

information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

FOR FURTHER INFORMATION CONTACT: Ronda Thompson at (202) 267-1416, or by email at: Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0682.

Title: Certification of Repair Stations.

Form Numbers: FAA Form 8310-3.

Type of Review: Renewal of an information collection.

Background: Part 145 of Title 14, Code of Federal Regulations (14 CFR) prescribes the requirements for the issuance of repair station certificates and associated ratings to maintenance and alteration organizations. The information requested is required from applicants who wish repair station certification. Applicants must submit the required data to the appropriate FAA district office for review and acceptance/approval. If the information is satisfactory, an onsite inspection is conducted. When all the FAR Part 145 requirements have been met an air agency certificate and repair station operations specifications with appropriate ratings and limitations are issued.

Respondents: Approximately 4,625 maintenance and alteration organizations.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 8 hours.

Estimated Total Annual Burden: 37,000 hours.

Issued in Washington, DC on May 21, 2015.

Ronda Thompson,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.

[FR Doc. 2015-12980 Filed 5-28-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Recognition Awards for U.S.-Flag Vessel Usage

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: By this notice the Maritime Administration (MARAD) announces the “*U.S. Ships*” program to recognize private commercial entities that reach certain U.S.-flag vessel usage rates for the carriage of goods or private or governmental entities that otherwise make noteworthy contributions to utilization of U.S.-flag vessels. The initial nomination period for awards recognizing support for U.S.-flag carriage in 2015 will open January 4, 2016. MARAD will publish another **Federal Register** Notice prior to opening the nomination period to provide additional information about this program, including additional information on specific awards eligibility, criteria, and nomination procedures. Consistent with the established policy of the United States to encourage and aid the development and maintenance of a robust maritime industry, and MARAD's mission to “foster, promote, and develop the merchant maritime industry of the United States,” MARAD will issue recognition awards to encourage the use of U.S.-flag vessels, whether in domestic or international commerce. This notice informs the public of this awards recognition program in anticipation of nominations and articulates the criteria for *U.S. Ships* recognition awards.

DATES: This policy is effective upon publication in the **Federal Register**. (See also Paperwork Reduction Act section.)

FOR FURTHER INFORMATION CONTACT: You may contact Clifford Johnson, Office of Cargo and Commercial Sealift, Maritime Administration, at (202) 366-2105. You may send mail to Mr. Johnson at Maritime Administration, 1200 New Jersey Avenue SE., MAR 620, Washington, DC 20590-0001. You may send electronic mail to Clifford.Johnson@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The promotion of the United States maritime industry is a central mission of MARAD. The Merchant Marine Act of 1936 was enacted to promote a well-equipped and efficient fleet owned and operated by United States citizens and supported by domestic shipbuilding and repair facilities.¹ MARAD was specifically formed as a maritime promotional entity separate from the Federal Maritime Commission.² The Message of the President transmitting Plan 7 states that the “basic objective of

the plan is to strengthen and revitalize the administration of our Federal programs concerned with the promotion and development of the U.S. merchant marine by concentrating responsibility in separate agencies for the performance of regulatory and promotional functions.”

It is central to MARAD's promotional mission to encourage and aid the development of the U.S. merchant maritime industry. 49 U.S.C. 109(b). Consistent with the Military Cargo Preference Act of 1904 and the Cargo Preference Act of 1954, as implemented by 46 CFR part 381, MARAD's Office of Cargo and Sealift Support maintains a program to ensure compliance with statutory requirements requiring U.S.-flag vessel carriage of Government-generated cargo. Just as important as encouraging the use of U.S.-flag vessels for the carriage of Government-generated cargo, it is part of MARAD's mission to encourage both private parties and Government agencies to use U.S.-flag vessels to carry their goods. The purpose of the *U.S. Ships* program is to help to encourage broad, voluntary use of U.S.-flag vessels in a manner complementary to required cargo preference.

Components of the U.S. Ships Recognition Program

By this notice, MARAD announces the establishment of the *U.S. Ships* recognition awards program as described below. The purpose of these recognition awards is to encourage the use of U.S.-flag vessels for carriage of exports, imports, cargoes moving in foreign waters, and goods moving within the United States and along its coasts. The awards are also intended to educate and remind the public of the value of a strong U.S. maritime industry for national security and economic stability.

U.S. Ships Logo

MARAD will develop a *U.S. Ships* logo. Award recipients will be granted a license to display variations of the logo, as described below, on their premises, equipment, publications, advertising, uniforms, or correspondence within the context of being a *U.S. Ships* award recipient. Recipients may not use the logo to claim that the Department of Transportation or MARAD promotes or endorses their company, products, and/or services. *U.S. Ships* awardees will be permitted to display their status using the *U.S. Ships* logo and the year in which they earned the award. The logo will be released to recipients only in non-editable electronic format.

¹ *American Trading Transportation Company, Inc. v. United States*, 791 F.2d 942, 944 (D.C. Cir. 1986).

² Reorganization Plan No. 7 of 1961, 75 Stat. 840 (August 12, 1961).

MARAD will have the right, at all reasonable times, to examine an award recipient's goods, services, and promotional activities employing a *U.S. Ships* logo to ensure that such use is reasonable, of proper quality, and is otherwise consistent with the license, and may terminate the license should it determine that the use is inconsistent.

The license is not assignable. Award recipients may not share the use of the *U.S. Ships* logo with any other person, organization, or company, nor may it transfer or assign its license to use the logo if its company is sold, merged, or reconfigured. An award recipient who hires subcontractors to perform manufacturing or distribution activities will be allowed to use the logo without risk of jeopardizing its license to use the logo.

Nomination and Review Process

Entities may apply, self-nominate, or be nominated for recognition by third-parties including Government agencies. MARAD reserves the right to request additional information to support nominations and to verify those nominations and supporting information. Individuals that make nominations will be required to certify that, to the best of their knowledge, the entity they are nominating is eligible for the specified *U.S. Ships* award. MARAD will provide information on how to submit nominations in a future **Federal Register** Notice.

MARAD will consider the information contained in a nomination or application to be business confidential and will treat it as such to the extent permitted by law.

MARAD will determine whether nominated entities have any business before or are under investigation by regulatory agencies. If MARAD determines that adverse information exists that would likely be adverse to the U.S. Government should the *U.S. Ships* award be granted, the nomination will be rejected without further consideration.

Awards for Fixing Cargo on U.S.-flag Vessels

These awards will recognize non-Governmental shipper entities that achieve specified U.S.-flag vessel usage rates for a calendar year as determined by gross revenue tons. Entities eligible to receive awards include any U.S. or foreign entity that achieved at least the applicable percentage threshold for U.S.-flag carriage during the applicable calendar year of their domestic movements of goods or international shipments other than Government-generated cargo. Covered carriage

includes imports, exports, water carriage outside the United States, and freight and cargo shipments between points in the United States, including goods that might otherwise move over land. Recipients will be permitted to display the *U.S. Ships* logo for achievements at the following percentage levels of shipper freight or cargo carriage aboard U.S.-flag vessels:

- a. Gold—50%—plus
- b. Silver—40–49%
- c. Bronze—30–39%

Percentage brackets may be adjusted in later years. Awards will authorize the licensed use of the appropriate level of *U.S. Ships* logo; award notices will be transmitted soon as possible after administrative approval, normally by the end of the first calendar quarter of each year.

Cargo Preference Ship Management and Resource Training (SMART) Awards

These awards will recognize private and Governmental entities which have at least 50% of their staffs involved in booking or cargo-preference-related processes successfully complete the Office of Cargo and Commercial Sealift online cargo preference training courses. These courses are currently under development and the first awards would be made for activities undertaken in 2016. Recipients would qualify to display the blue *U.S. Ships* logo for a period up to three years, subject to subsequent recertification. This award is intended to distinguish shippers, freight-forwarders, and brokers which have facilitated U.S.-flag usage through staff education on cargo preference requirements. Awards will authorize the licensed use of the blue *U.S. Ships* logo; award notices will be transmitted at any time during the year as soon as possible after administrative approval.

The Extra Ton-Mile Awards

MARAD will accept nominations for noteworthy, non-numerical contributions to the utilization of U.S.-flag vessels through an annual nomination process. Up to six private or Governmental entities or individuals may receive this award annually. Eligible recipients include any individual or entity that engaged in activities other than the marketing of products that assisted or facilitated the usage of U.S.-flag carriage by providing financing, transportation, promotion, or other export or import assistance or facilitation service during the applicable calendar year. Recipients would receive official recognition from MARAD and would be permitted to use a special, red-white-and-blue *U.S. Ships* logo for a

period of three years following receipt. MARAD will announce recipients of these awards at its annual Maritime Day observance. The following is a non-exclusive list of actions that might qualify for this award:

- Exclusive use of U.S.-flag carriage to the extent available.
- Significantly increased usage of U.S.-flag carriage through voluntary action.
- Exceptional advocacy encouraging the use of U.S.-flag vessels or compliance with MARAD's cargo preference requirements.
- Exceptional facilitation of U.S.-flag vessel usage.
- Development of technical advances or commercial practices that facilitate or enhance U.S.-flag vessel usage.
- Employment of high-performance business processes to ensure U.S.-flag vessel usage.

The Maritime Administrator will appoint a panel of Federal officials to consider all nominations and recommend recipients to the Maritime Administrator, who will make final award determinations.

Policy Analysis and Notices

Consistent with the Administrative Procedures Act and Department of Transportation rulemaking policy, MARAD is publishing this notice in the **Federal Register** to indicate how it plans to exercise the discretionary authority provided by 49 U.S.C. 109. Nothing in this notice or in the policy itself requires MARAD to exercise its discretionary authority under the law.

Statutory and Executive Order Reviews

Under Executive Order 12866, Regulatory Planning and Review (58 FR 51735, October 4, 1993), this action is not a "significant regulatory action" and, is, therefore, not subject to review by the Office of Management and Budget (OMB).

Paperwork Reduction Act: Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501–3520), a Federal agency must obtain approval from the OMB for each collection of information it conducts, sponsors, or requires. The *U.S. Ships* recognition awards program may impose new collection requirements when MARAD opens the nomination period. MARAD will conduct a full PRA analysis and include it in the **Federal Register** Notice released at that time and obtain an information collection number if required.

(Authority: 49 U.S.C. 109)

Dated: May 26, 2015.

By Order of the Maritime Administrator.
Thomas M. Hudson, Jr.,
Secretary, Maritime Administration.
 [FR Doc. 2015–13019 Filed 5–28–15; 8:45 am]
 BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2014–0097; Notice 1]

Notice of Receipt of Petition for Decision that Nonconforming Model Year 1991 BMW M3 Convertible Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Receipt of petition.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that nonconforming model year (MY) 1991 BMW M3 convertible passenger cars that were not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS), are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

DATES: June 29, 2015.

ADDRESSES: Comments should refer to the docket and notice numbers above and submitted by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
 - *Mail:* Send comments by mail addressed to: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
 - *Hand Delivery:* Deliver comments by hand to: West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
 - *Electronically:* Submit comments electronically by: Logging onto the Federal Docket Management System (FDMS) Web site at <http://www.regulations.gov/>. Follow the online instructions for submitting comments.
- Comments may also be faxed to (202) 493–2251.
- Comments must be written in the English language, and be no greater than

15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Documents submitted to a docket may be viewed by anyone at the address and times give above. The documents may also be viewed on the Internet at <http://www.regulations.gov> by following the online instructions for accessing the dockets DOT's complete Privacy Act Statement is available for review in the **Federal Register** published on April 11, 2000, (65 FR 19477–78)

The petition, supporting materials, and all comments received before the close of business on the closing date indicated below will be filed and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated below.

FOR FURTHER INFORMATION CONTACT: George Stevens, Office of Vehicle Safety Compliance, NHTSA (202–366–5308).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(B), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS, and has no substantially similar U.S.-certified counterpart, shall be refused admission into the United States unless NHTSA has decided that the motor vehicle has safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible

for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion, Inc. of Santa Ana, CA (Registered Importer R90–007) has petitioned NHTSA to decide whether nonconforming MY 1991 BMW M3 convertible passenger cars are eligible for importation into the United States.

G&K noted in its petition that although conforming MY 1991 BMW M3 vehicles were not sold in the U.S., NHTSA has determined that nonconforming MY 1989 BMW M3 vehicles are eligible for importation. G&K compared the nonconforming MY 1991 BMW M3 vehicles to the nonconforming MY 1989 BMW M3 vehicles that have been determined eligible for importation, and based its arguments that the 1991 BMW M3 vehicles conform to many applicable FMVSS, and are capable of being altered to meet the remainder of the applicable FMVSS, in part, on the similarities between the MY 1989 and MY 1991 vehicles.

Specifically, the petitioner claims that non-U.S. certified MY 1991 BMW M3 convertible passenger cars, as originally manufactured, conform to: Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*; 103 *Windshield Defrosting and Defogging Systems*; 104 *Windshield Wiping and Washing Systems*; 105 *Hydraulic Brake Systems*; 106 *Brake Hoses*; 107 *Reflective Surfaces*; 109 *New Pneumatic Tires*; 113 *Hood Latch System*; 115 *Vehicle Identification Number—Basic Requirements*; 116 *Motor Vehicle Brake Fluids*; 118 *Power-Operated Window Systems*; 124 *Accelerator Control Systems*; 201 *Occupant Protection in Interior Impact*; 202 *Head Restraints*; 204 *Steering Control Rearward Displacement*; 205 *Glazing Materials*; 206 *Door Locks and Door Retention Components*; 207 *Seating Systems*; 209 *Seat Belt Assemblies*; 210 *Seat Belt Assembly Anchorages*; 211 *Wheel Nuts, Wheel Disks, and Hub Caps*; 212 *Windshield Mounting*; 214 *Side Impact Protection*; 216 *Roof Crush Resistance*; 219 *Windshield Zone Intrusion*; 301 *Fuel System Integrity*; and 302 *Flammability of Interior Materials*.

The petitioner also contends that the vehicles are capable of being altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: addition of the word “BRAKE” to the brake system warning indicator lamp located on the instrument cluster.