

United States Small Business Administration.

**Sean J. Greene,**

*Associate Administrator for Investment.*

[FR Doc. 2012-4925 Filed 2-29-12; 8:45 am]

**BILLING CODE 8025-01-P**

## SMALL BUSINESS ADMINISTRATION

### Surrender of License of Small Business Investment Company

Pursuant to the authority granted to the United States Small Business Administration under the Small Business Investment Act of 1958, under Section 309 of the Act and Section 107.1900 of the Small Business Administration Rules and Regulations (13 CFR 107.1900) to function as a small business investment company under the Small business Investment Company License No. 01/71-0390 issued to Venture Capital Fund of New England IV, L.P., and said license is hereby declared null and void.

United States Small Business Administration.

**Sean J. Greene,**

*Associate Administrator for Investment.*

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## SMALL BUSINESS ADMINISTRATION

### Surrender of License of Small Business Investment Company

Pursuant to the authority granted to the United States Small Business Administration under the Small Business Investment Act of 1958, under Section 309 of the Act and Section 107.1900 of the Small Business Administration Rules and Regulations (13 CFR 107.1900) to function as a small business investment company under the Small business Investment Company License No. 05/75-0240 issued to Chicago Venture Partners, L.P., and said license is hereby declared null and void.

United States Small Business Administration.

**Sean J. Greene,**

*Associate Administrator for Investment.*

[FR Doc. 2012-4926 Filed 2-29-12; 8:45 am]

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## DEPARTMENT OF STATE

[Public Notice 7542]

### Shipping Coordinating Committee; Notice of Committee Meeting

The Shipping Coordinating Committee (SHC) will conduct an open

meeting at 9:30 a.m. on Tuesday, March 27, 2012, in Room 5-0624 of the United States Coast Guard Headquarters Building, 2100 Second Street SW., Washington, DC 20593-0001. The primary purpose of the meeting is to discuss outcomes of FAL 37 and to discuss preparations for the thirty-eighth Session of the International Maritime Organization's (IMO) Facilitation Committee to be held at the IMO Headquarters, United Kingdom, in early 2013.

The primary matters to be considered include:

- Decisions of other IMO bodies.
- Consideration and adoption of proposed amendments to the Convention.
- General review of the Convention, including harmonization with other international instruments:
  - A. Comprehensive review of the Annex to the Convention, including: Intersessional Correspondence Group (ISCG) work.
  - E-business possibilities for the facilitation of maritime traffic.
    - A. Electronic means for the clearance of ships, cargo and passengers.
    - B. Electronic access to, or electronic versions of, certificates and documents required to be carried on ships, including ISCG work, including:
      1. Pros and cons of relying on electronic versions of certificates.
      2. Security features of electronic versions of certificates.
      3. Security features of web sites used to view certificates.
  - Formalities connected with the arrival, stay and departure of persons, including:
    - A. Shipboard personnel.
    - B. Stowaways.
    - C. Illegal migrants.
    - D. Persons rescued at sea.
  - Ensuring security in and facilitating international trade, including:
    - A. Shore leave and access to ships.
    - B. Trade recovery, including the following ISCG work:
      1. Analysis and collection of relevant practices, standards and activities including World Customs Organization and International Organization for Standardization standards.
      2. Based on analysis, develop voluntary guidelines for Maritime Trade Recovery.
  - Ship/port interface.
    - A. Facilitation of shipments of dangerous cargoes.
  - Technical co-operation and assistance.

—Relations with other organizations.

—Application of the Committee's Guidelines.

—Work programme.

A. Role, mission, strategic direction and work of the Committee, including potential future work items.

—Election of Chairman and Vice-Chairman for 2012.

—Any other business.

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Mr. David A. Du Pont, by email at [David.A.DuPont@uscg.mil](mailto:David.A.DuPont@uscg.mil), by phone at (202) 372-1397, by fax at (202) 372-1928, or in writing at Commandant (CG-523), U.S. Coast Guard, 2100 2nd Street SW., Stop 7126, Washington, DC 20593-7126 not later than March 20, 2012, 7 days prior to the meeting. Requests made after March 20, 2012 might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited. Additional information regarding this and other IMO SHC public meetings may be found at: [www.uscg.mil/imo](http://www.uscg.mil/imo).

Dated: February 22, 2012.

**Brian Robinson,**

*Executive Secretary, Shipping Coordinating Committee, Department of State.*

[FR Doc. 2012-5008 Filed 2-29-12; 8:45 am]

**BILLING CODE 4710-09-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. DOT-RITA-2012-0001]

### Privacy Act of 1974; System of Records Notice

**AGENCY:** Research and Innovative Technology Administration's (RITA), Department of Transportation (DOT).

**ACTION:** Notice to establish a new system of records.

**SUMMARY:** Pursuant to the Privacy Act of 1974, the Department of Transportation proposes to add a new system of records titled Vehicle and Driver Research, Test, and Evaluation Records. This system

maintains records collected in support of, or during the conduct of, research, development, test, and evaluation activities conducted by the Research and Innovative Technology Administration. This new system will be added to the Department's inventory of record systems.

**DATES:** Written comments must be submitted on or before April 2, 2012. This new system will be effective April 2, 2012.

**ADDRESSES:** You may submit comments, identified by docket number "DOT-RITA-2012-0001" by one of the following methods:

- *Federal e-Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Department of Transportation Docket Management, Room W12-140, 1200 New Jersey Ave. SE., Washington, DC 20590

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

*Docket:* For access to the docket to read background documents or comments received go to <http://www.regulations.gov>. Follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:** For system related questions please contact Mike Schagrin (202-366-2180), Program Manager, ITS Safety, RITA, 1200 New Jersey Ave. SE., Washington, DC 20590. For privacy issues, please contact: Claire W. Barrett (202-366-8135), Departmental Chief Privacy Officer, Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

An integral part of the Department of Transportation (DOT) Research and Innovative Technology Administration's (RITA) mission is to bring advanced technologies into the transportation system. Some RITA research activities involve the collection of personally identifiable information. This system of records notice covers records collected in support of, or during the conduct of, RITA research activities, where those records are retrieved by personal identifier.

As a general rule, the information collected will be used by RITA solely for research. The information collected will never be used in operations and no operational decision will be based in

any part on the information collected about individuals.

Pursuant to the Privacy Act of 1974, the Department of Transportation proposes to add a new system of records titled Vehicle and Driver Research, Test, and Evaluation Records. This system maintains records collected in support of, or during the conduct, of RITA-funded research, development, test, and evaluation activities. This new system will be added to the Department's inventory of record systems.

##### II. The Privacy Act

The Privacy Act embodies fair information principles in a statutory framework governing the means by which the United States Government collects, maintains, uses and disseminates individuals' records. The Privacy Act applies to information that is maintained in a "system of records." A "system of records" is a group of any records under the control of an agency from which information is retrieved by the name of an individual or by some identifying number, symbol, or other particular assigned to an individual. In the Privacy Act, an individual is defined to encompass United States citizens and lawful permanent residents. As a matter of policy, DOT extends administrative Privacy Act protections to all individuals where systems of records maintain information on U.S. citizens, lawful permanent residents, and visitors. Individuals may request access to their own records that are maintained in a system of records in the possession or under the control of DOT by complying with DOT Privacy Act regulations, 49 CFR part 10.

The Privacy Act requires each agency to publish in the **Federal Register** a description denoting the type and character of each system of records that the agency maintains, and the routine uses that are contained in each system to make agency recordkeeping practices transparent, to notify individuals regarding the uses of their records, and to assist the individual to more easily find such files within the agency. Below is a description of the Vehicle and Driver Research, Test, and Evaluation Records system of records.

In accordance with 5 U.S.C. 552a(r), DOT has provided a report of this system of records to the Office of Management and Budget and to Congress.

**System Number:**  
DOT/RITA 001

##### SYSTEM NAME:

Vehicle and Driver Research, Test, and Evaluation Records.

##### SECURITY CLASSIFICATION:

Unclassified, Sensitive.

##### SYSTEM LOCATION:

Re Records are maintained at the RITA Headquarters in Washington, DC, at the Volpe National Transportation Systems Center in Cambridge, Mass., and at public or private institutions conducting research funded by RITA.

##### CATEGORIES OF INDIVIDUALS COVERED BY THE SYSTEM:

Categories of individuals covered by this notice include voluntary participants in RITA-funded research (all RITA-funded human subjects research is conducted in accordance with 45 CFR 46 and is reviewed by a certified Institutional Review Board).

##### CATEGORIES OF RECORDS IN THE SYSTEM:

Records will vary according to the specific project and not all record types will be applicable to any given project. The information may include an individual's:

- Participant Background Information.
  - Individual Identifiers.
    - Full Name (First, Middle, Last);
    - Demographic information, including age and gender;
    - Individual subject research identifier created by DOT.
      - Driver's license number, issuing state, and qualifiers.
    - Vehicle Identifiers.
      - Personal vehicle identification number (VIN) and registration information.
        - Vehicle Identification Number (VIN) of government issued vehicles.
        - Identifiers for equipment installed by DOT in personal or government issued vehicle;
          - Contact Information.
            - Mailing/Residential Address.
            - Phone number(s).
            - Email address(es).
            - Institutional or organizational affiliation.
              - Work/Business related contact information.
                - Occupation and work schedule.
              - Eligibility Information.
                - Driver history and habits.
                - Medical history relevant to the scope of the research project;
                  - Outcomes of criminal background check.
      - Project Information.
        - Vehicle Sensor Information.
          - Video or still images, including infrared;
            - Audio recordings;
            - Dynamic information about a vehicle, including location, heading, proximity to and interaction with other vehicles and infrastructure;

- Dynamic information about a driver's interaction with the vehicle, including steering wheel, turn signal, and accelerator and brake pedal positions; and

- Data collected from drivers by means of surveys, focus groups, or interviews.

**AUTHORITY FOR MAINTENANCE OF THE SYSTEM:**

5 U.S.C. 301; the Federal Records Act, 44 U.S.C. 3101; Intelligent Transportation System Program, Public Law 109–59, 5303–10, 119 Stat. 1144, 1806–13 (2005).

**PURPOSE(S):**

The purposes of the Vehicle and Driver Research, Test, and Evaluation Records are to:

- Determine the eligibility of individuals to participate in RITA sponsored research activities.
- Evaluate the technical performance of innovative technologies incorporated into vehicles;
- Measure the effects of technologies included in research activities on drivers and driver behaviors and driver acceptance of the same;
- Quantify the potential for the technology to improve vehicle safety based on user behavior; and
- Identify driver behaviors independent of advanced technologies incorporated into the vehicle.

The data to be collected can be divided into two categories: Participant background data and vehicle sensor data. Participant background data is necessary during the enrollment phase of a study to select eligible participants and ensure that the overall mix of participants is consistent with the study design. This data is also necessary to contact participants during the study, collect any equipment distributed, and evaluate participant acceptance of the advanced technologies at the conclusion of a study.

Vehicle sensor data, including audio and video recordings, is necessary to evaluate the performance of the innovative technologies and their impacts on drivers. Sensor data may also be used to evaluate driver behaviors that are not related to the performance of the advanced technologies, such as estimating the prevalence of distracted driving.

**ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:**

In addition to those disclosures generally permitted under 5 U.S.C. 552a(b) of the Privacy Act, all or a portion of the or information contained in this system, including audio and

video recordings, but not including other personally identifiable information, may be disclosed outside DOT as a routine use pursuant to 5 U.S.C. 552a(b)(3) as follows:

1. To an agency, organization, or individual conducting research on behalf of the Department on vehicles or vehicle operators. To the extent practical DOT will limit the release of PII to that necessary for the conduct of specific research activity.

2. To a Federal, State, local, tribal, territorial, foreign, or international agency, if necessary to obtain information relevant to a DOT decision regarding the suitability of an individual to participate in a RITA sponsored research activity.

3. To contractors and their agents, grantees, experts, consultants, and others performing or working on a contract, service, grant, cooperative agreement or other assignment for DOT, when necessary to accomplish and agency function related to this system of records. Individuals provided information under this routine use are subject to the same Privacy Act requirements and limitations on disclosure as are applicable to DOT officers and employees.

4. See "Prefatory Statement of General Routine Uses" (available at <http://www.dot.gov/privacy/privacy>).

Other possible routine uses of the information, applicable to all DOT Privacy Act systems of records, are published in the **Federal Register** at 75 FR 82132, December 29, 2010, under "Prefatory Statement of General Routine Uses" (available at <http://www.dot.gov/privacy/privacyactnotices>).

**DISCLOSURE TO CONSUMER REPORTING AGENCIES:**

None.

**POLICIES AND PRACTICES FOR STORING, RETRIEVING, ACCESSING, RETAINING, AND DISPOSING OF RECORDS IN THE SYSTEM:**

**STORAGE:**

Records are maintained in electronic systems and in paper files. Certain records are maintained only in paper files (for example, financial, documents, photographs, and audio, recordings).

**RETRIEVABILITY:**

In most cases, RITA is focused on evaluating the performance of a given experimental technology or effect on the vehicle operator. For this reason, RITA records are not as a matter of course retrieved by name or other identifier assigned to the individual. However, RITA may need to access records by name or other identifier in order to make corrections to an individual's

record, resolve an anomaly related to a specific individual's record, and/or link disparate pieces of information related to an individual. For example, if an individual informed a researcher that he or she had inadvertently provided incorrect information regarding his or her driving history, the researcher would retrieve that individual's record using the research identifier in order to correct the erroneous data. In addition, RITA may need to access a specific individual's record during the course of a research study in order to contact that individual, or to retrieve property at the end of the study.

**SAFEGUARDS:**

All records are protected by employing a multi-layer security approach to prevent unauthorized access to sensitive data through appropriate administrative, physical, and technical safeguards. Protective strategies such as implementing physical access controls at DOT facilities; ensuring confidentiality of communications using tools such as encryption, authentication of sending parties, and compartmentalizing databases; and employing auditing software and personnel screening to ensure that all personnel with access to data are screened through background investigations commensurate with the level of access required to perform their duties. Records maintained in hard copy are stored in a locked file cabinet or safe.

**RETENTION AND DISPOSAL:**

DOT is preparing a new records disposition schedule (Standard Form 115) for submission to the National Archives and Records Administration (NARA), which will include the following proposed retention periods:

Participant Background Information: Destroy/delete one year following completion of the research project, unless needed longer for legal or audit purposes.

Project Information: Destroy/delete five years following completion of the research project, unless the object of continuing research, or needed longer for legal or audit purposes.

All records maintained in this system of records will be treated as permanent records until the schedule is approved by NARA.

**SYSTEM MANAGER(S) AND ADDRESS:**

Mike Schagrin (202–366–2180), Program Manager, ITS Safety, Department of Transportation, Washington DC 20590.

**NOTIFICATION PROCEDURE:**

Individuals seeking to determine whether their information is contained in this system should address written inquiries to the U.S. Department of Transportation, Privacy Act Officer, Office of the Chief Information Officer, 1200 New Jersey Avenue SE., Washington, DC 20590. Inquiries should include name, address and telephone number and describe the records you seek.

**RECORD ACCESS PROCEDURES:**

See "Notification procedure" above.

**CONTESTING RECORD PROCEDURES:**

See "Notification procedure" above.

**RECORD SOURCE CATEGORIES:**

Records include: (1) Records collected directly from the individual; (2) records obtained from other government agencies; (3) records collected from the individual using technologies like cameras or audio recorders; and (4) records collected from the vehicle operated by the individual.

**EXEMPTIONS CLAIMED FOR THE SYSTEM:**

None.

Issued in Washington, DC on February 24, 2012.

**Claire W. Barrett,**

*Departmental Chief Privacy Officer,  
Department of Transportation.*

[FR Doc. 2012-4964 Filed 2-29-12; 8:45 am]

**BILLING CODE 4910-62-P**

**DEPARTMENT OF TRANSPORTATION****Office of the Secretary**

[Docket No. DOT-OST-2012-0028]

**Submission of U.S. Carrier and Airport Tarmac Delay Contingency Plans to Department of Transportation for Approval**

**AGENCY:** Office of the Secretary (OST), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** The FAA Modernization and Reform Act of 2012 requires covered U.S. carriers and U.S. airports to submit to the Secretary of Transportation for review and approval tarmac delay contingency plans on or before May 14, 2012. The U.S. Department of Transportation's Office of Aviation Enforcement and Proceedings (Enforcement Office) will be establishing an electronic submission system to enable covered airlines and airports to submit the required plans through the World Wide Web. The Enforcement Office plans to issue

another notice within 45 days that will provide information on how covered carriers and airports can submit these required plans. Submissions of the plans should not be made prior to that date to ensure proper review and recording.

**FOR FURTHER INFORMATION OR TO**

**CONTACT:** Livaughn Chapman, Jr., or Laura Jennings, Office of the General Counsel, U.S. Department of Transportation, 1200 New Jersey Ave. SE., W-96-429, Washington, DC 20590-0001; Phone: (202) 366-9342; Fax: (202) 366-7152; Email: [Livaughn.Chapman@dot.gov](mailto:Livaughn.Chapman@dot.gov), or [Laura.Jennings@dot.gov](mailto:Laura.Jennings@dot.gov).

**SUPPLEMENTARY INFORMATION:****Background**

On February 14, 2012, President Obama signed the FAA Modernization and Reform Act of 2012 (the "Act") into law. Among other things, the Act requires U.S. carriers that operate scheduled passenger service or public charter service using any aircraft with a design capacity of 30 or more seats, and operators of large hub, medium hub, small hub, or non-hub U.S. airports, to submit contingency plans for lengthy tarmac delays to the Secretary of Transportation for review and approval no later than May 14, 2012.

The requirements of the Act do not conflict with the Department's existing tarmac delay rule (14 CFR part 259). The Act also permits the Department to establish, as necessary, minimum standards for contingency plans. As such, the specific requirements of Part 259 remain in effect for U.S. carriers.

U.S. carrier contingency plans must contain a provision that a passenger shall have the option to deplane an aircraft and return to the airport terminal when there is an excessive tarmac delay (3 hours for domestic flights and 4 hours for international flights) at each large hub, medium hub, small hub, or non-hub U.S. airport at which they operate scheduled or public charter air service, with the following exceptions: (1) Where an air traffic controller with authority over the aircraft advises the pilot in command that permitting a passenger to deplane would significantly disrupt airport operations; or (2) where the pilot in command determines that permitting a passenger to deplane would jeopardize passenger safety or security. The deplaning option must be offered to a passenger even if the flight in covered air transportation is diverted to a commercial airport other than the originally scheduled airport. Under the Act, U.S. carrier contingency plans must also contain a description of how the

carrier will: (1) Provide adequate food, potable water, restroom facilities, comfortable cabin temperatures (a requirement not currently contained in DOT rules), and access to medical treatment for passengers onboard an aircraft when the departure of a flight is delayed or disembarkation of passengers is delayed; and (2) share facilities and make gates available at the airport in an emergency (another requirement not currently in DOT rules). Existing DOT rules require carriers to provide assurance that the plan has been coordinated with airport authorities (including terminal facility operators where applicable), U.S. Customs and Border Protection and the Transportation Security Administration at each U.S. large hub airport, medium hub airport, small hub airport and non-hub airport that the carriers serve, as well as their regular U.S. diversion airports.

Under the statute airport contingency plans must contain a description of how the airport operator, to the maximum extent practicable, will: (1) Provide for the deplanement of passengers following excessive tarmac delays; (2) provide for the sharing of facilities and make gates available at the airport in an emergency; and (3) provide a sterile area following excessive tarmac delays for passengers who have not yet cleared U.S. Customs and Border Protection. DOT tarmac delay rules currently do not apply directly to airports.

The Enforcement Office intends to establish an electronic submission system, similar to the Department's current disability complaint reporting system, where covered airlines and airports will submit their required plans. The Enforcement Office is working to establish the necessary mechanisms to implement that system and plans to issue another notice within 45 days with detailed information on the submission process.

In defining the hub size of an airport, the Department uses the airport-specific thresholds published by the Department's Bureau of Transportation Statistics (BTS). A list of airport information for calendar year 2010 (the latest available data) is available on the FAA's Web site at [http://www.faa.gov/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger/media/cy10\\_primary\\_enplanements.pdf](http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy10_primary_enplanements.pdf). In addition, a preliminary list of covered U.S. carriers provided by BTS can be found on the Department's Aviation Consumer Protection Division Web site at [http://airconsumer.ost.dot.gov/SA\\_FlightDelays.htm](http://airconsumer.ost.dot.gov/SA_FlightDelays.htm). Any U.S. carrier or airport on the referenced air carrier or airport lists that believes that it is not