of polar icebreaker and related capabilities.

The following information is requested; please provide as much detail as possible:

(1) What economic opportunities or risks may accrue to communities from increased U.S. polar shipbuilding activity (jobs, infrastructure demands, or other potential impacts)?

(2) What regional infrastructure investments (ports, utilities, transportation networks, technology, or other investments) are required to support expanded icebreaker production?

(3) What barriers prevent small or mid-sized suppliers from participating in the polar shipbuilding supply chain?

(4) What incentives or technical assistance would help small businesses join or scale in the shipbuilding supply chain?

(5) What information-sharing mechanisms would help suppliers better anticipate demand, align production, or mitigate risk?

(6) Are there critical materials or components that should be produced or stockpiled domestically?

(7) How can local schools, technical colleges, and apprenticeship programs be better integrated into ICE Pact workforce development? What existing educational or training programs could contribute to ICE Pact workforce development?

(8) What new curricula or certifications would help prepare workers for polar vessel design and construction, and how are trade unions involved in the development of the workforce or in recruiting and retaining workers?

(9) What community-level factors (housing availability, childcare, transportation, cost of living, or other factors) influence the ability to recruit and retain workers in shipbuilding regions?

(10) What innovations and advanced technologies (AI-enabled design tools, robotics, digital twins, cold-weather materials, alternative fuel systems, or other advanced technologies) should be prioritized for collaboration under ICE Pact?

(11) What specific testing facilities does the U.S. need to be successful (materials labs, climate chambers, autonomous systems ranges, or other facilities)? Do these facilities currently exist in the U.S.?

(12) What concerns do stakeholders have regarding intellectual property protection in multinational shipbuilding programs, and are there safeguards that should be implemented to protect these designs?

(13) What national security requirements, including export controls, may pose problems for exports of U.S.-built icebreakers or construction in partner or ally shipyards?

(14) What factors should guide decisions about exporting U.S.-built icebreakers to partners or allies?

(15) What contract structures (block buys, multiyear procurement, public-private partnerships, or other structures) would help stabilize orderbooks?

(16) What financial or policy tools (loan guarantees, grants, risk-sharing mechanisms, or other policy tools) would help shipyards modernize or expand?

(17) What lessons from past U.S. or allied shipbuilding initiatives should be applied to ICE Pact to avoid cost overruns, delays, or capacity mismatches?

(18) What models of multinational industrial cooperation (AUKUS, NATO, or other models) should be copied or avoided?

(19) What basic research needs exist that would benefit icebreaker operations in the polar regions?

(20) What factors should guide the development of U.S. planning for future icebreaker maintenance requirements and underlying supply chain needs?

(21) In what statutorily established ways can MARAD best support the development of the skilled trades and occupations across the maritime industrial base to build icebreakers domestically?

Electronic Access

A copy of this Notice, all comments received on this Notice, and all background material may be viewed online at *https://www.regulations.gov* using the docket number listed above. Electronic retrieval help and guidelines are also available at *https://www.regulations.gov.* An electronic copy of this document also may be downloaded from the Office of the Federal Register's website at: *www.FederalRegister.gov* and the Government Publishing Office's database at: *www.GovInfo.gov.*

Confidential Business Information

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this RFI contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this RFI, it is important that you clearly designate the submitted comments as CBI. You may ask DOT to give confidential treatment to information you give to the Department by taking the following steps: (1) Mark each page of the original document submission containing CBI as ''Confidential''; (2) send DOT, along with the original document, a second copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, DOT will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this RFI. Submissions containing CBI should be sent to Mr. David Heller, Associate Administrator for Business and Finance Development, Room W21–318, MARAD, 1200 New Jersey Avenue SE, Washington, DC 20590. Any comment submissions that DOT receives that are not specifically designated as CBI will be placed in the public docket.

(Authority: 46 U.S.C. Chapter 537; 49 CFR 1.93(a), 46 CFR part 298)

By order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2026–06648 Filed 4–3–26; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–0793]

Initial Decision That Certain Frontal Driver Air Bag Inflators Manufactured by Jilin Province Detiannuo Safety Technology Co., Ltd. (DTN) Contain a Safety Defect

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

ACTION: Notice of initial decision.

SUMMARY: NHTSA has made an initial decision that certain air bag inflators manufactured by DTN contain a defect related to motor vehicle safety. Available information demonstrates that the inflators were imported into the United States by unknown importers (likely illegally). NHTSA is aware of twelve instances in which the inflators have ruptured in vehicles in the United States, resulting in ten fatalities and two severe injuries. Following this initial decision, NHTSA is required by statute to seek public comment and allow the manufacturer an opportunity to dispute

the initial decision. After review of any comments or additional relevant information, should NHTSA makes a final determination that the subject inflators contain a defect related to motor vehicle safety, the sale of the inflators (whether separately or installed in an air bag module) in the United States would be illegal.

DATES: Comments should be submitted no later than April 17, 2026.

ADDRESSES: You may submit written submissions to the docket number identified in the heading of this document by any of the following methods:

- *Federal eRulemaking Portal:* Go to *https://www.regulations.gov*. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Fax:* 202–493–2251.

Instructions: All submissions must include the agency name and docket number. Note that all written submissions received will be posted without change to *https://www.regulations.gov,* including any personal information provided. Please see the Privacy Act discussion below. We will consider all written submissions received before the closing date indicated above.

Docket: For access to the docket to read background documents or written submissions received, go to *https://www.regulations.gov* at any time or to 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

Privacy Act: In accordance with 49 U.S.C. 30118(b)(1), NHTSA will make a final decision only after providing an opportunity for DTN and any interested person to present information, views, and arguments. DOT posts written submissions from manufacturers and interested persons, without edit, including any personal information the submitter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 Federal Docket Management System (FDMS)), which can be reviewed at *www.transportation.gov/privacy.*

Confidential Business Information: If you wish to submit any information under a claim of confidentiality, you must submit your request directly to NHTSA's Office of the Chief Counsel. Requests for confidentiality are governed by 49 CFR part 512. NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information (CBI) to the agency under Part 512.

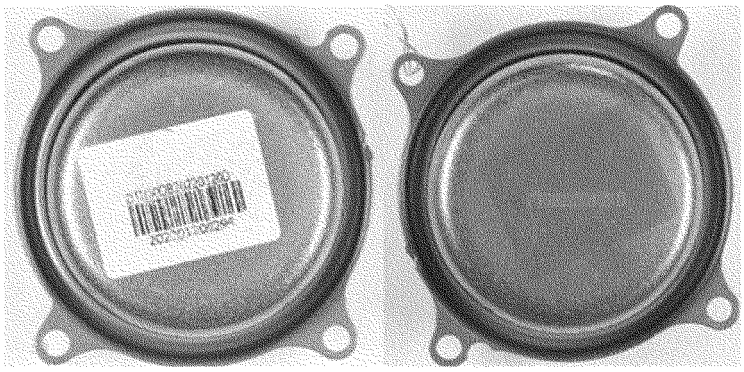
FOR FURTHER INFORMATION CONTACT: Dylan Voneiff, Office of the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; *dylan.voneiff@dot.gov.*

The publicly available information on which this initial decision is based will be available on the agency's website at, *https://www.nhtsa.gov/recalls?nhtsaId=EA25005,* and on the public docket under the docket number in the heading of this document.

SUPPLEMENTARY INFORMATION: Pursuant to 49 U.S.C. 30118(a) and 49 CFR 554.10, NHTSA has made an initial decision that certain frontal driver air bag inflators manufactured by Jilin Province Detiannuo Safety Technology Co., Ltd. (DTN) contain a defect related to motor vehicle safety. These air bag inflators have been imported into the United States by unknown importers, likely illegally. NHTSA is aware of twelve instances in which such inflators have ruptured in vehicles in the United States after the vehicle's air bag was commanded to deploy, causing metal debris to be forcefully ejected into the vehicle's occupant compartment, resulting in ten deaths and two severe injuries. NHTSA has concluded that these inflators pose an unreasonable risk of serious injury or death to vehicle occupants.

A. Inflators Subject to This Initial Decision

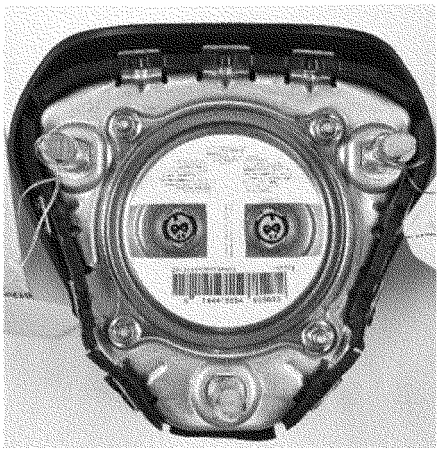
The inflators subject to this initial decision were manufactured by DTN in 2021 and 2022, and at or about the time of manufacture were etched or labeled with an identifier beginning ''DTN60DB'' [1] on the face of the inflator cap. Exemplar photographs of the marking or labeling are shown below: [2]



In addition, the inflators have a label on the electrical connector side that includes a bar code containing the number sequence ''144415654 666631'' or ''144415654 666633.'' This label remains visible when the inflator is installed in an air bag module. An exemplar photo is shown below:

[1] The manufacture date of the inflators is also part of the code etched onto the inflator cap. The code begins DTN60DB, is followed by four digits representing the year of manufacture, two digits representing the month of manufacture, two digits representing the day of manufacture, and ending in a part identification sequence number.

[2] Larger photographs can be found in a docket memorandum. *See* 60DB Inflator Photographs, Docket No. NHTSA–2026–0793, *www.regulations.gov/documents/NHTSA-2026-0793.*



The inflators subject to this initial decision are described as the ''subject inflators.'' In at least ten of the twelve incidents outlined below, the subject inflators were installed as replacement (*i.e.,* aftermarket) equipment after the vehicle was involved in a previous crash in which a driver air bag deployed. NHTSA does not have information about how or why subject inflators were installed in the other two incidents.

Since the subject inflators were likely imported illegally, NHTSA has been unable, despite substantial efforts, to obtain sufficient information to estimate the number of subject inflators in the United States with any confidence. The agency's investigation is continuing.

B. Known Inflator Ruptures Resulting in Deaths and Injuries

The agency is currently aware of twelve confirmed subject inflator ruptures in the United States. At least ten of the incidents involved vehicles that had their air bags replaced following a prior crash.

- On May 30, 2023, a DTN60DB inflator manufactured in December 2021ruptured in a Model Year 2018 Chevrolet Malibu during a crash in Dallas, TX. The driver was killed by shrapnel expelled from the ruptured inflator.
- On June 11, 2023, a DTN60DB inflator manufactured in November 2021 ruptured in a Model Year 2020 Chevrolet Malibu during a crash in Sarasota, FL. The driver was killed by shrapnel expelled from the ruptured inflator.
- On September 4, 2023, a DTN60DB inflator manufactured in November 2021ruptured in a Model Year 2021 Chevrolet Malibu during a crash in Philadelphia, PA. The driver was severely injured by shrapnel expelled from the ruptured inflator.
- On October 25, 2023, a DTN60DB inflator with an unknown date of manufacture ruptured in a Model Year 2020 Chevrolet Malibu during a crash in Fort Worth, TX. The driver was severely injured by shrapnel expelled from the ruptured inflator.
- On March 1, 2024, a DTN60DB inflator manufactured in December 2021 ruptured in a Model Year 2022 Chevrolet Malibu during a crash in Oklahoma City, OK. The driver was killed by shrapnel expelled from the ruptured inflator.
- On February 3, 2025, a DTN60DB inflator manufactured in June 2022 ruptured in a Model Year 2017 Hyundai Sonata during a crash in Phoenix, AZ. The driver was killed by shrapnel expelled from the ruptured inflator.
- On July 30, 2025, a DTN60DB inflator manufactured in March 2022 ruptured in a Model Year 2019 Hyundai Sonata during a crash in West Valley City, UT. The driver was killed by shrapnel expelled from the ruptured inflator.
- On September 26, 2025, a DTN60DB inflator manufactured in November 2021 ruptured in a Model Year 2020 Chevrolet Malibu during a crash in Hayward, CA. The driver was killed by shrapnel expelled from the ruptured inflator.
- On October 31, 2025, a DTN60DB inflator manufactured in December 2021 ruptured in a Model Year 2018 Chevrolet Malibu during a crash in Wichita, KS. The driver was killed by shrapnel expelled from the ruptured inflator.
- On December 16, 2025, a DTN60DB inflator manufactured in December 2021 ruptured in a Model Year 2019 Chevrolet Malibu during a crash in Toledo, OH. The driver was killed by shrapnel expelled from the ruptured inflator.
- On December 16, 2025, a DTN60DB inflator manufactured in January 2022 ruptured in a Model Year 2018 Hyundai Sonata during a crash in Austin, TX. The driver was killed by shrapnel expelled from the ruptured inflator.
- On February 16, 2026, a DTN60DB manufactured in June 2022 ruptured in a Model Year 2020 Chevrolet Malibu during a crash in Clarksdale, MS. The driver was killed by shrapnel expelled from the ruptured inflator.

Though NHTSA is only aware of ruptures involving subject inflators installed as aftermarket equipment in Chevrolet Malibu or Hyundai Sonata vehicles, there is no information indicating the problem is limited to those vehicles.

C. Background Regarding Air Bags

Air bags are safety equipment designed to protect vehicle occupants in the event of a crash. Air bags have been used in passenger vehicles since the 1970s and were mandated by NHTSA in 1991. All new vehicles have been required to have frontal air bags since September 1998. Paired with seat belts, air bags forcibly deploy to control the movement of the occupant's upper body and head during a moderate to severe crash. Upon such an occurrence, a signal to the air bag system's electronic control unit initiates the ignition of propellant housed within an inflator to rapidly generate gas that will fill an air bag cushion to deploy in a manner that limits forward movement by the occupant.

The subject inflators are pyrotechnic gas-generators. In general, an air bag inflator is a component part of an air bag module. An air bag module typically consists of a mounting bracket, inflator (device that generates gas), cushion (bag that fills with gas), cover (decorative part that matches the vehicle interior), and connecting wires.

Air bags, when properly deployed, provide significant safety benefits. NHTSA estimates that frontal air bags have saved more than fifty thousand lives over the past 30 years.[3] The rupture of an air bag inflator during deployment is rare and extremely dangerous. Instead of remaining intact within the module and releasing gas into the cushion, the metal inflator explodes—ejecting metal shrapnel from the module in a manner likely to kill or severely injure any human with which it makes direct contact.

D. Legal Background on Safety Defects and Legal Consequences

The National Traffic and Motor Vehicle Safety Act (Safety Act), as amended, requires manufacturers (including importers) to conduct a recall for safety defects in motor vehicles and motor vehicle equipment. *See* 49 U.S.C. 30118–20; *see also id.* sec. 30102(a)(6). Specifically, a manufacturer must notify NHTSA, owners, dealers, and distributors of any ''defect . . . related to motor vehicle safety.'' 49 U.S.C. 30118. The Safety Act defines ''defect'' as ''includ[ing] any defect in performance, construction, a component, or material of a motor vehicle or motor vehicle equipment.'' 49 U.S.C. 30102(a)(3). ''Motor vehicle safety'' means ''the performance of a motor vehicle or motor vehicle equipment in a way that protects the public against unreasonable risk of accidents occurring because of the design, construction, or performance of a motor vehicle, and against unreasonable risk of death or injury in

[3] *https://www.nhtsa.gov/vehicle-safety/air-bags.*

an accident, and includes nonoperational safety of a motor vehicle.'' *Id.* sec. 30101(a)(8).

Identifying the root cause of a failure is not necessary to make a safety defect determination. *See United States* v. *Gen. Motors Corp.,* 518 F.2d 420, 432 (D.C. Cir. 1975) (explaining that ''a determination of 'defect' does not require any predicate of a finding identifying engineering, metallurgical, or manufacturing failures''). A defect that leads to failure of a vital component, such as an air bag rupturing rather than protecting the driver, presents an unreasonable risk to safety. *See United States* v. *General Motors Corp.* 561 F.2d 923, 929 (D.C. Cir. 1977) (''*Pitman Arms*'').

Any safety defect determination on replacement equipment,[4] whether made by NHTSA or by a manufacturer, results in a prohibition on the sale of the equipment for installation in a motor vehicle. 49 U.S.C. 30120(j). In addition, if NHTSA issues a final decision that there is a safety defect, no person may ''sell, offer for sale, introduce or deliver for introduction in interstate commerce, or import into the United States'' the equipment subject to the determination. *Id.* sec. 30112(a)(3). In other words, if NHTSA issues a final decision finding a safety defect, the sale by any person of either a subject inflator or a module containing a subject inflator for installation in a motor vehicle in the United States would be illegal.

E. The Agency's Investigation

On October 21, 2025, NHTSA's Office of Defects Investigation (ODI) opened an Engineering Analysis (EA25005) to investigate allegations of ruptures involving air bag inflators manufactured by DTN.

NHTSA's investigation was prompted by reports of eight vehicle crashes in which a rupture of a DTN air bag inflator occurred during the deployment of the driver side air bag.

On June 16, 2023, ODI received a Vehicle Owner Questionnaire (VOQ #11527380) alleging that the rupture of a driver side air bag inflator caused fatal injuries to the driver of a MY 2020 Chevrolet Malibu. ODI's assessment of the rupture indicated that the air bag inflator was not original equipment and was instead manufactured by DTN.

From June 2023 to July 2024, ODI became aware of four additional ruptures involving substandard air bag modules equipped on Chevrolet Malibu vehicles. At the time, there was insufficient information to determine who manufactured the ruptured inflators. In March 2025, NHTSA learned of another rupture involving a suspected substandard, aftermarket inflator that was equipped in a MY 2017 Hyundai Sonata. The driver of this vehicle sustained fatal injuries that appeared related to the rupture. In August 2025, NHTSA received a similar report of a fatal air bag rupture in a MY 2019 Hyundai Sonata. In October 2025, NHTSA learned of a fatal air bag rupture in a MY 2020 Chevrolet Malibu. Photographs of the air bag components in these three crashes indicated that DTN manufactured each ruptured inflator. Further investigation of the inflator fragments in three of the prior incidents confirmed that DTN also manufactured those ruptured inflators. Photographs of the components involved in one of the other incidents also strongly suggested that the ruptured inflator was manufactured by DTN.

After the investigation was opened, NHTSA learned of four additional crashes involving ruptures of DTN inflators. One rupture occurred in a crash in late October 2025, two additional ruptures occurred in December 2025, and a fourth in February 2026. Each of these inflator ruptures resulted in fatal injuries to the driver, for a total of twelve crashes involving ten deaths and two severe injuries.

As part of its investigation, NHTSA sent an information request to DTN on December 23, 2025 asking for information about the subject components.[5] DTN responded on February 3, 2026 with certain production and component data.[6] NHTSA sent DTN a supplemental information request on March 6, 2026 seeking additional information.[7] DTN failed to respond by the due date of March 23, 2023.

Because of the severe risk, lives lost, and serious injuries to date, NHTSA is issuing this initial decision concluding that the subject inflators contain a defect related to motor vehicle safety posing an unreasonable risk of death or serious injury in the event of a crash.[8]

G. Additional Information on the Initial Decision of a Safety Defect

Based on its investigation, NHTSA has made an initial decision, pursuant to 49 U.S.C. 30118(a) and 49 CFR 554.10, that the subject inflators contain a safety-related defect. Ruptures of the subject inflators during the deployment of the air bag in a crash have led to ten fatalities from May 30, 2023 to present. Two additional ruptures of the subject inflators during that time resulted in severe injuries. The agency preliminarily finds that this number of performance failures of air bag inflators is sufficient to establish a safety defect, since, in addition to failing to protect vehicle occupants as they should, they pose a direct risk of death or serious injury to vehicle occupants. Air bags are essential, legally-required items of motor vehicle equipment. *See* 49 CFR 571.208. Absent a defect, an air bag inflator inflates the air bag, helping to minimize or avoid injury to occupants in a crash. When the subject inflators malfunction, they not only fail to function as a safety device, but instead actively threaten death or injury—even in crashes where vehicle occupants would otherwise likely emerge unharmed. The agency preliminarily finds that this defect poses an unreasonable risk of death or injury from metal parts forcibly propelled into the occupant compartment of a vehicle during a crash.

Pursuant to the Safety Act, NHTSA may make a final decision ''only after giving the manufacturer an opportunity to present information, views, and arguments showing that there is no defect or noncompliance or that the defect does not affect motor vehicle safety. Any interested person also shall be given an opportunity to present information, views, and arguments.'' 49 U.S.C. 30118(b)(1).[9] If NHTSA makes a final decision that the subject inflators contain a safety defect, NHTSA will issue an order requiring compliance with the Safety Act.[10] *See id.*

[4] Replacement equipment is ''motor vehicle equipment . . . that is not original equipment'' ''installed on a motor vehicle at the time of delivery to the first purchaser.'' 49 U.S.C. 30102(b)(1)(C), (D). Under the Safety Act, an air bag inflator used to replace a previously deployed air bag is replacement equipment. *See id.* § 30102(a)(8), (b)(1)(C), (D). An equipment manufacturer, including an importer, is responsible under the Safety Act for recalling replacement equipment. *See id.* §§ 30102(a)(6), 30118(b).

[5] *https://static.nhtsa.gov/odi/inv/2025/INIM-EA25005-34958.pdf.*

[6] *See https://www.nhtsa.gov/recalls?nhtsaId=EA25005.*

[7] *Id.*

[8] Although NHTSA has often issued a recall request letter in advance of issuing an initial decision, that is not a required step. In consideration of the circumstances here, NHTSA is proceeding with the statutory process, which begins with issuance of an initial decision. *See* 49 U.S.C. 30118(a).

[9] Although NHTSA may hold a public hearing under 49 CFR 554.10, such a hearing is not required. *See* 49 U.S.C. 30118(a)–(b);49 CFR 554.10(a). In consideration of the ten fatalities and two severe injuries, NHTSA is forgoing a public hearing and will instead seek written submissions. Given the risk of death or severe injury from a ruptured inflator, NHTSA is limiting the comment period to 15 days. *See* 49 CFR 554.10(a).

§ 30118(b)(2); *see also id.* §§ 30112(a)(3), 30120(j).

Authority: 49 U.S.C. 30118(a), (b); 49 CFR 554.10; delegations of authority at 49 CFR 1.50(a) and 49 CFR 501.8.

Issued on: April 2, 2026.

Eileen Sullivan,

Associate Administrator for Enforcement.

[FR Doc. 2026–06620 Filed 4–3–26; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Privacy of Consumer Financial Information

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA). In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The OCC is soliciting comment concerning the renewal of its information collection titled, ''Privacy of Consumer Financial Information.'' The OCC also is giving notice that it has sent the collection to OMB for review.

DATES: Comments must be received by May 6, 2026.

ADDRESSES: Commenters are encouraged to submit comments by email, if possible. You may submit comments by any of the following methods:

- *Email: prainfo@occ.treas.gov.*
- *Mail:* Chief Counsel's Office, Attention: Comment Processing, Office of the Comptroller of the Currency, Attention: 1557–0216, 400 7th Street SW, Suite 3E–218, Washington, DC 20219.
- *Hand Delivery/Courier:* 400 7th Street SW, Suite 3E–218, Washington, DC 20219.
- *Fax:* (571) 293–4835.

Instructions: You must include ''OCC'' as the agency name and ''1557–0216'' in your comment. In general, the OCC will publish comments on *www.reginfo.gov* without change, including any business or personal information provided, such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Written comments and recommendations for the proposed information collection should also be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* You can find this information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

You may review comments and other related materials that pertain to this information collection following the close of the 30-day comment period for this notice by the method set forth in the next bullet.

- *Viewing Comments Electronically:* Go to *www.reginfo.gov.* Hover over the ''Information Collection Review'' tab and click on ''Information Collection Review'' from the drop-down menu. From the ''Currently under Review'' drop-down menu, select ''Department of the Treasury'' and then click ''submit.'' This information collection can be located by searching OMB control number ''1557–0216'' or ''Privacy of Consumer Financial Information.'' Upon finding the appropriate information collection, click on the related ''ICR Reference Number.'' On the next screen, select ''View Supporting Statement and Other Documents'' and then click on the link to any comment listed at the bottom of the screen.
- For assistance in navigating *www.reginfo.gov,* please contact the Regulatory Information Service Center at (202) 482–7340.

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, Clearance Officer, (202) 649–5490, Chief Counsel's Office, Office of the Comptroller of the Currency, 400 7th Street SW, Washington, DC 20219. If you are deaf, hard of hearing, or have a speech disability, please dial 7–1–1 to access telecommunications relay services.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), Federal agencies must obtain approval from the OMB for each collection of information that they conduct or sponsor. ''Collection of information'' is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) to include agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. The OCC asks the OMB to extend its approval of the collection in this notice.

Title: Privacy of Consumer Financial Information.

OMB Control No.: 1557–0216.

Type of Review: Regular.

Affected Public: Businesses or other for-profit.

Description: The Gramm-Leach-Bliley Act (Act) (Pub. L. 106–102) requires this information collection. Regulation P (12 CFR part 1016), a regulation promulgated by the Consumer Financial Protection Board (CFPB), implements the Act's notice requirements and restrictions on a financial institution's ability to disclose nonpublic personal information about consumers to nonaffiliated third parties.

The information collection requirements in 12 CFR part 1016 are as follows:

§ 1016.4(a) Initial privacy notice to consumers requirement—A national bank or Federal savings association must provide a clear and conspicuous notice to customers and consumers that accurately reflects its privacy policies and practices.

§ 1016.5(a)(1) Annual privacy notice to customers requirement—A national bank or Federal savings association must provide a clear and conspicuous notice to customers that accurately reflects its privacy policies and practices not less than annually during the continuation of the customer relationship.

§ 1016.8(a) Revised privacy notices—A national bank or Federal savings association must not disclose any nonpublic personal information to a nonaffiliated third party in a way that is inconsistent with the notices previously given to a consumer unless the institution has provided the consumer with a clear and conspicuous revised notice of the institution's policies and practices, the institution has provided the consumer with a new opt out notice, the institution has given the consumer a reasonable opportunity to opt out of the disclosure, and the consumer has not opted out.

§ 1016.7(a) Form of opt out notice to consumers; opt out methods—Form of opt out notice—If a national bank or Federal savings association is required to provide an opt out notice under § 1016.10(a), it must provide to each of its consumers a clear and conspicuous notice that accurately explains the right to opt out under that section. The notice must state: