

d. The subject tires contain the DOT symbol on both sidewalls thus indicating conformance to applicable FMVSS.

2. Identification & Traceability

a. All information required by 49 CFR 574.5 for Tire Identification Number (plant code + size code + option code + date code) is present on the sidewall of the tire.

b. The marking discrepancy only exists on one sidewall of the tire. The opposing sidewall has the correct sequence of DOT + plant code + size code + option code.

c. For identification and traceability purposes the key information of plant code and manufacturing date is present on the tire.

d. In the event that dealer/owner notifications are required either the intended marking (DOT BF) or the actual marking (BF DOT) would serve as an identifier of the tire.

3. Proactive Measures

a. The mismarking has been communicated to BFGoodrich Customer Care representatives in order to effectively handle any inquiries from dealers or owners regarding the subject tires.

MNA concluded by expressing the belief that the subject noncompliance is inconsequential as it relates 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

NHTSA has evaluated the merits of the inconsequential noncompliance petition submitted by MNA and has determined that this particular noncompliance is inconsequential to motor vehicle safety. Specifically, the Agency considered the following when making its decision:

1. Having the DOT code and TIN code markings in the incorrect sequence on one sidewall does not pose a risk to safety on the subject tires. The DOT symbol is stamped within the TIN code and still readily available in case an end-user would be in search of the DOT symbol as a sign of the certification of the subject tires. The symbol DOT is marked on the tire and accurately communicates the manufacturer's certification that the tire conforms to FMVSS No. 139.

2. However, while correctly marked with the symbol DOT indicating certification of the tire, the sidewalls of one side of the tires were marked "BF DOT" instead of "DOT BF," which is the correct sequence. NHTSA evaluated whether the mislabeling of the subject tires poses a risk to safety considering the following areas:

Operational safety: At this time, NHTSA does not foresee a misunderstanding of the information conveyed due to the symbol DOT being out of sequence. Therefore, NHTSA agrees with MNA that reversing the order of the symbol DOT and plant code does not pose a safety risk for the vehicles on

which these tires are mounted or the tires themselves.

Performance: NHTSA reviewed MNA's submission of certification data for the subject tires. The subject tires appear to comply with the FMVSS No. 139 performance requirements related to the endurance requirement, high-speed requirement, plunger energy test requirement, and bead unseat requirement. Therefore, on the basis that the tires meet the minimum performance requirements of applicable FMVSS, reversing the order of the symbol DOT and plant code does not pose a safety risk.

Identification and Traceability: A complete TIN is present with the plant code, size code, optional code, and date code on the sidewalls of the tires. One sidewall has an incorrect sequence while the correct sequence as stamped "DOT BF" is present and readily available on the opposite sidewall of the full TIN. MNA has ensured, for identification and traceability purposes, the key information (*i.e.* plant code and manufacturing date) is present on the tire. The markings "DOT BF" and "BF DOT" serve as identifiers of the tire, making it traceable in the event a recall should occur. MNA has notified its customer care representatives so they can properly address inquiries raised by customers or dealers about this noncompliance. In addition, MNA has communicated to NHTSA that although erroneously marked "BF DOT" instead of "DOT BF," the tires will be able to be registered for traceability.

VII. NHTSA's Decision

In consideration of the foregoing, NHTSA finds that MNA has met its burden of persuasion that the FMVSS No. 139 noncompliance is inconsequential as it relates to motor vehicle safety. Accordingly, MNA's petition is hereby granted and MNA is exempted from the obligation of providing notification of, and a remedy for, the 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 tires that MNA no longer controlled at the time it determined that the noncompliance existed.

However, the granting of this petition does not relieve equipment distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant tires under their control after MNA 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.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2016-0136]

Pipeline Safety: Meeting of the Gas and Liquid Pipeline Safety Advisory Committees

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

ACTION: Notice of advisory committee meetings.

SUMMARY: This notice announces public teleconference meeting of the Technical Pipeline Safety Standards Committee, also known as the Gas Pipeline Advisory Committee (GPAC), and the Technical Hazardous Liquid Pipeline Safety Standards Committee, also known as the Liquid Pipeline Advisory Committee (LPAC), to discuss the Valve Installation and Minimum Rupture Detection Standards notice of proposed rulemaking (NPRM).

DATES: PHMSA will hold public meetings on July 22-23, 2020. GPAC will meet from 10:30 a.m. to 6:00 p.m. ET on Wednesday, July 22, 2020, while LPAC will meet from 10:30 a.m. to 6:00 p.m. ET on Thursday, July 23, 2020. Members of the public who want to attend are asked to register no later than July 15, 2020. PHMSA requests that individuals who require disability accommodations to notify Tewabe Asebe by July 15, 2020.

ADDRESSES: The meetings will be held via teleconference. The agenda and any additional information, including information how to participate in the teleconference will be published on the meeting website at <https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=149>. Presentations will be available on the meeting website and on the E-Gov website, <https://www.regulations.gov/>, under docket number PHMSA-2016-0136 no later than 30 days following the meetings. You may submit comments, identified by Docket No. PHMSA-2016-0136, by any of the following methods:

- *E-Gov Web:* <https://www.regulations.gov/>. This site allows

the public to enter comments on any **Federal Register** notice issued by any agency. Follow the online instructions for submitting comments.

- *Fax:* 1 (202) 493–2251.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building: Room W12–140, Washington, DC 20590–0001.

- *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building: Room W12–140, Washington, DC 20590–0001, between 9:00 a.m. and 5:00 p.m. ET Monday through Friday, except federal holidays.

- *Instructions:* Identify Docket No. PHMSA–2016–0136 at the beginning of your comments. If you submit your comments by mail, submit two copies. Internet users may submit comments at <https://www.regulations.gov>. If you would like confirmation that PHMSA received your comments, please include a self-addressed stamped postcard that is labeled “Comments on PHMSA–2016–0136.” The docket clerk will date stamp the postcard prior to returning it to you via the U.S. mail.

- *Note:* All comments received will be posted without edits to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading for more information. Anyone can use the site to search all comments by the name of the submitting individual or, if the comment was submitted on behalf of an association, business, labor union, etc., the name of the signing individual. Therefore, please review the complete U.S. Department of Transportation Privacy Act Statement in the **Federal Register** (65 FR 19477) or the Privacy Notice at <https://www.regulations.gov> before submitting comments.

- *Privacy Act Statement:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. The DOT posts these comments without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.dot.gov/privacy>.

- *Confidential Business Information:* Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments in response to this notice contain commercial or financial information that is customarily treated as private,

that you actually treat as private, and that is relevant or responsive to this notice, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 CFR 190.343, you may ask PHMSA to provide confidential treatment to information you give to the agency by taking the following steps: (1) Mark each page of the original document submission containing CBI as “Confidential;” (2) send PHMSA a copy of the original document with the CBI deleted along with the original, unaltered document; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under the Freedom of Information Act and they will not be placed in the public docket of this notice. Submissions containing CBI should be sent to Tewabe Asebe, DOT, PHMSA, 1200 New Jersey Avenue SE, PHP–30, Washington, DC 20590–0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket.

- *Docket:* For access to the docket or to read background documents or comments, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets. Alternatively, this information is available by visiting DOT at 1200 New Jersey Avenue SE, West Building: Room W12–140, Washington, DC 20590–0001, between 9:00 a.m. and 5:00 p.m. ET Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Tewabe Asebe, Transportation Specialist, Office of Pipeline Safety, by phone at 202–366–5523 or by email at tewabe.asebe@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Meeting Agenda

GPAC and LPAC will meet in separate sessions to discuss the Valve Installation and Minimum Rupture Detection Standards NPRM that PHMSA published in the **Federal Register** on February 6, 2020, (85 FR 7162). GPAC and LPAC will review the NPRM and its associated regulatory analysis. PHMSA will post additional details on the meeting website in advance of the meetings.

PHMSA proposed to revise the Pipeline Safety Regulations applicable to newly constructed and entirely replaced onshore natural gas transmission and hazardous liquid pipelines to mitigate ruptures. Additionally, PHMSA is revising the regulations regarding rupture detection to shorten pipeline segment isolation

times. These proposals address congressional mandates, incorporate recommendations from the National Transportation Safety Board, and are necessary to reduce the consequences of large-volume, uncontrolled releases of natural gas and hazardous liquid pipeline ruptures.

II. Background

GPAC and LPAC are statutorily mandated advisory committees that provide PHMSA and the Secretary of Transportation with recommendations on proposed standards for the transportation of natural gas or hazardous liquids by pipeline. These committees were established in accordance with 49 U.S.C. 60115 and the Federal Advisory Committee Act, as amended (5 U.S.C. App. 2), to review PHMSA’s regulatory initiatives and determine their technical feasibility, reasonableness, cost-effectiveness, and practicability. Each committee consists of 15 members, with membership evenly divided among Federal and state governments, regulated industry, and the general public.

III. Public Participation

These meetings will be open to the public. Members of the public who wish to virtually attend must register on the meeting website and include their names and affiliations. PHMSA will provide members of the public with opportunities to make a statement during the course of these meetings. Additionally, PHMSA will record the meetings and post a record to the public docket. PHMSA is committed to providing all participants with equal access to these meetings. If you need disability accommodations, please contact Tewabe Asebe by phone at (202) 366–5523 or by email at tewabe.asebe@dot.gov.

PHMSA is not always able to publish a notice in the **Federal Register** quickly enough to provide timely notice regarding last-minute issues that impact a previously announced advisory committee meeting. Therefore, individuals should check the meeting website or contact Tewabe Asebe regarding any possible changes.

Issued in Washington, DC, on June 15, 2020, under authority delegated in 49 CFR 1.97.

Alan K. Mayberry,

Associate Administrator for Pipeline Safety.

[FR Doc. 2020–13357 Filed 6–19–20; 8:45 am]

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