

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel LIMERICK is:

Intended Commercial Use Of Vessel: "Passenger vessel of six or fewer people"

Geographic Region: "Washington and Alaska (excluding waters in Southeastern Alaska and waters North of a line between Gore Point to Cape Suckling [including the North Gulf Coast and Prince William Sound])."

The complete application is given in DOT docket MARAD-2016-0011 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: February 4, 2016.

Gabriel Chavez,

Acting Secretary, Maritime Administration.

[FR Doc. 2016-03008 Filed 2-12-16; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2016-0007]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel LONE STAR; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before March 17, 2016.

ADDRESSES: Comments should refer to docket number MARAD-2016-0007. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email Bianca.carr@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel LONE STAR is:

Intended Commercial Use Of Vessel: "Passenger Vessel".

Geographic Region: "Texas and Louisiana".

The complete application is given in DOT docket MARAD-2016-0007 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver

criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: February 4, 2016.

Gabriel Chavez,

Acting Secretary, Maritime Administration.

[FR Doc. 2016-03002 Filed 2-12-16; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2015-0083; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming Model Year 2014 Mercedes-Benz SLK Class 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 model year (MY) 2014 Mercedes-Benz SLK Class passenger cars (PC) 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 are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 2014 Mercedes-Benz SLK Class PC) and they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is March 17, 2016.

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

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the

online instructions for submitting comments.

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** 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.

- **Fax:** 202-493-2251.

Instructions: 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. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

How to Read Comments submitted to the Docket: You may read the comments received by Docket Management at the address and times given above. You may also view the documents from the Internet at <http://www.regulations.gov>. Follow the online instructions for accessing the dockets. The docket ID number and title of this notice are shown at the heading of this document notice. Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically search the Docket for new material.

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)(A), a motor vehicle that was not originally manufactured to conform to all

applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

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**.

J.K. Technologies LLC (JK) of Baltimore, Maryland (Registered Importer R-90-006) has petitioned NHTSA to decide whether nonconforming 2014 Mercedes-Benz SLK Class PCs are eligible for importation into the United States. The vehicles which JK believes are substantially similar are MY 2014 Mercedes-Benz SLK Class PCs sold in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified MY 2014 Mercedes-Benz SLK Class PCs to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

JK submitted information with its petition intended to demonstrate that non-U.S. certified MY 2014 Mercedes-Benz SLK Class PCs, as originally manufactured, conform to many applicable FMVSS in the same manner as their U.S.-certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non U.S.-certified MY 2014 Mercedes-Benz SLK Class PCs, 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*, 106 *Brake Hoses*, 113 *Hood Latch System*, 114 *Theft Protection*, 116 *Motor Vehicle Brake*

Fluids, 118 *Power-Operated Window, Partition, and Roof panel System*, 124 *Accelerator Control Systems*, 126 *Electronic Stability Control Systems*, 135 *Light Vehicle Brake Systems*, 139 *New Pneumatic Radial Tires for Light Vehicles*, 201 *Occupant Protection in Interior Impact*, 202a *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the subject non-U.S. certified vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: replacement of the original instrument cluster with the U.S.-model component and reprogramming the associated software as described in the petition.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: replacement of the front and rear turn signal and side marker lamps, headlamps, taillamps, stop lamps, backup lamps, and rear and side mounted reflex reflectors with U.S.-conforming components; reprogramming the vehicle software to activate the lamps such that they conform to the standard.

Standard No. 110 *Tire Selection and Rims*: installation of the required tire information placard.

Standard No. 111 *Rearview Mirrors*: inscription of the required warning statement on the face of the passenger side mirror, or replacement of that mirror with the U.S.-model component.

Standard No. 138 *Tire Pressure Monitoring Systems*: installation of U.S.-model pressure sensor, tire valve kit and tire pressure monitor module. The system must also be reprogrammed with the U.S.-model tire pressure loss warning code pack before reprogramming the CAN E and changing the TPMS SA codes to "installed."

Standard No. 208 *Occupant Crash Protection*: replacement of; passenger side seat cushion with the U.S.-model seat cushion and sensor mat set, passenger side electrical wiring harness, passenger side seat belt, instrument panel, glove box, wire harness for the dash board, and airbag control module. Installation of U.S.-model driver's and passenger's knee airbags and U.S.-model air bag warning labels is also necessary.

In addition, documentation required as part of the owner's manual or

supplemental documentation must be provided by the RI.

After the new components are installed and wired the diagnostic programming/coding tool must be used to insure that the latest U.S.-model code packs are installed and operational in all applicable vehicle control modules, including the airbag control module.

Standard No. 209 *Seat Belt Assemblies*: replacement of the passenger seat belt assembly with U.S.-model components.

Standard No. 225 *Child Restraint Anchorage Systems*: inspection of all vehicles and replacement of any non U.S.-model child restraint anchorage system components with U.S.-model components (this may require seat replacement as part of modifications made to conform the vehicle to FMVSS No. 208) as necessary to conform to the requirements of the standard.

Standard No. 301 *Fuel System Integrity*: replacement of the following fuel system components with U.S.-model components as necessary to meet all applicable requirements of the standard: Evaporative system, fuel tank, fuel level unit with check valve (fuel tank pressure sensor), fuel filler cap, charcoal canister fuel shut off valve, vapor lines, wire harness for fuel tank pressure sensor and charcoal canister shut off valve.

After all replacements have been installed and wired the diagnostic programming/coding tool must be used to reprogram the ECU to select the ULE/LEV mode.

Standard No. 401 *Interior Trunk Release*: installation of all U.S.-model interior trunk release components.

The petitioner additionally states that a vehicle identification plate must be affixed to the vehicle near the left windshield pillar to meet the requirements of 49 CFR part 565.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

Jeffrey M. Giuseppe,
Director, Office of Vehicle Safety Compliance.
[FR Doc. 2016-02968 Filed 2-12-16; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-XXXX]

Driving Behavioral Change in Traffic Safety

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

ACTION: Notice.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is announcing a meeting that will be held in Washington, DC on March 10–11, 2016 to explore ways to promote evidence-based behavior change in a traffic safety setting. The Driving Behavioral Change in Traffic Safety workshop will include presentations and discussions on a number of topics including analysis and feasibility of using different approaches to changing behavior; exploring promising untested strategies; identifying long-term pathways to eliminate fatalities; and considering how evidence-based behavior change strategies can be used in the broader policy discussion. Attendance at the meeting is limited to invited participants because of space limitations of the DOT Conference Center. However, the meeting will be available for live public viewing on the NHTSA Web site (www.nhtsa.gov).

DATES: The meeting will be held on March 10, 2016 from 8:30 a.m. to 4:30 p.m. and on March 11, 2016 from 8:30 a.m. to 12:00 p.m.

ADDRESSES: The meeting will be held in the Media Center of the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Esther Wagner, Telephone: 202-366-0932; email address: esther.wagner@dot.gov.

SUPPLEMENTARY INFORMATION: NHTSA will host a workshop to launch a new behavioral safety initiative. The Driving Behavioral Change in Traffic Safety forum will begin with an introduction by NHTSA Administrator Mark Rosekind, followed by presentation of the history of NHTSA's behavioral safety programs and a discussion of its status in practice. The forum will also include panels focusing on evidence-based behavior-change strategies; the feasibility of using different approaches to behavior change in traffic safety; consideration of promising strategies that are not evidence-based; a discussion of the changes necessary to achieve near-zero traffic safety deaths;

and how to place this issue in the broader policy context to drive action.

Invited participants will include representatives from a number of topic areas including the behavioral sciences, traffic safety, and public health, as well as from diverse organizations including advocacy groups, industry, state government, and other Federal Agencies.

NHTSA will use this forum to discuss research and program objectives, consider priority public policy needs to address behaviors that lead to deaths and injuries in traffic crashes. Addressing behavioral safety is a top priority for this Administration.

Workshop Procedures. NHTSA will conduct the meeting informally. Thus, technical rules of evidence will not apply.

The workshop will consist of presentations and panels. Each panel will have two or three short presentations, a roundtable discussion among the panel members, and questions from the other participants to be discussed by the meeting participants.

Authority: 49 U.S.C. 30182.

Issued on: February 9, 2016.

Jeff Michael,

Associate Administrator for Research and Program Development.

[FR Doc. 2016-03040 Filed 2-12-16; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Sanctions Actions Pursuant to Executive Order 13224

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Treasury Department's Office of Foreign Assets Control (OFAC) is publishing the name of 1 individual 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."

DATES: OFAC's action described in this notice is effective on February 10, 2016.

FOR FURTHER INFORMATION CONTACT: Associate Director for Global Targeting, tel.: 202/622-2420, Assistant Director for Sanctions Compliance & Evaluation, tel.: 202/622-2490, Assistant Director for Licensing, tel.: 202/622-2480, Office of Foreign Assets Control, or Chief