

requirements that apply to motor carriers.

The FMCSA does not employ this collection of information for statistical use.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority delegated in 49 CFR 1.87 on: June 15, 2018.

**G. Kelly Regal,**

*Associate Administrator for Office of Research and Information Technology.*

[FR Doc. 2018-13319 Filed 6-20-18; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2018-0096]

#### Requested Administrative Waiver of the Coastwise Trade Laws: Vessel MAGICAL DAYS; Invitation for Public Comments

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** 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 July 23, 2018.

**ADDRESSES:** Comments should refer to docket number MARAD-2018-0096. 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 10:00 a.m. and 5:00 p.m., Monday through Friday, except

federal holidays. An electronic version of this document and all documents entered into this docket is available at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email [Bianca.carr@dot.gov](mailto:Bianca.carr@dot.gov).

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel MAGICAL DAYS is:

—*Intended Commercial Use of Vessel:* “Private yacht available for charters of no more than 8 passengers”  
 —*Geographic Region:* “Maine, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York (excluding New York Harbor), New Jersey, Delaware, Washington, DC, Pennsylvania, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Puerto Rico”

The complete application is given in DOT docket MARAD-2018-0096 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 section 388.4 of MARAD’s regulations at 46 CFR part 388.

#### Privacy Act

In accordance with 5 U.S.C. 553(c), DOT/MARAD solicits comments from the public to better inform its rulemaking process. DOT/MARAD posts these comments, without edit, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice, DOT/ALL-14 FDMS, accessible through [www.dot.gov/privacy](http://www.dot.gov/privacy). In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide

comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

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Dated: June 18, 2018.

By Order of the Maritime Administrator.

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

*Secretary, Maritime Administration.*

[FR Doc. 2018-13310 Filed 6-20-18; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2018-0095]

#### Requested Administrative Waiver of the Coastwise Trade Laws: Vessel MAYAN SOL; Invitation for Public Comments

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** 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 July 23, 2018.

**ADDRESSES:** Comments should refer to docket number MARAD-2018-0095. 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 10:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email [Bianca.carr@dot.gov](mailto:Bianca.carr@dot.gov).

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel MAYAN SOL is:

—*Intended Commercial Use of Vessel:*  
“Yacht charter operation in Marina del Rey harbor, Los Angeles, California”

—*Geographic Region:* “California”

The complete application is given in DOT docket MARAD–2018–0095 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 section 388.4 of MARAD’s regulations at 46 CFR part 388.

#### Privacy Act

In accordance with 5 U.S.C. 553(c), DOT/MARAD solicits comments from the public to better inform its rulemaking process. DOT/MARAD posts these comments, without edit, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice, DOT/ALL–14 FDMS, accessible through [www.dot.gov/privacy](http://www.dot.gov/privacy). In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

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Dated: June 18, 2018.

By Order of the Maritime Administrator.

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

*Secretary, Maritime Administration.*

[FR Doc. 2018–13309 Filed 6–20–18; 8:45 am]

**BILLING CODE 4910–81–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2018–0058]

#### Denial of Motor Vehicle Defect Petition

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

**ACTION:** Denial of a petition for a hearing on remedy of defect.

**SUMMARY:** This notice sets forth the National Highway Traffic Safety Administration (NHTSA) decision and reasons for denying a petition, (DP15–001) submitted to NHTSA requesting that the agency conduct a hearing to examine the remedy for Ford recall 14S05 (NHTSA recall 14V–284) and to require Ford to provide an adequate remedy.

**FOR FURTHER INFORMATION CONTACT:** Mr. Chris Lash, Vehicle Defects Division A, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone 202–366–2370. Email [chris.lash@dot.gov](mailto:chris.lash@dot.gov).

#### SUPPLEMENTARY INFORMATION:

##### Introduction

After a vehicle or an item of motor vehicle equipment has been determined to contain a defect that relates to motor vehicle safety, any interested person may petition the National Highway Traffic Safety Administration (NHTSA) requesting that the agency hold a hearing to determine if a manufacturer has met the defect notification and remediation requirements imposed by the National Traffic and Motor Vehicle Safety Act (“the Safety Act”), 49 U.S.C. Chapter 301. 49 U.S.C. 30120(a)(2), 49 CFR 557. Upon receipt of a properly filed petition, the agency conducts a review of the petition, any material submitted with the petition, and any additional relevant information. *See* 49 U.S.C. 30120(c); 49 CFR 557.4. The review may consist solely of a review of information already in the possession of the agency, or it may include the collection of information from the motor vehicle manufacturer and/or other sources. After considering the available information and taking into account appropriate factors, including the nature of the complaint, seriousness of the alleged breach of the manufacturer’s obligation to remedy, existence of similar complaints, ability of NHTSA to resolve the problem without a hearing, and assessing whether the remedy provided resolves the safety risk presented by the defect, the agency will

grant or deny the petition for a hearing. *See* 49 U.S.C. 30120(e); 49 CFR 557.6.

#### Petition Background Information

In a submission dated February 3, 2015, Ms. Abigail Dayton (the Petitioner) filed a petition (DP15–001) requesting that NHTSA conduct a hearing to examine the remedy for Ford recall 14S05 (NHTSA Recall No. 14V–284) and require Ford to provide an adequate remedy. The Petitioner alleges that, after a dealer performed the recall remedy on her vehicle by performing a software update, she experienced a failure in the Ford Electric Power Assisted Steering (EPAS) system that required replacement of the steering column at her own expense. She further alleges that the EPAS failure necessitating the replacement of her steering column was “the precise issue for which Ford issued recall 14S05 in the first place.” The petition also presented accounts of similar post-remedy failures reported by other consumers on “various forums and websites.”

NHTSA has reviewed the material cited by the Petitioner. The results of this review and our evaluation of the petition are set forth in the DP15–001 Petition Analysis Report, published in its entirety below.

The facts Petitioner alleges are cause for concern regarding the approach adopted by Ford and are a source of significant frustration for Petitioner and others similarly situated who simply want their vehicle to run the way it was designed to, particularly after being repaired by the vehicle manufacturer. However, in light of NHTSA’s statutory authority, after thorough assessment of the material submitted by the Petitioner and the factors NHTSA is required to consider in determining the proper resolution of a petition for a hearing on whether a manufacturer has reasonably met its obligation to remedy, NHTSA has decided not to grant the petition to hold a hearing. Accordingly, and for the reasons more fully explained in the below Petition Analysis Report for DP15–001, the petition is denied.

#### Petition Analysis Report—DP15–001

##### 1.0 Introduction

In a letter dated May 27, 2014, Ford Motor Company (Ford) submitted a Defect Information Report (DIR) to the National Highway Traffic Safety Administration (NHTSA) describing an Electric Power Assisted Steering (EPAS) system defect in certain model year 2008 through 2011 Ford Escape and Mercury Mariner vehicles (NHTSA Recall 14V–284, Ford 14S05) (the