

- a. Current Systems: GES and CDS three-stage designs
- b. Independence between CRSS and CISS samples
- 5. The CISS Sample Design
 - a. Scope
 - b. Frame, Stratification, Formation and Selection of each of the three stages (PSU, PJ and PAR)
 - c. Sample Allocation
- 6. The CRSS Sample Design
 - a. Scope
 - b. Frame, Stratification, Formation and Selection of each of the three stages (PSU, PJ and PAR)
 - c. Sample Allocation
- 7. Improvements in CISS/CRSS
 - a. Scalability and Flexibility
 - b. Precision of Estimates
 - c. MOS aligned with Data Needs
- 8. Ongoing and Upcoming Activities in Survey Modernization
 - a. Estimation Protocols
 - b. Calibration
 - c. Analytic Guidelines
- 9. Questions

The webinar will be open to the public. NHTSA will present the new sample designs starting at 1:30 p.m. The presentation will be about one hour. After the presentation NHTSA has scheduled 30 minutes to answer questions from the participants on the sample designs.

Participants may access the Webinar via the Internet and telephone. The telephone access number and other information on how to participate via the Internet will be posted on the NHTSA Web site at www.nhsta.gov one week before the event. For questions, contact Raj Subramanian at raj.subramanian@dot.gov or 202-366-3385.

Under authority delegated by 49 CFR 1.95.

Terry Shelton,

Associate Administrator, National Center for Statistics and Analysis.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Maserati North America Inc.

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Maserati North America Inc.'s, (Maserati) petition for an exemption of the Ghibli vehicle line in accordance

with 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard* (Theft Prevention Standard).

DATES: The exemption granted by this notice is effective beginning with the 2016 model year (MY).

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, W43-439, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Ballard's phone number is (202) 366-5222. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated February 5, 2015, Maserati requested an exemption from the parts-marking requirements of the Theft Prevention Standard for the Ghibli vehicle line beginning with MY 2016. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for an entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Maserati provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the Ghibli vehicle line. Maserati stated that all of its vehicles will be equipped with a passive, Sentry Key Immobilizer System (SKIS), a Vehicle Alarm System (VTA) and a Keyless Ignition System as standard equipment beginning with the 2016 model year. Key components of its SKIS antitheft device will include an Engine Power Control Module, Fuel Delivery and a Starter Motor Circuit. Maserati's keyless ignition system will consist of a Key Fob with Remote Keyless Entry (RKE) Transmitter, RFHub and Keyless Ignition Node (KIN). Key components of Maserati's VTA system are a hood ajar switch, security indicator, RFHub/Kin and FOBK, an intrusion and inclination sensor, door ajar switches, an intrusion module and a central body controller. Maserati also stated that its VTA system will include an audible and visual feature that will provide perimeter protection that will monitor the vehicle doors, ignition switch and deck lid for unauthorized

tampering, and an ultrasonic intrusion sensor, designed to detect motion within the vehicle. Maserati further stated that if unauthorized tampering with any of these protected areas is detected, the vehicle's horn/siren will sound and some of its exterior lamps will flash.

Maserati stated that the immobilizer device is automatically activated when the ignition is changed from the run position to the off position. Once activated, only the use of a valid key can disable immobilization and allow the vehicle to run. Specifically, Maserati stated that the device is deactivated by performing an unlock actuation via the RKE transmitter or by starting the vehicle with a valid RFHub key. Maserati stated that to start the vehicle, the driver must press and hold the brake pedal while pressing the START/STOP button. The system takes over and engages the starter causing the starter motor to run and disengage automatically when the engine is running. Maserati stated that the RFHub contains and controls the SKIS, preventing the engine from running more than 2 seconds unless a valid FOBK key is used to start the engine. Maserati also stated that the vehicle's key fob with RKE transmitter, RFHub and the KIN contains over 50,000 possible electronic key combinations and allows the driver to operate the ignition switch with the push of a button as long as the RKE transmitter is in the passenger compartment.

Maserati's submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

In addressing the specific content requirements of 543.6, Maserati provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Maserati conducted tests based on its own specified standards. Maserati provided a detailed list of the tests conducted (*i.e.*, low and high temperature exposure on system components, resistance for humidity, ice, water immersion, dust exposure, and drop shock on surfaces). Maserati also stated that the VTA, including the immobilizer device and its related components must meet design and durability requirements for full vehicle useful life (10 years/120k miles). Maserati stated that it believes that its device is reliable and durable because it complied with specified requirements for each test.

Maserati stated that based on MY 2010 theft data published by NHTSA, its

antitheft and immobilizer-installed vehicles have historically experienced extremely low to zero theft rates. Maserati informed the agency that its immobilizer antitheft device has been installed on its Quattroporte vehicles as standard equipment since MY 2007 and believes that its advanced. Maserati compared its Quattroporte vehicle line to its Ghibli vehicle line. Maserati stated that its Ghibli vehicle line incorporates identical vehicle/system architecture as its Quattroporte vehicle line. Maserati further stated that the vehicle powertrain, electrical and other vehicle systems are similar in construction and design as the Ghibli vehicle line. Theft rate data reported in **Federal Register** notices published by the agency show that the theft rate for the Quattroporte vehicle line, using an average of three MYs' data (2010–2012) is 0.0000, which is significantly lower than the median theft rate established by the agency. There is no available theft data for the Ghibli vehicle line. Maserati believes that the low theft rate experienced by the immobilizer-installed Quattroporte vehicle line demonstrates the effectiveness of the proposed immobilizer device to be installed on the Ghibli vehicle line.

Based on the supporting evidence submitted by Maserati on its device, the agency believes that the antitheft device for the Ghibli vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR 541). Pursuant to 49 U.S.C. 33106 and 49 CFR 543.7 (b), the agency grants a petition for exemption from the parts-marking requirements of Part 541 either in whole or in part, if it determines that, based upon substantial evidence, the standard equipment antitheft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of Part 541. The agency finds that Maserati has provided adequate reasons for its belief that the antitheft device for the Maserati Ghibli vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541). This conclusion is based on the information Maserati provided about its device.

The agency concludes that the device will provide the five types of performance listed in § 543.6(a)(3): Promoting activation; attract attention to the efforts of an unauthorized person to enter or move a vehicle by means other than a key; preventing defeat or circumvention of the device by

unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

For the foregoing reasons, the agency hereby grants in full Maserati's petition for exemption for the Maserati Ghibli vehicle line from the parts-marking requirements of 49 CFR part 541. The agency notes that 49 CFR part 541, Appendix A–1, identifies those lines that are exempted from the Theft Prevention Standard for a given model year. 49 CFR part 543.7(f) contains publication requirements incident to the disposition of all Part 543 petitions. Advanced listing, including the release of future product nameplates, the beginning model year for which the petition is granted and a general description of the antitheft device is necessary in order to notify law enforcement agencies of new vehicle lines exempted from the parts-marking requirements of the Theft Prevention Standard.

If Maserati decides not to use the exemption for this line, it must formally notify the agency. If such a decision is made, the line must be fully marked according to the requirements under 49 CFR parts 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if Maserati wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption. Part 543.7(d) states that a Part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the antitheft device on which the line's exemption is based. Further, Part 543.9(c)(2) provides for the submission of petitions "to modify an exemption to permit the use of an antitheft device similar to but differing from the one specified in that exemption."

The agency wishes to minimize the administrative burden that Part 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting Part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be *de minimis*. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes, the effects of which might be characterized as *de minimis*, it should consult the agency before preparing and submitting a petition to modify.

Under authority delegated in 49 CFR Part 1.95.

Raymond R. Posten,

Associate Administrator for Rulemaking.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2015–0104; Notice No. 15–09]

Hazardous Materials: Explosive Approvals—Applicant Contact Information and Compliance With Special Provision 347

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

ACTION: Proposed termination of explosive approvals.

SUMMARY: PHMSA proposes to terminate the explosive approvals listed herein. PHMSA attempted to contact all of the below listed approval holders during the month of October 2014 via certified mail utilizing the addresses on file. The certified letters were returned by the United States Postal Service (USPS) as "undeliverable." With the failure of the explosive approval holders to provide PHMSA with a valid company name and mailing address, the approvals listed below will be terminated 30 days after this notice is published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Mr. Ryan Paquet, Director, Approvals and Permits Division, Office of Hazardous Materials Safety, (202) 366–4512, PHMSA, 1200 New Jersey Avenue SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

I. Introduction

In this notice, PHMSA's Office of Hazardous Materials Safety (OHMS) is proposing to terminate the approvals listed below for the approval holders' failure to provide PHMSA with current valid contact information and failure to provide evidence that UN 6(d) testing has been performed in accordance with § 172.102 and Special Provision 347.

II. Background

On January 19, 2011, PHMSA published a final rule (76 FR 3308; HM–215K) titled "*Hazardous Materials: Harmonization with the United Nations Recommendations, International Maritime Dangerous Goods Code, and the International Civil Aviation Organization Technical Instructions for*