

available at all times during transportation.

Shipping papers serve as the principal source of information regarding the presence of hazardous materials, identification, quantity, and emergency response procedures. They also serve as the source of information for compliance with other requirements, such as the placement of rail cars containing different hazardous materials in trains; prevent the loading of poisons with foodstuffs; maintain the separation of incompatible hazardous materials; and limit the amount of radioactive materials that may be transported in a vehicle or aircraft. Shipping papers and emergency response information serve as a means of notifying transport workers that hazardous materials are present. Most importantly, shipping papers serve as a principal means of identifying hazardous materials during transportation emergencies. Firefighters, police, and other emergency response personnel are trained to obtain the Department of Transportation (DOT) shipping papers and emergency response information when responding to hazardous materials transportation emergencies. The availability of accurate information concerning hazardous materials being transported significantly improves response efforts in these types of emergencies.

PHMSA is revising this information collection burden to reflect the anticipated completion of the collection of information under the Hazardous Materials Automated Cargo Communications for Efficient and Safe Shipments (HM-ACCESS) pilot program.

*Affected Public:* Shippers and carriers of hazardous materials in commerce.

*Annual Reporting and Recordkeeping Burden:*

*Number of Respondents:* 260,000.

*Total Annual Responses:* 185,000,000.

*Total Annual Burden Hours:*

4,625,846.

*Frequency of Collection:* On occasion.

*Title:* Radioactive (RAM)

Transportation Requirements.

*OMB Control Number:* 2137-0510.

*Summary:* This information collection describes the information collection provisions in the HMR involving the transportation of radioactive materials (RAM) in commerce. Information collection requirements for RAM include: Shipper notification to consignees of the dates of shipments of RAM; expected arrival; special loading/unloading instructions; verification that shippers using foreign-made packages hold a foreign competent authority certificate and verification that the

terms of the certificate are being followed for RAM shipments being made into this country; and specific handling instructions from shippers to carriers for fissile RAM, bulk shipments of low specific activity RAM, and packages of RAM which emit high levels of external radiation. These information collection requirements help to establish that proper packages are used for the type of radioactive material being transported; external radiation levels do not exceed prescribed limits; and packages are handled appropriately and delivered in a timely manner, so as to ensure the safety of the general public, transport workers, and emergency responders.

*Affected Public:* Shippers and carriers of radioactive materials in commerce.

*Annual Reporting and Recordkeeping Burden:*

*Number of Respondents:* 3,817.

*Total Annual Responses:* 21,519.

*Total Annual Burden Hours:* 15,270.

*Frequency of Collection:* On occasion.

*Title:* Subsidiary Hazard Class and Number/Type of Packagings.

*OMB Control Number:* 2137-0613.

*Summary:* The HMR require that shipping papers and emergency response information accompany each shipment of hazardous materials in commerce. In addition to the basic shipping description information, we also require the subsidiary hazard class or subsidiary division number(s) to be entered in parentheses following the primary hazard class or division number on shipping papers. This requirement was originally required only by transportation by vessel. However, the lack of such a requirement posed problems for motor carriers with regard to complying with segregation, separation, and placarding requirements, as well as posing a safety hazard. For example, in the event the motor vehicle becomes involved in an accident, when the hazardous materials being transported include a subsidiary hazard such as "dangerous when wet" or a subsidiary hazard requiring more stringent requirements than the primary hazard, there is no indication of the subsidiary hazards on the shipping papers and no indication of the subsidiary risks on placards. Under circumstances such as motor vehicles being loaded at a dock, labels are not enough to alert hazardous materials employees loading the vehicles, nor are they enough to alert emergency responders of the subsidiary risks contained on the vehicles. Therefore, we require the subsidiary hazard class or subsidiary division number(s) to be entered on the shipping paper, for

purposes of enhancing safety and international harmonization.

We also require the number and type of packagings to be indicated on the shipping paper. This requirement makes it mandatory for shippers to indicate on shipping papers the numbers and types of packages, such as drums, boxes, jerricans, etc., being used to transport hazardous materials by all modes of transportation.

Shipping papers serve as a principal means of identifying hazardous materials during transportation emergencies. Firefighters, police, and other emergency response personnel are trained to obtain the DOT shipping papers and emergency response information when responding to hazardous materials transportation emergencies. The availability of accurate information concerning hazardous materials being transported significantly improves response efforts in these types of emergencies. The additional information would aid emergency responders by more clearly identifying the hazard.

*Affected Public:* Shippers and carriers of hazardous materials in commerce.

*Annual Reporting and Recordkeeping Burden:*

*Number of Respondents:* 250,000.

*Total Annual Responses:* 6,337,500.

*Total Annual Burden Hours:* 17,604.

*Frequency of Collection:* On occasion.

**William S. Schoonover,**

*Deputy Associate Administrator, Pipeline and Hazardous Materials Safety Administration.*

[FR Doc. 2015-20274 Filed 8-17-15; 8:45 am]

**BILLING CODE 4910-60-P**

---

## DEPARTMENT OF THE TREASURY

### Public Input on Expanding Access to Credit Through Online Marketplace Lending

**AGENCY:** Office of the Undersecretary for Domestic Finance, Department of the Treasury.

**ACTION:** Notice; extension of comment period.

**SUMMARY:** On July 20, 2015, the Office of the Undersecretary for Domestic Finance (the Office) published the Request for Information (RFI) "Public Input on Expanding Access to Credit Through Online Marketplace Lending," which states that comments on the RFI must be submitted on or before August 31, 2015. The Office has determined that an extension of the comment period through September 30, 2015 is appropriate.

**DATES:** Comments must be received not later than September 30, 2015.

**ADDRESSES:** You may submit comments by any of the methods identified in the RFI. Please submit your comments using only one method.

**FOR FURTHER INFORMATION CONTACT:** For general inquiries, submission process questions or any additional information, please email [Marketplace\\_Lending@treasury.gov](mailto:Marketplace_Lending@treasury.gov) or call (202) 622-1083. All responses to this Notice and Request for Information should be submitted via <http://www.regulations.gov> to ensure consideration. If you use a telecommunications device for the deaf (TDD) or a text telephone (TTY), call the

Federal Relay Service (FRS), toll free, at 1-800-877-8339.

**SUPPLEMENTARY INFORMATION:** On July 20, 2015, the Office published the RFI,<sup>1</sup> seeking public comment on (i) the various business models of and products offered by online marketplace lenders to small businesses and consumers; (ii) the potential for online marketplace lending to expand access to credit to historically underserved market segments; and (iii) how the

<sup>1</sup>Public Input on Expanding Access to Credit Through Online Marketplace Lending, 80 FR 42,866 (July 20, 2015).

financial regulatory framework should evolve to support the safe growth of this industry. The RFI states that comments must be submitted on or before August 31, 2015. The Office has determined that an extension of the comment period through September 30, 2015, is appropriate in order to provide the public more time to review, consider, and comment on the RFI.

Dated: August 11, 2015.

**David G. Clunie,**  
*Executive Secretary.*

[FR Doc. 2015-20394 Filed 8-17-15; 8:45 am]

**BILLING CODE P**