

business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov> by following the online instructions for accessing the dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000, (65 FR 19477-78).

**FOR FURTHER INFORMATION CONTACT:** Robert Mazurowski, Office of Vehicle Safety Compliance, NHTSA (202-366-1012).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same MY as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice of each petition that it receives in the **Federal Register**, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion, Inc., (Registered Importer R-90-007), of Santa Ana, California has petitioned NHTSA to decide whether nonconforming 2017-2019 Mercedes Benz Maybach S600 Pullman PCs are eligible for importation into the United States. The vehicles which G&K Automotive Conversion, Inc. believes

are substantially similar are MY 2017-2019 Mercedes Benz Maybach S600 PCs sold in the United States and certified by their manufacturer as conforming to all applicable FMVSS. The S600 Pullman is a limousine based on the S600 sedan and manufactured by BRABUS GmbH.

The petitioner claims that it compared non-U.S. certified MY 2017-2019 Mercedes Benz Maybach S600 Pullman PCs to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

G&K Automotive Conversion, Inc. submitted information with its petition intended to demonstrate that non-U.S. certified MY 2017-2019 Mercedes Benz Maybach S600 Pullman PCs, as originally manufactured, conform to many applicable FMVSS in the same manner as their U.S.-certified counterparts, or are capable of being readily altered to conform to those standards. Specifically, the petitioner claims that the non-U.S. certified MY 2017-2019 Mercedes Benz Maybach S600 Pullman PCs, as originally manufactured, conform to: FMVSS Nos. 102, *Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect*, 103, *Windshield Defrosting and Defogging Systems*, 104, *Windshield Wiping and Washing Systems*, 106, *Brake Hoses*, 113, *Hood Latch System*, 114, *Theft Protection and Rollaway Prevention*, 116, *Motor Vehicle Brake Fluids*, 118, *Power-Operated Window, Partition, and Roof Panel System*, 124, *Accelerator Control Systems*, 126, *Electronic Stability Control Systems*, 135, *Light Vehicle Brake Systems*, 138, *Tire Pressure Monitoring Systems*, 139, *New Pneumatic Radial Tires*, 201, *Occupant Protection in Interior Impact*, 202, *Head Restraints; Applicable at the Manufacturers Option until September 1, 2009*, 204, *Steering Control Rearward Displacement*, 205, *Glazing Materials*, 206, *Door Locks and Door Retention Components*, 207, *Seating Systems*, 208, *Occupant Crash Protection*, 209, *Seat Belt Assemblies*, 210, *Seat Belt Assembly Anchorages*, 212, *Windshield Mounting*, 214, *Side Impact Protection*, 216, *Roof Crush Resistance; Applicable unless a Vehicle is Certified to § 571.216a*, 219, *Windshield Zone Intrusion*, 225, *Child Restraint Anchorage Systems*, and 302, *Flammability of Interior Materials*.

The petitioner also contends that the subject non-U.S. certified vehicles are capable of being readily altered to meet the following FMVSS, in the manner indicated:

FMVSS No. 101, *Controls and Displays*: Programming of the speedometer for units of miles per hour. FMVSS No. 108, *Lamps, Reflective Devices and Associated Equipment*: Replacement of headlamps and front and rear side marker assemblies. FMVSS No. 110, *Tire Selection and Rims*: Addition of tire information placard. FMVSS No. 111, *Rear Mirrors*: Inscription of the required warning statement on the face of the passenger mirror. FMVSS No. 301, *Fuel System Integrity*: Inspect and if necessary replace with U.S. companion model components. FMVSS No. 401, *Interior Trunk Release*: Addition of a trunk release.

The petitioner additionally states that a vehicle identification plate must be affixed to the vehicle, near the left windshield pillar, to meet the requirements of 49 CFR part 565, as well as, a reference and certification label added to the left front door post area to meet the requirements of 49 CFR part 567.

**Authority:** 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

**Otto G. Matheke III**,  
*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 2019-28140 Filed 12-27-19; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

[Docket No. PHMSA-2019-0208]

**Pipeline Safety: Random Drug Testing Rate; Management Information System Reporting; and Obtaining Drug and Alcohol Management Information System Sign-In Information**

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice of calendar year 2020 minimum annual percentage rate for random drug testing, reminder for operators to report contractor Management Information System (MIS) data, and reminder of method for operators to obtain user name and password for electronic reporting.

**SUMMARY:** PHMSA has determined that the minimum random drug testing rate for covered employees will remain at 50 percent during calendar year 2020. Operators are reminded that drug and alcohol testing information must be submitted for contractors who are performing or are ready to perform

covered functions. For calendar year 2019 reporting, the “user name” and “password” for the Drug and Alcohol Management Information System (DAMIS) will be available in the PHMSA Portal.

**DATES:** Effective January 1, 2020, through December 31, 2020.

**FOR FURTHER INFORMATION CONTACT:** Wayne Lemoi, Drug & Alcohol Program Manager, Office of Pipeline Safety, by phone at 909-937-7232 or by email at [wayne.lemoi@dot.gov](mailto:wayne.lemoi@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**Notice of Calendar Year 2020 Minimum Annual Percentage Rate for Random Drug Testing**

Operators of natural gas, hazardous liquid, and carbon dioxide pipelines and operators of liquefied natural gas and underground natural gas storage facilities must randomly select and test a percentage of all covered employees for prohibited drug use in accordance with 49 CFR part 199. Pursuant to § 199.105(c)(1), the PHMSA minimum annual random drug testing rate for all covered employees is 50 percent. The Administrator can adjust this random drug testing rate based on the reported positive rate in the pipeline industry’s random drug tests, which is submitted in operators’ annual Management Information System (MIS) reports as required by § 199.119(a). In accordance with § 199.105(c)(3), if the reported positive drug test rate is below 1 percent for 2 consecutive years, the Administrator can reduce the random drug testing rate to 25 percent of all covered employees. In calendar year 2018, the random drug test positive rate for the entire pipeline industry was reported at greater than 1 percent; therefore, the minimum annual random drug testing rate for calendar year 2020 is maintained at 50 percent of all covered employees.

**Reminder for Operators To Report Contractor MIS Data**

On January 19, 2010, (75 FR 2926) PHMSA published an advisory bulletin notifying operators of the appropriate methodology for the annual collection of contractor MIS drug and alcohol testing data to avoid duplicative reporting when a contractor works for multiple operators. If an operator is required to submit a MIS report in accordance with part 199, that report is not complete until PHMSA receives MIS data for each tested contractor that performed covered functions as defined in § 199.3. As explained in the 2010 Advisory Bulletin, operators must submit operator and contractor

employee testing data in separate MIS reports to avoid duplicative reporting and inaccurate data that could affect the positive rate for the entire industry.

**Reminder of Method for Operators To Obtain User Name and Password for Electronic Reporting**

By early January 2020, the user name and password required for an operator to access DAMIS and enter calendar year 2019 data will be available to all operator staff with access to the PHMSA Portal. Pipeline operators have been submitting reports required by 49 CFR parts 191 and 195 through the PHMSA Portal (<https://portal.phmsa.dot.gov/pipeline>) since 2011. PHMSA determined that distributing information via the Portal would be more effective than the previous mailing process.

When the DAMIS user name and password are available in the PHMSA Portal, all registered users will receive an email to that effect. If operator staff responsible for submitting MIS reports do not receive the DAMIS information, they should coordinate with other registered PHMSA Portal users within their company to obtain the DAMIS user name and password. Registered PHMSA Portal users for an operator typically include operator staff or consultants who submit annual and incident reports through PHMSA F 7000- and 7100-series forms. Operators that have not previously registered staff in the PHMSA Portal for the reporting purposes of parts 191 and 195 can register users by following the instructions at: <https://portal.phmsa.dot.gov/PHMSAPortal2/staticContentRedesign/howto/PortalAccountCreation.pdf>.

Pursuant to §§ 199.119(a) and 199.229(a), operators with more than 50 covered employees, including both operator and contractor staff, are required to submit annual MIS reports. Operators with 50 or fewer total covered employees are required to submit MIS reports only upon written request from PHMSA. If an operator with 50 or fewer total covered employees has submitted an MIS report in or after calendar year 2017, the PHMSA Portal message may state that no MIS report is required for calendar year 2019. If an operator with 50 or fewer covered employees has grown to more than 50 covered employees during calendar year 2019, the PHMSA Portal message will include instructions for how to obtain a DAMIS user name and password for the 2019 calendar year reporting period.

Issued in Washington, DC, on December 19, 2019, under authority delegated in 49 CFR 1.97.

**Alan K. Mayberry,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 2019-27992 Filed 12-27-19; 8:45 am]

**BILLING CODE 4910-60-P**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**

**Privacy Act of 1974: System of Records**

**AGENCY:** Federal Motor Carrier Safety Administration, U.S. Department of Transportation.

**ACTION:** Rescindment of a system of records notice.

**SUMMARY:** In accordance with the Privacy Act of 1974, the Department of Transportation proposes to rescind a system of records under the Privacy Act of 1974 entitled DOT/FMCSA 006 SAFETYNET. This system of records facilitates authorized sharing of Department of Transportation Federal Motor Carrier Administration records of companies and drivers of commercial motor vehicles and shipping and freight-forwarding companies registered with FMCSA collected and maintained in the Motor Carrier Information Management System (MCMIS).

**DATES:** Written comments should be submitted on or before January 29, 2020. The Department may publish an amended SORN in light of any comments received. This new system will be effective January 29, 2020.

**ADDRESSES:** You may submit comments, identified by docket number Docket No. *INSERT: Docket Number*, by one of the following methods:

- *Federal e-Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Mail:* Docket Management Facility, Department of Transportation, 1200 New Jersey Ave. SE, West Building Ground Floor, Room W12-140, Washington, DC 20590.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Ave. SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal Holidays.
- *Fax:* 202-493-2251.

*Instructions:* All submissions received must include the agency name and docket number *insert docket number*. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

*Privacy Act:* Anyone is able to search the electronic form of all comments