

**DEPARTMENT OF TRANSPORTATION****Maritime Administration****[Docket No. MARAD–2015 0121]****Requested Administrative Waiver of the Coastwise Trade Laws: Vessel SAMBA; Invitation for Public Comments****AGENCY:** Maritime Administration, Department of Transportation.**ACTION:** Notice.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before January 8, 2016.

**ADDRESSES:** Comments should refer to docket number MARAD–2015–0121. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23–453, Washington, DC 20590. Telephone 202–366–0903, Email [Linda.Williams@dot.gov](mailto:Linda.Williams@dot.gov).

**SUPPLEMENTARY INFORMATION:**

As described by the applicant the intended service of the vessel SAMBA is:

**INTENDED COMMERCIAL USE OF VESSEL:** “Week long charters teaching navigation, boat handling, boat systems, particularly for future owners of Nordhavn Yachts.”

**GEOGRAPHIC REGION:** “Alaska (excluding waters in Southeastern Alaska and waters north of a line

between Gore Point to Cape Suckling [including the North Gulf Coast and Prince William Sound]). Operating primarily in Kodiak.”

The complete application is given in DOT docket MARAD–2015–0121 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD’s regulations at 46 CFR part 388.

**Privacy Act**

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

By Order of the Maritime Administrator.  
Dated: December 1, 2015.

**T. Mitchell Hudson, Jr.,**

*Secretary, Maritime Administration.*

[FR Doc. 2015–30916 Filed 12–8–15; 8:45 am]

**BILLING CODE 4910–81–P**

**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****[U.S. DOT Docket No. NHTSA–2015–0112]****Reports, Forms, and Record Keeping Requirements; 60 Day Federal Register Notice****AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval,

Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before January 8, 2016.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number NHTSA- 2015–0112 using any of the following methods:

*Electronic submissions:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

*Mail:* Docket Management Facility, M–30, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590.

*Hand Delivery:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Fax:* 1–202–493–2251.

*Instructions:* Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:** Mary T. Byrd, Contracting Officer’s Representative, Office of Behavioral Safety Research (NTI–132), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., W46–466, Washington, DC 20590. Mary T. Byrd’s phone number is 202–366–5595 and her email address is [mary.byrd@dot.gov](mailto:mary.byrd@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB’s regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) the accuracy of the agency’s estimate of the burden of the proposed collection of information, including the

validity of the methodology and assumptions used;

(iii) how to enhance the quality, utility, and clarity of the information to be collected; and

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collection of information:

*Title:* Evaluation of Community-Oriented Enforcement Demonstrations.

*Type of Request:* New information collection requirement.

*OMB Clearance Number:* None.

*Form Number:* NHTSA Forms 1321, 1322, 1325.

*Requested Expiration Date of Approval:* 3 years from date of approval.

*Summary of the Collection of Information*—The National Highway Traffic Safety Administration (NHTSA) proposes to conduct public awareness surveys to help evaluate two traffic safety demonstration projects: *Building Community Support for (1) Seat Belt Enforcement and (2) Impaired Driving Enforcement*. If clearance is granted, the public awareness surveys would be administered in-person at Department of Motor Vehicles Offices pre-, mid-, and post-program in the two program locations and the two comparison locations. Over the total data collection effort, 9,600 people would be surveyed, 4,800 for each program. Estimated administration length would be approximately 5 minutes for the recruitment questionnaire and 10 minutes for the awareness survey questionnaire. For the recruitment questionnaire, information on licensure status and age would be collected. For the awareness survey questionnaire, information on attitudes, awareness, knowledge, and behavior would be collected.

A Spanish-language translation of the awareness survey questionnaire would be used to minimize language barriers to participation. Additionally, participation in the proposed data collection would be anonymous; the questionnaires would not collect any personal information that would allow anyone to identify respondents. Participant names would not be collected.

*Description of the Need for the Information and Proposed Use of the Information*—The National Highway Traffic Safety Administration (NHTSA)

was established by the Highway Safety Act of 1970 (23 U.S.C. 101) to carry out a Congressional mandate to reduce the mounting number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. As part of this statutory mandate, NHTSA is authorized to conduct research as a foundation for the development of motor vehicle standards and traffic safety programs.

In 2013, there were 10,076 fatalities in crashes involving a driver with a BAC of .08 or higher, which is 31% of total traffic fatalities in 2013.<sup>1</sup> In the same year, 49% of passenger vehicle occupants killed in crashes were unrestrained.<sup>2</sup> These data point to the continued need for countermeasure development to decrease impaired driving and increase seat belt use. The purpose of the proposed data collection is to evaluate the effectiveness of two programs designed to increase seat belt use and reduce alcohol-impaired and unrestrained crashes, injuries, and fatalities. The programs are designed to accomplish these goals by using increased enforcement activity driven by law enforcement and community partnerships that maximize community support for impaired driving and seat belt enforcement. The proposed data collection would survey licensed drivers eighteen years and older visiting Department of Motor Vehicles Offices residing in the program and comparison locations to find out about public support for enforcement, awareness of enforcement activity, exposure to community partner activities, and self-reported impaired driving and seat belt use. The collected responses would inform how well the program created community support and influenced safe driving behavior. An essential part of the proposed data collection would be to compare pre-, mid-, and post-program measures to determine how the program contributed to changes in participant responses; therefore, multiple measurements would be required.

The findings from this proposed information collection would support NHTSA, the States, localities, and law enforcement agencies by providing evidence as to the effectiveness of the community-oriented enforcement

approach under examination. The findings could be used to refocus existing impaired driving and seat belt programs in order to enhance their effect or to guide the development of new programs.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—Under this proposed effort, the potential respondent universe would be licensed drivers eighteen years and older visiting Department of Motor Vehicles Offices residing in the locations where the impaired driving and seat belt programs would be conducted, and in the two selected comparison locations. As of the time of this Notice, the program and comparison locations have not been selected. Over the total data collection effort, a total of 9,600 licensed drivers eighteen years and older would be surveyed, including 4,800 for each program. Based upon precision estimates, the target sample for the awareness survey questionnaire is 4,800, with 2,400 in each location. However, because NHTSA has estimated a 50% response rate based upon previously conducted data collections of a similar nature, NHTSA is estimating that a total of 9,600 potential participants would need to be administered a recruitment questionnaire in order to find 4,800 eligible volunteers to completed the target number of awareness survey questionnaires. NHTSA estimates that each recruitment questionnaire would take 5 minutes and that each awareness survey questionnaire would take an additional 10 minutes to complete.

Throughout the data collection, the privacy of all participants would be protected. Names, addresses, phone numbers, and email addresses would not be collected. The only information that would be collected would be participant zip code and demographic characteristics, such as age, gender, race, and ethnicity. Zip code would need to be collected to match the participant with either the program or comparison location to ensure that the measured change in public awareness could be associated with the program activity. Demographic information would need to be collected to conduct post-stratification weighting of the sample to U.S Census data to reduce sample bias. All collected data would be stored in restricted folders on secure password protected servers that are only accessible to research personnel with needed access to such information. In addition, all data collected from participants would be reported in aggregate, and individual participants

<sup>1</sup> National Center for Statistics and Analysis. (2014, December). *Alcohol-impaired driving: 2013 data*. (Traffic Safety Facts. DOT HS 812 102). Washington, DC: National Highway Traffic Safety Administration. Retrieved from <http://www-nrd.nhtsa.dot.gov/Pubs/812102.pdf>.

<sup>2</sup> National Center for Statistics and Analysis. (2015, May). *Occupant protection: 2013 data*. (Traffic Safety Facts. DOT HS 812 153). Washington, DC: National Highway Traffic Safety Administration. Retrieved from <http://www-nrd.nhtsa.dot.gov/Pubs/812153.pdf>.

would not be independently reported on in any reports resulting from this project.

*Estimate of the Total Annual Reporting and Record Keeping Burden Resulting from the Collection of Information*—NHTSA estimates that the total time for each respondent to participate in the data collection effort would either be 5 minutes or 15 minutes depending on eligibility and desire to participate. NHTSA estimates a 50% response rate, in which case 9,600 potential participants would be administered the recruitment questionnaire in order to find 4,800 eligible volunteers to complete the awareness survey questionnaire. The total burden for the participants that would only complete the recruitment questionnaire would be 400 hours (*i.e.*, 5 minutes  $\times$  4,800). The total burden for the participants that would complete the recruitment questionnaire and the awareness survey questionnaire would be 1,200 hours (*i.e.*, 15 minutes  $\times$  4,800). The total burden for all participants would be 1,600 hours (*i.e.*, 400 + 1,200). Because participants would be sampled from Department of Motor Vehicles Offices while they are waiting for service, participation would not include any participant reporting cost, record keeping cost, or record keeping burden.

*Comments are invited on the following:*

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) the accuracy of the agency's estimate of the burden of the proposed information collection;

(iii) ways to enhance the quality, utility, and clarity of the information to be collected; and

(iv) 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.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

Issued on: December 4, 2015.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2015-30995 Filed 12-8-15; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Jaguar Land Rover North America LLC

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

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

**SUMMARY:** This document grants in full the Jaguar Land Rover North America LLC's, (Jaguar Land Rover) petition for an exemption of the Jaguar XE 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).

**DATES:** The exemption granted by this notice is effective beginning with the 2017 model year (MY).

**FOR FURTHER INFORMATION CONTACT:** Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, 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 October 9, 2015, Jaguar Land Rover requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the Jaguar XE vehicle line beginning with MY 2017. 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 part 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Jaguar Land Rover provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Jaguar XE vehicle line. Jaguar Land Rover stated that the MY 2017 Jaguar XE 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 power train control module (PCM), instrument cluster, body control module (BCM), remote frequency receiver (RFR), remote frequency actuator (RFA), immobilizer antenna unit (IAU), Smart Key, and door control units (DCU). Jaguar Land Rover stated that its antitheft device will also be installed with an audible and visual perimeter alarm system as standard equipment. If unauthorized entry is attempted by opening the vehicle's hood, trunk or doors, the alarm will sound and the vehicle's exterior lights will flash. Jaguar Land Rover also stated that the perimeter alarm system can be armed either with the Smart Key or programmed to be passively armed.

Jaguar Land Rover'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 immobilizer device is automatically activated when the Smart Key is removed from the vehicle. Deactivation occurs once the driver approaches the vehicle by pulling on the driver's door handle or using the Smart Key unlock button to unlock the doors. Jaguar Land Rover stated that the Smart Key is programmed and synchronized to the vehicle through the means of a unique identification key code and a randomly generated secret code that is unique to each vehicle.

In addressing the specific content requirements of § 543.6, Jaguar Land Rover provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Jaguar Land Rover conducted tests based on its own specified standards. Jaguar Land Rover provided a detailed list of the tests conducted (*i.e.*, temperature and humidity cycling, high and low temperature cycling, mechanical shock, random vibration, thermal stress/shock tests, material resistance tests, dry heat, dust and fluid ingress tests). Jaguar Land Rover stated that it believes that its device is reliable and durable because it has complied with specified requirements for each test. Jaguar Land Rover stated that reliability and durability of its device is further supported by equipping its vehicles with a key recognition sequence that has over a billion code combinations with encrypted data that are secure against duplication. Jaguar Land Rover stated that the coded data transfer between the modules that will be installed on its XE vehicles use a unique, secure identifier, a random number and a secure public algorithm. Jaguar Land Rover further