petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Volkswagen’s petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

Affected are approximately 463 model year 2011 Volkswagen Jetta passenger cars equipped with a TDI engine and Goodyear Eagle Vector 205/55 R16 94V XL tires, and manufactured between March 18, 2011 and March 23, 2011.

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, these provisions only apply to the 463 2 vehicles that Volkswagen no longer controlled at the time that it determined that a noncompliance existed in the subject vehicles.

Paragraph S4.2.1.2 of FMVSS No. 110 requires:

S4.2.1.2 The vehicle normal load on the tire shall not be greater than 94 percent of the load rating at the vehicle manufacturer’s recommended cold inflation pressure for that tire.

Volkswagen explains that the noncompliance is that the recommended cold tire inflation pressure stated on the tire and loading information label is less than that calculated as prescribed by paragraph S4.2.1.2 of FMVSS No. 110 for the Goodyear Eagle Vector 205/55 R16 94V XL tires installed on the subject vehicles. The tire and loading information label shows a recommended tire pressure of 33 psi, however, it should read 34 psi.

Volkswagen argues that this noncompliance is inconsequential to motor vehicle safety because the noncompliant vehicle placards do not create an unsafe condition and all other labeling requirements have been met.

In summation, Volkswagen believes that the described noncompliance of its tire and loading information labels to meet the requirements of FMVSS No. 110 is inconsequential to motor vehicle safety, and that its petition, to exempt 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.

Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods:


b. By hand delivery to: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except Federal Holidays.


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. 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 given 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.

Comment closing date: March 12, 2012.

Authority: 49 U.S.C. 30118, 30120:
degress of authority at CFR 1.50 and 501.8.

Issued on: February 3, 2012.

Claude H. Harris,
Director, Office of Vehicle Safety Compliance.

[FR Doc. 2012–3010 Filed 2–8–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA–2012–0021]

Pipeline Safety: Notice of Public Meetings on Improving Pipeline Leak Detection System Effectiveness and Understanding the Application of Automatic/Remote Control Valves

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

ACTION: Notice of workshop.

SUMMARY: The recent passage of the Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 has set forth several mandates and reports to Congress that PHMSA must complete. Reports on leak detection and automatic/remote control valves are among these mandates. PHMSA is sponsoring these public meetings to further study how to encourage operators to expand the use of leak detection systems (LDS) and improve system effectiveness on the Nation’s pipeline infrastructure and how remote control and automatic control valves can be installed to lessen the volume of natural gas and hazardous liquid released during catastrophic pipeline events.

DATES: The public meeting on Improving Pipeline Leak Detection System Effectiveness will be held on Tuesday, March 27, 2012, from 8 a.m. to 6 p.m. EDT. The public meeting on Understanding the Application of Automatic and Remote Control Valves will be held on Wednesday, March 28, 2012, from 8 a.m. to 4 p.m. EDT. Name badge pick-up and on-site registration will be available starting at 7:30 a.m.
each day. Refer to the meeting Web site for updated registration information, agenda and times at https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=75. Please note that both meetings will be webcast in their entirety. The webcast link will be posted on the above meeting page prior to the event. All presentations will be available on the meeting Web site within days following these public meetings.

ADDRESSES: The public meetings will be held at The Hilton Washington DC/ Rockville Hotel, 1750 Rockville Pike, Rockville, MD 20852, Phone: 301–468–1100, Fax: 301–468–0308, http://www1.hilton.com/en_US/h/hotel/1ADMRHF-Hilton-Washington-DC-Rockville-Hotel-Executive-Meeting-Ctr-Maryland/index.do. Please contact the Hilton to reserve a room using “U.S. Department of Transportation” or “USD” for the room block name at the rate of $224/ night. This room rate is available for the night of March 26 through the night of March 28 until the reserved rooms at this rate are taken. Please also contact the Hilton for information on facilities or services for individuals with disabilities or to request special assistance during these public meetings. The meeting room will be posted at the hotel on the days of the workshop.

Public Meetings Registration: Please visit https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=75 and click on these public meetings to register.

FOR FURTHER INFORMATION CONTACT: Patricia Jasion at 202–366–4774, or by email at patricia.jasion@DOT.gov.

SUPPLEMENTARY INFORMATION: PHMSA will be holding two public meetings designed to provide an open forum for exchanging information on the challenges associated with LDS and automatic/remote control valves. Specifically, these public meetings will facilitate individual panel discussions for the following objectives:

March 28
Understanding the Application of Automatic Control and Remote Control Valves

1. Gather and disseminate information on the state-of-the-art of automatic/remote control valve operations on the practical considerations involved with installing, operating and maintaining these valves.

2. Identify the constraints with deploying systems on existing versus new construction pipelines.

3. Collect public input that will help guide a PHMSA study investigating and documenting automatic control and remote control valve challenges and considerations. Information from that study will help craft a future report to Congress.

March 27
Improving Pipeline Leak Detection System Effectiveness

1. Inform the public, Federal and state regulatory agencies and legislators in Congress on state-of-the-art leak detection systems and the practical considerations involved with deploying and maintaining these systems.

2. Identify the constraints and issues with deploying systems on existing and new construction pipelines.

3. Collect public input that will help guide a PHMSA study investigating and documenting detection system challenges and considerations.

Information from that study will help craft a future report to Congress.