

them directly to the Coast Guard (see **FOR FURTHER INFORMATION CONTACT**).

#### Discussion

CRADAs are authorized under 15 U.S.C. 3710(a).<sup>1</sup> A CRADA promotes the transfer of technology to the private sector for commercial use, as well as specified research or development efforts that are consistent with the mission of the Federal parties to the CRADA. The Federal party or parties agree with one or more non-Federal parties to share research resources, but the Federal party does not contribute funding.

CRADAs are not procurement contracts. Care is taken to ensure that CRADAs are not used to circumvent the contracting process. CRADAs have a specific purpose and should not be confused with procurement contracts, grants, and other type of agreements.

Under the proposed CRADA, the R&D Center will collaborate with one non-Federal participant. Together, the R&D Center and the non-Federal participant will collect information/data for performance, reliability, maintenance requirements, and other data on diesel outboard engines. After an initial performance test, the Coast Guard plans to operate to test and evaluate the designated platform outfitted with the diesel outboard engine technology for a period of six months.

We anticipate that the Coast Guard's contributions under the proposed CRADA will include the following:

- (1) Work with non-Federal participant to develop the test plan to be executed under the CRADA;
- (2) Provide the test platform, test platform support, facilities, and seek all required approvals for testing under the CRADA;
- (3) Prepare the test platform for diesel outboard engine install and operations;
- (4) Provide fuel and test platform operators for the performance and reliability, maintenance, and availability testing;
- (5) Collect and analyze data in accordance with the CRADA test plan; and

(6) Work with non-Federal participant to develop a Final Report, which will document the methodologies, findings, conclusions, and recommendations of this CRADA work.

We anticipate that the non-Federal participants' contributions under the proposed CRADA will include the following:

(1) Work with R&D Center to develop the test plan to be executed under the CRADA;

(2) Provide the technical data package for all equipments, including dimensions, weight, power requirements, and other technical considerations for the additional components to be utilized under this CRADA;

(3) Provide for shipment, delivery, and install of diesel outboard engines required for testing under this CRADA;

(4) Provide technical oversight, technical engine, and operator training on the engines provided for testing under this CRADA; and

(5) Provide/pay for travel and other associated personnel costs and other required expenses.

The Coast Guard reserves the right to select for CRADA participants all, some, or no proposals submitted for this CRADA. The Coast Guard will provide no funding for reimbursement of proposal development costs. Proposals and any other material submitted in response to this notice will not be returned. Proposals submitted are expected to be unclassified and have no more than five single-sided pages (excluding cover page, DD 1494, JF-12, etc.). The Coast Guard will select proposals at its sole discretion on the basis of:

(1) How well they communicate an understanding of, and ability to meet, the proposed CRADA's goal; and

(2) How well they address the following criteria:

(a) Technical capability to support the non-Federal party contributions described; and

(b) Resources available for supporting the non-Federal party contributions described.

Currently, the Coast Guard is considering Mercury for participation in this CRADA. This consideration is based on the fact that Mercury has demonstrated its technical ability as the developer and manufacturer of diesel outboard engines. However, we do not wish to exclude other viable participants from this or future similar CRADAs.

This is a technology assessment effort. The goal for the Coast Guard of this CRADA is to better understand the advantages, disadvantages, required technology enhancements, performance, costs, and other issues associated with diesel outboard engines. Special consideration will be given to small business firms/consortia, and preference will be given to business units located in the U.S. This notice is issued under the authority of 5 U.S.C. 552(a).

Dated: December 2, 2015.

**Dennis C. Evans,**

*USCG, Commanding Officer, U.S. Coast Guard Research and Development Center.*

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## DEPARTMENT OF HOMELAND SECURITY

### U.S. Customs and Border Protection

[1651-0054]

#### Agency Information Collection

#### Activities: Exportation of Used Self-Propelled Vehicles

**AGENCY:** U.S. Customs and Border Protection, Department of Homeland Security.

**ACTION:** 60-Day notice and request for comments; extension of an existing collection of information.

**SUMMARY:** U.S. Customs and Border Protection (CBP) of the Department of Homeland Security will be submitting the following information collection request to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act: Exportation of Used Self-Propelled Vehicles. CBP is proposing that this information collection be extended with no change to the burden hours or to the information collected. This document is published to obtain comments from the public and affected agencies.

**DATES:** Written comments should be received on or before February 16, 2016 to be assured of consideration.

**ADDRESSES:** Written comments may be mailed to U.S. Customs and Border Protection, Attn: Tracey Denning, Regulations and Rulings, Office of International Trade, 90 K Street NE., 10th Floor, Washington, DC 20229-1177.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information should be directed to Tracey Denning, U.S. Customs and Border Protection, Regulations and Rulings, Office of International Trade, 90 K Street NE., 10th Floor, Washington, DC 20229-1177, at 202-325-0265.

**SUPPLEMENTARY INFORMATION:** CBP invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13). The comments should address: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including

<sup>1</sup> The statute confers this authority on the head of each Federal agency. The Secretary of DHS's authority is delegated to the Coast Guard and other DHS organizational elements by DHS Delegation No. 0160.1, para. II.B.34.

whether the information shall have practical utility; (b) the accuracy of the agency's estimates of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology; and (e) the annual cost burden to respondents or record keepers from the collection of information (total capital/startup costs and operations and maintenance costs). The comments that are submitted will be summarized and included in the CBP request for OMB approval. All comments will become a matter of public record. In this document, CBP is soliciting comments concerning the following information collection:

*Title:* Exportation of Used-Propelled Vehicles

*OMB Number:* 1651-0054

*Abstract:* CBP regulations require an individual attempting to export a used self-propelled vehicle to furnish documentation to CBP, at the port of export, the vehicle and documentation describing the vehicle, which includes the Vehicle Identification Number (VIN) or, if the vehicle does not have a VIN, the product identification number. Exportation of a vehicle will be permitted only upon compliance with these requirements. This requirement does not apply to vehicles that were entered into the United States under an in-bond procedure, a carnet or temporary importation bond. The required documentation includes, but is not limited to, a Certificate of Title or a Salvage Title, the VIN, a Manufacturer's Statement of Origin, etc. CBP will accept originals or certified copies of Certificate of Title. The purpose of this information is to help ensure that stolen vehicles or vehicles associated with other criminal activity are not exported.

Collection of this information is authorized by 19 U.S.C. 1627a which provides CBP with authority to impose export reporting requirements on all used self-propelled vehicles and by title IV, section 401 of the Anti-Car Theft Act of 1992, 19 U.S.C. 1646(c) which requires all persons or entities exporting a used self-propelled vehicle to provide to the CBP, at least 72 hours prior to export, the VIN and proof of ownership of each automobile. This information collection is provided for by 19 CFR part 192. Further guidance regarding these requirements is provided at: [http://www.cbp.gov/xp/cgov/trade/basic\\_trade/export\\_docs/motor\\_vehicle.xml](http://www.cbp.gov/xp/cgov/trade/basic_trade/export_docs/motor_vehicle.xml).

*Action:* CBP proposes to extend the expiration date of this information

collection with no change to the burden hours or to the information collected.

*Type of Review:* Extension (without change).

*Affected Public:* Individuals and Businesses.

*Estimated Number of Respondents:* 750,000.

*Estimated Number of Total Annual Responses:* 750,000.

*Estimated Time per Response:* 10 minutes.

*Estimated Total Annual Burden Hours:* 125,000.

Dated: December 14, 2015.

**Tracey Denning,**

*Agency Clearance Officer, U.S. Customs and Border Protection.*

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## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

**[Docket ID: FEMA-2015-0019; OMB No. 1660-0108]**

#### Agency Information Collection Activities: Submission for OMB Review; Comment Request; National Emergency Family Registry and Locator System (NEFRLS)

**AGENCY:** Federal Emergency Management Agency, DHS.

**ACTION:** Notice.

**SUMMARY:** The Federal Emergency Management Agency (FEMA) will submit the information collection abstracted below to the Office of Management and Budget for review and clearance in accordance with the requirements of the Paperwork Reduction Act of 1995. The submission will describe the nature of the information collection, the categories of respondents, the estimated burden (*i.e.*, the time, effort and resources used by respondents to respond) and cost, and the actual data collection instruments FEMA will use.

**DATES:** Comments must be submitted on or before January 19, 2016.

**ADDRESSES:** Submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the Desk Officer for the Department of Homeland Security, Federal Emergency Management Agency, and sent via electronic mail to [oira.submission@omb.eop.gov](mailto:oira.submission@omb.eop.gov).

#### FOR FURTHER INFORMATION CONTACT:

Requests for additional information or copies of the information collection should be made to Director, Records Management Division, 500 C Street SW., Washington, DC 20472-3100, or email address [FEMA-Information-Collections-Management@fema.dhs.gov](mailto:FEMA-Information-Collections-Management@fema.dhs.gov).

**SUPPLEMENTARY INFORMATION:** This proposed information collection previously published in the **Federal Register** on October 6, 2015 at 80 FR 60397 with a 60 day public comment period. FEMA received one comment which included the following statements regarding NEFRLS:

1. "Shelters are not jails, the evacuees come and go after arriving, often without the knowledge of the shelter managers. Therefore using the Safe and Well program is but a small way of contacting evacuees."

2. "Some will intentionally hide their identity for a myriad of reasons. (abusive spouse, warrants, debts, don't want the government to know where they are, no legal citizens)."

3. "There is no single collection point for several states to share data of missing persons after a catastrophic event that covers several states."

4. "In Texas and other larger western states the travel times are considerable, so would like to have vehicles able to have reports of who is on board said vehicles."

5. "Integration with other local (state level) software solutions via API such as WebEOC is a must."

6. "One system at the federal level—this should replace NSS or integrate into it (single sign on)."

FEMA evaluated the comment received regarding the NEFRLS. As mandated by Congress, NEFRLS is intended to be a system that survivors and people searching for them can use voluntarily on an individual basis. It is not intended to be a comprehensive data collection tool for responders and/or governments nor is it intended to be inclusive of all disaster survivors but only those who voluntarily choose to register. NEFRLS is not an evacuation tracking tool that can be used to create manifests. FEMA has developed the National Mass Evacuation Tracking System (NMETS) that is available to States at no charge that can perform this function. Information about NMETS can be found at the following link, <http://www.fema.gov/individual-assistance-national-mass-evacuation-tracking-system>. FEMA routinely explores options to increase interoperability and data sharing where applicable. FEMA always appreciates feedback from members of the emergency management community.