPLEMENTARY INFORMATION:** In a petition dated August 1, 2014, Mazda requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the Mazda (confidential) vehicle line beginning with MY 2016. The petition requested an exemption from parts-marking pursuant to 49 CFR part 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 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Mazda provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the (confidential) vehicle line. Mazda stated that its MY 2016 (confidential) vehicle line will be equipped with a passive, transponder based, electronic engine immobilizer antitheft device as standard equipment. Key components of its antitheft device will include a powertrain control module (PCM), immobilizer control module, security indicator light, coil antenna, transmitter with transponder key (transponder key), low frequency (LF) antenna, radio frequency (RF) antenna and low frequency unit (LFU). The device will not provide any visible or audible indication of unauthorized vehicle entry (*i.e.*, flashing lights or horn alarm) as standard equipment. Mazda'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.

The integration of the set/unset device (transponder key) into the immobilizer system prevents any inadvertent actuation of the system. Mazda stated

that the antitheft device is deactivated when the ignition is initially engaged by pressing the "Engine Start" pushbutton while simultaneously depressing the brake pedal. Activation of the device occurs when the operator disengages the ignition by pressing the "Engine Start" pushbutton when the vehicle is parked.

Mazda further stated that there are two methods of initiating the antitheft device operation process. The first process is used when the transponder key can be detected. Specifically, the immobilizer control unit sends a signal to the transponder key using its LF antenna to request a transponder code. The transponder code is then sent through the RF receiver back to the immobilizer control unit to authenticate the code and determine its validity. The second process is used when the transponder key cannot be detected by the immobilizer control unit (*i.e.*, discharged battery). For this process, communication between the transponder key and the immobilizer control unit begins when the transponder key is passed over the coil antenna located in the "Engine Start" pushbutton. The immobilizer control module then communicates with the transponder key to determine key validity. Mazda stated that if the code from the transponder key matches with the code from the immobilizer control module by either process, the immobilizer control module compares its code with the code from the PCM when the "Engine Start" pushbutton is pressed and the brake pedal is depressed simultaneously. Mazda stated that the vehicle's engine can only be started if the code from the immobilizer control module matches the code previously programmed into the PCM. If the codes do not match, the engine will not start.

Mazda also stated that the immobilizer device incorporates a light-emitting diode (LED) indicator which provides information on the status of the antitheft device. Specifically, when the ignition is initially engaged, the LED illuminates continuously for 3 seconds to indicate the "unset" state of the system. When the ignition is disengaged, a flashing LED indicates the "set" state of the device, providing a visual confirmation that the vehicle is protected by the immobilizer device.

In addressing the specific content requirements of § 543.6, Mazda provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Mazda conducted tests based on its own specified standards. Mazda provided a detailed list of the tests conducted (*i.e.*, electromagnetic