Notice of receipt of the petition was published, with a 30-day public comment period, on December 14, 2015 in the **Federal Register** (80 FR 77415). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) Web site at: *http://www.regulations.gov/.* Then follow the online search instructions to locate docket number ''NHTSA–2015–0113.''

II. Tires Involved

Affected are approximately 1,059 Nitto NT05 size 295/35ZR18 99W passenger car tires manufactured between December 14, 2014 and August 1, 2015.

III. Noncompliance

Nitto explains that the noncompliance is that the sidewall markings on the subject tires do not include the correct generic name for the plies in the tread and sidewall area of the tires as required by paragraph S5.5(e) of FMVSS No. 139. Specifically, the subject tires are marked with ''Tread 2 Steel 2 Rayon 1 Nylon; Sidewall 3 Rayon.'' The correct marking should be ''Tread 2 Steel 2 Polyester 1 Nylon; Sidewall 3 Polyester.''

IV. Rule Text

Paragraph S5.5(e) of FMVSS No. 139 requires in pertinent part:

S5.5 *Tire markings.* Except as specified in paragraphs (a) through (i) of S5.5, each tire must be marked on each sidewall with the information specified in S5.5(a) through (d) and on one sidewall with the information specified in S5.5(e) through (i) according to the phase-in schedule specified in S7 of this standard. . . .

(e) The generic name of each cord material used in the plies (both sidewall and tread area) of the tire; . . .

V. Summary of Nitto's Analyses

Nitto stated its belief that the subject noncompliance is inconsequential to motor vehicle safety for the following reasons:

(1) Nitto believes that in the Safety Act Congress acknowledged that there are cases where a vehicle or equipment may fail to comply with a safety standard, but that the impact on motor vehicle safety is so slight that an exemption from the notice and remedy requirements of the Safety Act is justified.

(2) Nitto states that the subject tires meet all other performance and regulatory requirements of FMVSS No. 139.

(3) Nitto has not received any complaints, claims, or warranty adjustments related to this noncompliance.

(4) Nitto believes that NHTSA has previously granted inconsequential noncompliance petitions for noncompliances that it believes are similar to the subject noncompliance.

Nitto has additionally informed NHTSA that it has corrected the noncompliance so that future production of the subject tires will comply with all applicable labeling requirements of FMVSS No. 139.

In summation, Nitto believes that the described noncompliance of the subject tires is inconsequential to motor vehicle safety, and that its petition, to exempt Nitto from providing recall notification of noncompliance as required by 49 U.S.C. 30118 and remedying the recall noncompliance as required by 49 U.S.C. 30120 should be granted.

NHTSA'S Decision

NHTSA'S Analysis: The agency agrees with Nitto that the noncompliances are inconsequential to motor vehicle safety. The agency believes that the true measure of inconsequentiality to motor vehicle safety in this case is that there is no effect of the noncompliances on the operational safety of vehicles on which these tires are mounted.

Although tire construction affects the strength and durability, neither the agency nor the tire industry provides information relating tire strength and durability to the ply cord material in the tread and sidewall. Therefore, tire dealers and customers should consider the tire construction information along with other information such as load capacity, maximum inflation pressure, and tread wear, temperature, and traction ratings, to assess performance capabilities of various tires.

In the agency's judgement, the incorrect labeling of the tire construction information will have an inconsequential effect on motor vehicle safety because most consumers do not base tire purchases or vehicle operation parameters on the ply material in a tire.

NHTSA'S Decision: In consideration of the foregoing, NHTSA finds that Nitto has met its burden of persuasion that the subject FMVSS No. 139 noncompliance in the affected tires is inconsequential to motor vehicle safety. Accordingly, Nitto's petition is hereby granted and Nitto is consequently exempted from the obligation of providing notification of, and a free remedy for, that noncompliance under 49 U.S.C. 30118 and 30120.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, this decision only applies to the subject tires that Nitto no longer controlled at the time it determined that the noncompliance existed. However, the granting of this petition does not relieve equipment distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant tires under their control after Nitto notified them that the subject noncompliance existed.

Authority: 49 U.S.C. 30118, 30120: delegations of authority at 49 CFR 1.95 and 501.8.

Jeffrey M. Giuseppe,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 2016–07142 Filed 3–29–16; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2016–0021]

Oil Spill Response Planning Workshop

AGENCY: Pipeline and Hazardous Materials Safety Administration, DOT.

ACTION: Notice of public workshop.

SUMMARY: This notice is to announce a public workshop to discuss Oil Spill Response Plans covered by PHMSA's Part 130 and Part 194 regulations. The purpose of the workshop is to bring federal regulators, interested members of the public, industry, and other stakeholders together to share knowledge and experiences with oil spill response planning and preparedness, gather ideas for harmonizing PHMSA's regulations with other agencies, and discuss practical ways regulated entities can better plan and prepare for an oil spill.

DATES: The public workshop will held on Tuesday, April 12, 2016, from 9:00 a.m. to 4:30 p.m. EST. Changes to start and finish times will be updated on the PHMSA meeting Web site (*https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=112*).

ADDRESSES: The workshop will be held at the National Transportation Safety Board, 490 L'Enfant Plaza East, Southwest, Washington, DC.

The workshop agenda and any additional information will be published on the PHMSA home page Web site at (*http://www.phmsa.dot.gov/pipeline*), and on the PHMSA meeting page Web site *https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=112.* Presentations will also be available online at the

meeting page Web site within 30 days following the workshop.

Registration: Members of the public may attend this free workshop. Please note that the public workshop will be webcast. The details on this meeting, including the location, times, agenda items, and link to the webcast, will be available on the meeting page (*https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=112*) as they become available. Attendees, both in person and by webcast, are strongly encouraged to register in advance at (*https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=112*) to help ensure accommodations are adequate.

Comments: Members of the public may also submit written comments either before or after the workshop. Comments should reference Docket No. PHMSA–2016–0021. Comments may be submitted in the following ways:

- *E-Gov Web site: http://www.regulations.gov.* This site allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the instructions for submitting comments.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management System, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590.
- *Hand Delivery:* DOT Docket Management System, Room W12–140, on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

Instructions: Identify the docket number at the beginning of your comments. If you submit your comments by mail, submit two copies. If you wish to receive confirmation that PHMSA has received your comments, include a self-addressed stamped postcard. Internet users may submit comments at *http://www.regulations.gov.*

Note: Comments will be posted without changes or edits to *http://www.regulations.gov* including any personal information provided. Please see the Privacy Act Statement heading below for additional information.

Privacy Act Statement

Anyone may search the electronic form of all comments received for any of our dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000, (65 FR 19476).

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, please contact Kristen Beer, Office of Pipeline Safety, at 202–366–8405 or by email at *kristen.beer@dot.gov.*

FOR FURTHER INFORMATION CONTACT: David Lehman, Director, Emergency Support and Security Division, at 202–366–4439 or *david.lehman@dot.gov,* regarding the subject matter in this notice.

Introduction

The federal pipeline oil spill response plan regulations (49 CFR 194) require operators to prepare and submit a response plan in order to minimize the harm caused to the environment due to the discharge of oil into or on any inland navigable waters of the United States or adjoining shorelines. This workshop will focus on multi-agency alignment, operator compliance, and participation in required drills and exercises. Additionally, attendees and commenters will be given the opportunity to provide suggestions and recommendations for possible changes to the oil spill response regulations.

Background

PHMSA wishes to gather information about the efficacy of the oil spill response plan regulations. PHMSA is aware that regulated entities and members of the public have requested greater direction and regulatory interpretation. PHMSA is also aware that its oil spill response plan regulations do not fully align with the regulations of other federal agencies that have been delegated jurisdiction under 42 U.S.C. 1321(j)(5). PHMSA is exploring ways to reduce redundancy, clarify language and improve efficacy of its oil spill response plan regulations.

PHMSA believes improving the response plan preparation and submission process is important for improving response actions, ensuring response capabilities, and minimizing harm to the environment. In particular, PHMSA is interested in collaboration with other jurisdictional federal agencies, operators, and oil spill response organizations.

Issued in Washington, DC, on March 24, 2016, under authority delegated in 49 CFR 1.97.

Alan K. Mayberry,

Deputy Associate Administrator for Policy and Programs.

[FR Doc. 2016–07096 Filed 3–29–16; 8:45 am]

BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Transportation Research and Development Strategic Plan

AGENCY: Office of the Assistant Secretary for Research and Technology (OST–R), Department of Transportation (DOT).

ACTION: Request for Information (RFI).

SUMMARY: Section 6019 of the Fixing America's Surface Transportation Act (FAST Act; Pub. L. 114–94; December 4, 2015; codified at 49 U.S.C. 6503) requires that the Secretary develop a 5-year transportation research and development strategic plan to guide future Federal transportation research and development activities. The FAST Act states that the strategic plan shall ''describe how the plan furthers the primary purpose of the transportation research and development program.

DATES: Comments must be received by April 29, 2016.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit them by only one of the following means:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov* and follow the online instructions for submitting comments.
- *Mail:* U.S. Department of Transportation, Dockets Management Facility, Room W12–140, 1200 New Jersey Ave. SE., Washington, DC 20590–0001.
- *Hand Delivery:* West Building Ground Floor, Room W12–140, 1200 New Jersey Ave. SE., between 9 a.m. 5 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 366–9329.

All comments must include the docket number DOT–OST–2016–0044 at the beginning of the submission. All comments received will be posted without change to *http://www.regulations.gov,* including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Aaron Jette, Community Planner, U.S. DOT Volpe Center, Attn: Aaron Jette; Office 460; 55 Broadway, Cambridge, MA 02142. Telephone (617) 494–2335 or Email *RDTPlan@dot.gov.*

SUPPLEMENTARY INFORMATION: The FAST Act states that the strategic plan shall ''describe how the plan furthers the primary purpose of the transportation research and development program, which shall include—

(A) Improving mobility of people and goods;

(B) Reducing congestion;