

in 2020, MARAD established a Federal docket at <https://www.regulations.gov/docket/MARAD-2020-0133> to provide public notice about the NSS Undertaking. The federal docket was also used in 2021 to solicit public comments on the future uses of the NSS. MARAD is continuing to use this same docket to take in public comment, share information, and post agency actions.

The PA for the Decommissioning and Disposition of the NSS is available on the MARAD docket located at [www.regulations.gov](https://www.regulations.gov) under docket id "MARAD-2020-0133." The PA stipulates a deliberative process by which MARAD will consider the disposition of the NSS. This process requires MARAD to make an affirmative, good-faith effort to preserve the NSS.

## II. Agenda

The agenda will include (1) welcome and introductions; (2) tour of the ship; and (3) questions. The agenda will also be posted on MARAD's website at <https://www.maritime.dot.gov/outreach/history/maritime-administration-history-program> and on the MARAD docket located at [www.regulations.gov](https://www.regulations.gov) under docket id "MARAD-2020-0133."

## III. Public Participation

The site visit will be open to the public. Members of the public who wish to attend in person or online must RSVP to the person listed in the **FOR FURTHER INFORMATION CONTACT** section with your name and affiliation.

*Special services.* The NSS is not compliant with the Americans with Disabilities Act (ADA). The ship has some capability to accommodate persons with impaired mobility. If you require accommodations to attend the site visit, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The U.S. Department of Transportation is committed to providing all participants equal access to this meeting. If you need alternative formats or services such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

(Authority: 49 CFR 1.81 and 1.93; 36 CFR part 800; 5 U.S.C. 552b.)

By Order of the Maritime Administrator.  
**T. Mitchell Hudson, Jr.**,  
Secretary, Maritime Administration.

[FR Doc. 2024-24181 Filed 10-18-24; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2019-0078; Notice 2]

#### Jayco, Inc., Grant of Petition for Decision of Inconsequential Noncompliance

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

**SUMMARY:** Jayco, Inc., (Jayco) has determined that certain model year (MY) 2020 travel trailers, manufactured by Jayco, do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 Pounds) or Less*. Jayco filed a noncompliance report dated July 16, 2019. In coordination with Jayco, Starcraft RV (Starcraft) and Highland Ridge RV (Highland), subsidiaries of Jayco, also filed noncompliance reports dated July 17, 2019. Jayco subsequently petitioned NHTSA on July 31, 2019, and later amended that petition on September 26, 2019, and November 6, 2019, for a decision that the subject noncompliances are inconsequential as it relates to motor vehicle safety. This document announces the grant of Jayco's petition.

**FOR FURTHER INFORMATION CONTACT:** Ahmad Barnes, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366-7236.

#### SUPPLEMENTARY INFORMATION:

##### I. Overview

Jayco has determined that certain MY 2020 travel trailers, manufactured by Jayco, do not fully comply with paragraph S4.3.5 of FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 Pounds) or Less* (49 CFR 571.110). Jayco filed a noncompliance report dated July 16, 2019, and in addition, Starcraft and Highland, subsidiaries of Jayco, also filed noncompliance reports dated July 17, 2019, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Jayco subsequently petitioned NHTSA on July 31, 2019, and later amended that petition on September 26, 2019, and November 6, 2019, for an exemption

from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that these noncompliances are inconsequential as they relate to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*. As far as the subsequent petitions are concerned, the September 26, 2019, amended petition removed affected Canadian units. The November 6, 2019, amended petition modified an attachment provided with the petition.

Notice of receipt of Jayco's petition was published with a 30-day public comment period, on January 6, 2020, in the **Federal Register** (85 FR 554). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA-2019-0078."

##### II. Trailers Involved

Approximately 6,354 MY 2020 Jayco, approximately 1,006 Starcraft, and approximately 814 Highland travel trailers, manufactured between May 1, 2019, and June 27, 2019, were reported by the manufacturer.

In its petition, Jayco states that the total number of vehicles affected is 8,983. However, that number also includes travel trailers sold in Canada. NHTSA can only grant exemption for vehicles sold in the United States, totaling approximately 8,174 vehicles.

##### III. Noncompliance

Jayco explains that the noncompliances are that the subject travel trailers are equipped with vehicle placards that state the incorrect vehicle capacity weight and contain an extra character in the recommended tire inflation pressure, therefore, do not meet the requirements set forth in paragraph S4.3.5 of FMVSS No. 110. Specifically, the vehicle placards state that the vehicle weight capacity as 80 kg when it should be 807 kg. Also, the recommended tire inflation pressure for the rear tire states "552 IKPA," and the spare tire states "552 7KPA" when they should read 552 KPA.

##### IV. Rule Requirements

Paragraph S4.3.5 of FMVSS No. 110 includes the requirements relevant to this petition. Each trailer, except for an incomplete vehicle, must show the information specified in paragraphs S4.3(c) through (g) and may show the information specified in paragraphs

S4.3(h) and (i), on a placard permanently affixed proximate to the certification label. Each trailer, on the vehicle placard, contains a cargo capacity statement expressed as “The weight of cargo should never exceed XXX kilograms or XXX pounds.” A vehicle manufacturer’s recommended cold tire inflation pressure for front, rear, and spare tires is subject to the limitations of paragraph S4.3.4.

## V. Summary of Jayco’s Petition

The following views and arguments presented in this section, “V. Summary of Jayco’s Petition,” are the views and arguments provided by Jayco.

Jayco describes the subject noncompliances and contends that the noncompliances are inconsequential as they relate to motor vehicle safety. Jayco argues that although the vehicle weight capacity stated on the vehicle placard is incorrect, the correct value is displayed on the cargo carrying capacity (CCC) label.

Jayco believes that the extra character shown in the cold tire inflation pressure is inconsequential because the correct information is also provided on the sidewall of the tire.

Jayco argues that the top section of the certification label provides the same information as the tire and loading information label and states the correct tire size dimensions and the cold pressure inflation values. Additionally, Jayco says that the bottom section of the certification label displays the CCC of the trailer, which includes the weight values with the fresh water and the waste water tanks filled.

Furthermore, Jayco says that the owner’s manual for the subject vehicles includes instructions on how to load the vehicle and where to find the required ratings that are shown on the certification label. Jayco adds that the owner’s manuals are also available on the company website at [www.jayco.com](http://www.jayco.com).

Jayco adds that the Manufacturer’s Certificate of Origin (MCO) includes the Gross Vehicle Weight Rating (GVWR) and the unloaded vehicle weight (UVW). The difference between these two values would also provide the CCC of the trailer.

Jayco says that all of the trailers affected by the subject noncompliance have been purchased and Jayco has not received any complaints or inquiries regarding CCC from any owners or dealers of the subject trailers.

Jayco contends that NHTSA has granted similar inconsequential petitions in the past, citing a petition

from General Motors that was granted in 2019 as an example.<sup>1</sup>

Jayco concludes that the subject noncompliances are inconsequential as they relate to motor vehicle safety, and that its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.

## VI. NHTSA’s Analysis

Jayco explains that the noncompliances are that the “THE COMBINED WEIGHT OF CARGO SHOULD NEVER EXCEED: XXX kg or XXX lbs.” figures represented on the required FMVSS No. 110 vehicle placard label manufactured for their RV travel trailers are incorrect and the “cold tire pressure” on the same vehicle placards were printed with an extra character for the rear and spare tire line items.

In this particular case, the error pertaining to weight capacity is not deleterious to the safety and well-being of the vehicle operator and its occupants. First, the information on the label required by S4.3.5 of FMVSS No. 110 is more restrictive (80 kg vice the correct figure of 807 kg), allows less weight (cargo) to be present on the vehicle and is obviously wrong. Further, a small search effort by the vehicle user provides an accurate determination of the correct maximum cargo carrying capacity.

FMVSS No. 110 paragraph S9 mandates that each motor home and RV trailer must affix either a motor home occupant and cargo carrying capacity label or an RV trailer CCC label to its vehicles. Among the items of information which the labels must display is the statement that “THE COMBINED WEIGHT OF CARGO SHOULD NEVER EXCEED: XXX kg or XXX lbs.” In the case of the Jayco manufactured trailers, the trailers’ CCC labels display the correct information—807 kg.

In reference to tire pressure the error present here is the display of an “extra” character. To the extent this extra character may confuse an owner or user, an accurate display of the vehicle’s cold tire pressure may be found on the vehicle’s certification label typically found adjacent to the required FMVSS No. 110 vehicle placard.

An additional source of a trailer’s weight and loading characteristics may be found physically in the form of a

book in the vehicle’s owner’s manual, or more often are typically found online.

Jayco notes that NHTSA has previously granted similar inconsequential petitions with respect to this error. The noted example was that of a General Motors, LLC grant of petition for inconsequential noncompliance due to vehicle tire placards that incorrectly stated the spare tire size and cold tire pressure. In that case, the agency agreed with the petitioner that there were several alternative locations to retrieve the desired information.

In this case, the agency agrees that the noncompliance is inconsequential to motor vehicle safety as the information which was the subject of the petition itself—the CCC and the cold tire pressure values—are available and obtainable by other reasonable means. The maximum cargo carrying capacity may be obtained from the CCC label and may be calculated by subtracting the unloaded vehicle weight from the gross vehicle weight rating. Besides the vehicle’s tire and information placard, the vehicle operator could seek out the certification label, one of the mounted tires on the vehicle, or the vehicle’s owner’s manual for specific information related to the cold tire pressure that the vehicle may safely be operated with.

## VII. NHTSA’S Decision

In consideration of the foregoing, NHTSA finds that Jayco has met its burden of persuasion that the subject FMVSS No. 110 noncompliance at issue is inconsequential to motor vehicle safety.

Accordingly, Jayco’s petition is hereby granted and Jayco is consequently exempt 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 trailers that Jayco no longer controlled at the time it determined that the noncompliance existed. However, the granting of this petition does not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of

<sup>1</sup> See General Motors, LLC, Grant of Petition for Decision of Inconsequential Noncompliance, 84 FR 25117 (May 30, 2019).

the noncompliant trailers under their control after Jayco 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. 2024-24310 Filed 10-18-24; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[DOT-NHTSA-2023-0036]

### National Emergency Medical Services Advisory Council Notice of Public Meeting

**AGENCY:** National Highway Traffic Safety Administration, U.S. Department of Transportation (DOT).

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a meeting of the National Emergency Medical Services Advisory Council (NEMSAC).

**DATES:** This meeting will be held in-person and simultaneously transmitted via virtual interface. It will be held on November 6-7, 2024, from 12:00 p.m. to 5:00 p.m. ET. Pre-registration is required to attend this meeting. Once registered, a link permitting access to the meeting will be distributed to registrants by email. If you wish to speak during the meeting, you must submit a written copy of your remarks to DOT by October 31, 2024.

**ADDRESSES:** General information about the Council is available on the NEMSAC internet website at [www.ems.gov](http://www.ems.gov). The registration portal and meeting agenda will be available on the NEMSAC internet website at [www.ems.gov](http://www.ems.gov) at least one week in advance of the meeting.

**FOR FURTHER INFORMATION CONTACT:** Clary Mole, EMS Specialist, National Highway Traffic Safety Administration, U.S. Department of Transportation is available by phone at (202) 868-3275 or by email at [Clary.Mole@dot.gov](mailto:Clary.Mole@dot.gov). Any committee-related requests should be sent to the person listed in this section.

#### SUPPLEMENTARY INFORMATION:

#### I. Background

NEMSAC is authorized under Section 31108 of the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012, codified at 42 U.S.C. 300d-4 as a Federal Advisory Committee. The purpose of NEMSAC is to serve as a

nationally recognized council of emergency medical services (EMS) representatives to provide advice and consult with:

a. The Federal Interagency Committee on Emergency Medical Services (FICEMS) on matters relating to EMS issues; and

b. The Secretary of Transportation on matters relating to EMS issues affecting DOT.

The NEMSAC provides an important national forum for the non-Federal deliberation of national EMS issues and serves as a platform for advice on DOT's national EMS activities. NEMSAC also provides advice and recommendations to the FICEMS.

#### II. Agenda

At the meeting, the agenda will cover the following topics:

- Informational sessions
- Updates on NHTSA Initiatives
- Subcommittee Reports on Advisory Statuses
- Strategic Planning

#### III. Public Participation

This meeting will be open to the public. We are committed to providing equal access to this meeting for all participants. Persons with disabilities in need of an accommodation should send a request to the individual in the **FOR FURTHER INFORMATION CONTACT** section of this notice no later than October 31, 2024.

A period of time will be allotted for comments from members of the public joining the meeting. Members of the public may present questions and comments to the Council using the live chat feature available during the meeting. Members of the public may also submit materials, questions, and comments in advance to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Members of the public wishing to reserve time to speak directly to the Council during the meeting must submit a request. The request must include the name, contact information (address, phone number, and email address), and organizational affiliation of the individual wishing to address NEMSAC; it must also include a written copy of prepared remarks and must be forwarded to the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice no later than October 31, 2024.

All advance submissions will be reviewed by the Council Chairperson and Designated Federal Officer. If approved, advance submissions shall be circulated to NEMSAC representatives for review prior to the meeting. All

advance submissions will become part of the official record of the meeting.

*Authority:* 42 U.S.C. 300d-4(b); 49 CFR part 1.95(i)(4).

Issued in Washington, DC

**Nanda Narayanan Srinivasan,**  
*Associate Administrator, Research and Program Development.*

[FR Doc. 2024-24243 Filed 10-18-24; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2024-0056 (Notice No. 2024-12)]

### Hazardous Materials: Information Collection Activities

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Requests (ICRs) discussed below will be forwarded to the Office of Management and Budget (OMB) for renewal and extension. These ICRs describe the nature of the information collections and their expected burdens.

A **Federal Register** notice and request for comments with a 60-day comment period on these ICRs was published in the **Federal Register** on May 10, 2024 under Docket No. PHMSA-2024-0056 (Notice No. 2024-08). PHMSA received no comments in response to this notice.

**DATES:** Interested persons are invited to submit comments on or before November 20, 2024.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

We invite comments on: (1) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (2) the accuracy of the Department's estimate of the burden of the proposed information collection; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) ways to minimize the