

NHTSA has rejected petitions based on the assertion that only a small percentage of vehicles or items of equipment are likely to actually exhibit a noncompliance. The percentage of potential occupants that could be adversely affected by a noncompliance does not determine the question of inconsequentiality. Rather, the issue to consider is the consequence to an occupant who is exposed to the consequence of that noncompliance.⁵ These considerations are also relevant when considering whether a defect is inconsequential to motor vehicle safety.

NHTSA notes that DTNA misquoted the decision language pertaining to a prior inconsequential noncompliance petition (83 FR 7847) by adding “The Agency agrees with GM that in this case” prior to the original statement. NHTSA does not consider this addition accurate.

The noncompliance, in the DTNA case currently being considered, is that the stop lamp illuminates when a braking system low air pressure warning indicator light is illuminated, regardless of whether the service brakes are applied.⁶ As the subject trucks have two air brake systems, which split the trailer brakes from the steer axle brakes, low air pressure will cause a brake application only if air pressure is lost in both systems. Should only one of the two air brake systems report low air pressure, the parking brakes would not engage but the stop lamps would illuminate in addition to the low air warning indicator light, which includes an audible alarm. The Agency believes that an alert would prompt the operator to safely pull over and/or attempt to slow/stop the truck soon after the warnings appear. In that case, the noncompliance would only result in a momentary illumination of the stop lamps without the brakes being applied.

If the driver of a subject vehicle did not apply the brakes immediately after receiving a low air pressure warning, following drivers would be presented with a false indication that the subject truck was braking. Further, should there be an air leak, application of the service brakes will cause the air pressure to

potentially dangerous as sudden engine fire, and where there is no dispute that at least some such hazards, in this case fires, can definitely be expected to occur in the future”).

⁵ See *Gen. Motors Corp.; Ruling on Petition for Determination of Inconsequential Noncompliance*, 69 FR 19897, 19900 (Apr. 14, 2004); *Cosco Inc.; Denial of Application for Decision of Inconsequential Noncompliance*, 64 FR 29408, 29409 (June 1, 1999).

⁶ Per FMVSS No. 108, stop lamps should only be activated upon activation of the service brakes, or a device intended to retard the movement of the vehicle. See FMVSS No. 108, Table I–a.

further drop, braking performance may be impacted, and it is also possible that the system will no longer be able to achieve proper pressure, which subsequently may cause the parking brakes to engage. As the function of a stop lamp is to notify other road users that a vehicle is stopping and/or slowing down, a vehicle equipped with an air braking system where the low air pressure warning on the instrument cluster along with an audible warning has been activated will likely prompt the driver to immediately pull over and/or attempt to slow/stop the vehicle.

A previous NHTSA interpretation concerning trailer stop lamp illumination, requested by Wabash National Corporation, explained that the stop lamps were permitted to be illuminated in the event that the emergency braking system was activated when significant deceleration could occur.⁷ NHTSA does not agree with DTNA’s argument that the activation of the stop lamps when the low air pressure warning occurs would be helpful for a warning other drivers of the brake malfunction. Nonetheless, NHTSA still believes this noncompliance would be inconsequential to safety. This is because when a vehicle with air brakes experiences a low-air event and notifies the driver of a brake system malfunction, NHTSA believes that the driver would likely respond by pulling over to the side of the road and taking the vehicle out of service until the brake system can be repaired. Because the act of pulling over to the side of the road would result in the intentional activation of the stop lamps and this sequence of events would likely occur only once before the vehicle is repaired, NHTSA believes that the activation of the brake lamps due to the low air pressure event would be inconsequential to safety.

VII. NHTSA’s Decision

In consideration of the foregoing, NHTSA finds that DTNA has met its burden of persuasion that the subject FMVSS No. 108 noncompliance in the affected trucks is inconsequential to motor vehicle safety. Accordingly, DTNA’s petition is hereby granted and DTNA 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 trucks that DTNA no longer controlled at the time it determined that the noncompliance existed. However, the granting of this petition does not relieve truck distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant trucks under their control after DTNA 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)

Otto G. Matheke III,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 2022–05304 Filed 3–11–22; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Action

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The U.S. Department of the Treasury’s Office of Foreign Assets Control (“OFAC”) is updating the identifying information on its Specially Designated Nationals and Blocked Persons List (“SDN List”) for a person whose property and interests in property are blocked pursuant to Executive Order 13224 of September 23, 2001, “Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten To Commit, or Support Terrorism,” as amended by Executive Order 13886 of September 9, 2019, “Modernizing Sanctions to Combat Terrorism”.

DATES: See **SUPPLEMENTARY INFORMATION** section for applicable date(s).

FOR FURTHER INFORMATION CONTACT: OFAC: Andrea Gacki, Director, tel.: 202–622–2490; Associate Director for Global Targeting, tel.: 202–622–2420; Assistant Director for Licensing, tel.: 202–622–2480; Assistant Director for Regulatory Affairs, tel.: 202–622–4855; or the Assistant Director for Sanctions Compliance & Evaluation, tel.: 202–622–2490.

SUPPLEMENTARY INFORMATION:

⁷ <https://isearch.nhtsa.gov/files/22036.ztv.html>.

Electronic Availability

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website (<https://www.treasury.gov/ofac>).

Notice of OFAC Actions

On March 8, 2022, OFAC published the following revised information for the following person on OFAC's SDN List whose property and interests in property are blocked pursuant to Executive Order 13224, as amended.

Individual

1. SAADE, Ali (a.k.a. SAADE, Ali Moussa; a.k.a. SAADI, Ali), Beirut, Lebanon; DOB 18 May 1942; POB Conakry, Guinea; nationality Lebanon; Gender Male; Secondary sanctions risk: section 1(b) of Executive Order 13224, as amended by Executive Order 13886; Passport RL0420013 (Lebanon) expires 01 Mar 2015; alt. Passport 14205180170519 (Guinea) expires 29 May 2024; alt. Passport 18FV09784 (France) expires 06 Feb 2029 (individual) [SDGT] (Linked To: HIZBALLAH).

Dated: March 8, 2022.

Bradley T. Smith,

Deputy Director, Office of Foreign Assets Control, U.S. Department of the Treasury.

[FR Doc. 2022-05342 Filed 3-11-22; 8:45 am]

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UNIFIED CARRIER REGISTRATION PLAN**Sunshine Act Meetings**

TIME AND DATE: March 17, 2022, 12:00 p.m. to 2:00 p.m., Eastern time.

PLACE: This meeting will be accessible via conference call and via Zoom Meeting and Screenshare. Any interested person may call (i) 1-929-205-6099 (US Toll) or 1-669-900-6833 (US Toll) or (ii) 1-877-853-5247 (US Toll Free) or 1-888-788-0099 (US Toll Free), Meeting ID: 914 1782 1095, to listen and participate in this meeting. The website to participate via Zoom Meeting and Screenshare is https://kellen.zoom.us/meeting/register/tjUpdu6grDoqE9E2KHr1we1yWNOp_ECKItmD

STATUS: This meeting will be open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Education and Training Subcommittee (the "Subcommittee") will continue its work

in developing and implementing the Unified Carrier Registration Plan and Agreement. The subject matter of this meeting will include:

Proposed Agenda**I. Call to Order—Subcommittee Chair**

The Subcommittee Chair will welcome attendees, call the meeting to order, call roll for the Subcommittee, confirm whether a quorum is present, and facilitate self-introductions.

II. Verification of Publication of Meeting Notice—UCR Executive Director

The UCR Executive Director will verify the publication of the meeting notice on the UCR website and distribution to the UCR contact list via email followed by the subsequent publication of the notice in the **Federal Register**.

III. Review and Approval of Subcommittee Agenda and Setting of Ground Rules—Subcommittee Chair**For Discussion and Possible Subcommittee Action**

The Agenda will be reviewed, and the Subcommittee will consider adoption.

Ground Rules

- Subcommittee action only to be taken in designated areas on agenda.

IV. Review and Approval of Subcommittee Minutes from the January 20, 2022 Meeting—Subcommittee Chair**For Discussion and Possible Subcommittee Action**

Draft minutes from the January 20, 2022 Subcommittee meeting via teleconference will be reviewed. The Subcommittee will consider actions to approve the minutes of the meeting.

V. Audit Module 2 Development Discussion—UCR Operations Manager

The UCR Operations Manager will discuss and provide updates on development of the Audit Module 2.

VI. Roadside Enforcement Module Video Update—Subcommittee Chair

The Subcommittee chair will provide an update on the Roadside Enforcement Module that describes the steps a roadside law enforcement officer would use to enforce UCR.

VII. UCR Education and E-Certificate Strategy—Subcommittee Chair

The Subcommittee Chair will discuss the UCR E-Certificate.

VIII. Other Business—Subcommittee Chair

The Subcommittee Chair will call for any other items Subcommittee members would like to discuss.

IX. Adjournment—Subcommittee Chair

The Subcommittee Chair will adjourn the meeting.

The agenda will be available no later than 5:00 p.m. Eastern time, March 10, 2022 at: <https://plan.ucr.gov>.

CONTACT PERSON FOR MORE INFORMATION: Elizabeth Leaman, Chair, Unified Carrier Registration Plan Board of Directors, (617) 305-3783, eleaman@board.ucr.gov.

Alex B. Leath,

Chief Legal Officer, Unified Carrier Registration Plan.

[FR Doc. 2022-05432 Filed 3-10-22; 4:15 pm]

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DEPARTMENT OF VETERANS AFFAIRS**Notice of the Department of Veterans Affairs: Recommendations for Modernization or Realignment of Veterans Health Administration (VHA) Facilities**

AGENCY: Department of Veterans Affairs.

ACTION: Notice.

SUMMARY: The Secretary of the Department of Veterans Affairs (VA) is required to develop recommendations regarding the modernization or realignment of Veterans Health Administration (VHA) facilities. This notice serves as documentation for the public record that the Secretary's recommendations to the Asset and Infrastructure Review (AIR) Commission have been submitted and are available to the public at <https://www.va.gov/aircommissionreport>.

FOR FURTHER INFORMATION CONTACT: Valerie Mattison Brown, Chief Strategy Officer, Veterans Health Administration, U.S. Department of Veterans Affairs, 810 Vermont Avenue NW, Washington, DC 20420, (202) 461-7100.