

FEDERAL TRANSIT ADMINISTRATION

Table 2

FTA Section 5324 Emergency Relief Program

Allocations for Hurricane Sandy, by Agency

State(s)	Agency	Discretionary Funding ID	Allocated to Date	Pro-Rated Allocations	Total Allocations
CT	Greater Bridgeport Transit District	D2013-SAND-009	\$ 21,783	\$ -	\$ 21,783
CT	Milford Transit District	D2013-SAND-007	\$ 5,352	\$ -	\$ 5,352
CT	Connecticut Department of Transportation	D2013-SAND-010	\$ 55,622	\$ -	\$ 55,622
MA	Massachusetts Bay Transportation Authority	D2013-SAND-011	\$ 344,311	\$ -	\$ 344,311
NY	New York Metropolitan Transportation Authority	D2013-SAND-001	\$ 193,893,898	\$ 1,000,415,662	\$ 1,194,309,560
NY	New York City Department of Transportation ¹	D2013-SAND-012	\$ 21,889,326	\$ 12,029,487	\$ 33,918,813
NY, NJ	Port Authority of New York and New Jersey ²	D2013-SAND-002; D2013-SAND-008	\$ 213,963,997	\$ 275,156,637	\$ 489,120,634
NJ	New Jersey Transit Corporation	D2013-SAND-004	\$ 144,416,559	\$ 86,774,558	\$ 231,191,117
NY	City of Long Beach	D2013-SAND-006	\$ 518,364	\$ -	\$ 518,364
NY	Westchester County Department of Transportation	D2013-SAND-005	\$ 317,200	\$ -	\$ 317,200
PA	Southeastern Pennsylvania Transportation Authority	D2013-SAND-003	\$ 1,192,568	\$ -	\$ 1,192,568
RI	Rhode Island Public Transit Authority	D2013-SAND-013	\$ 1,179	\$ -	\$ 1,179
N/A	Other (2% of pro-rated allocation) ³		\$ -	\$ 28,048,497	\$ 28,048,497
Grand Total			\$ 576,620,159	\$ 1,402,424,841	\$ 1,979,045,000

¹ New York City Department of Transportation's pro-rated allocation includes an allocation of \$11,700,000 for an expense that is pending validation.

² Includes two project-specific allocations. A total of \$159,720,171 has been allocated for the Port Authority Trans Hudson Rail Service and \$54,243,826 has been allocated for the World Trade Center Hub Project

³ Pro-rated allocation for "other" is reserved for agencies that have additional costs that were not allocated under the Category One, Two, Three allocation and have not received an allocation based on their currently estimated cost of recovery.

[FR Doc. 2013-07268 Filed 3-28-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2013 0026]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel W.L. STEWART III; 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 April 29, 2013.

ADDRESSES: Comments should refer to docket number MARAD-2013-0026. 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:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION:

As described by the applicant the intended service of the vessel W.L. STEWART III is:

Intended Commercial Use of Vessel:
"Yacht Club Regatta and Sailing Instruction Support"

Geographic Region: "California"

The complete application is given in DOT docket MARAD-2013-0026 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: March 12, 2013.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2013–07235 Filed 3–28–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Honda

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).
ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the American Honda Motor Co., Inc.'s (Honda) petition for exemption of the Honda Civic vehicle line in accordance with 49 CFR part 543, *Exemption from the Theft Prevention Standard*. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard, 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard*.

DATES: The exemption granted by this notice is effective beginning with the 2014 model year (MY).

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, West Building, W43–439, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Ballard's phone number is (202) 366–5222. Her fax number is (202) 493–2990.

SUPPLEMENTARY INFORMATION: In a petition dated December 21, 2012, Honda requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541) for the new MY 2014 Civic vehicle line. The petition requested an exemption from the parts-marking requirement pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for an entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Honda provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for its Civic vehicle line. Honda will install a transponder-based electronic engine immobilizer antitheft device as standard equipment on its Civic vehicle line beginning with MY 2014. Key components of the antitheft device will include a passive immobilizer, transponder ignition key, powertrain control module (PCM) and an Immobilizer Entry System (IMOES). Honda stated that the Civic vehicle line will also come equipped with a steering lock, cabin access, a hood release, counterfeit resistant VIN plates and secondary VINs as standard equipment.

Honda stated that activation of its immobilizer device occurs automatically when the vehicle is started without any further action by the driver. Honda also stated that the device will automatically check for start and validation from the PCM and the IMOES when a valid key having a correctly matching code is inserted into the ignition switch. Honda further stated that if the ignition key does not have a correctly matching code, the PCM will prevent fueling of the engine by allowing the vehicle to start and run for a few seconds before becoming completely inoperable and causing the ignition immobilizer telltale on the meter panel to flash. Honda also stated that the device can be activated by using the key fob to unlock the vehicle doors or by unlocking the driver's door with the ignition key. Deactivation of the immobilizer device occurs when a valid key and matching electronic code are

verified allowing the engine to continue normal operations.

In order to attract attention to an unauthorized person attempting to enter its vehicles without the use of a key, Honda stated that it will equip 99.9% of its Civic vehicle line with an audible and visible security system that will sound the vehicle's horn and flash the lights when the doors, hood or trunk is open when a key or key fob is not used to disarm the system. The security system is armed when all of the doors are locked and the hood and trunk are closed and locked.

Honda stated that its Civic vehicle line will also incorporate additional features to prevent unauthorized entry of its vehicles without the use of a key. Specifically, the key and key cylinders are designed with special styling features that help to prohibit theft. Honda also stated that as an additional security measure, key duplication of its keys is controlled by its authorized dealers. Honda further stated that its key cylinders are resistant to tampering and that its key fob remotes utilize rolling codes for the lock and unlock functions of its vehicles. Honda's submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

In addressing the specific content requirements of 543.6, Honda provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Honda conducted tests based on its own specified standards. Honda provided a detailed list of the tests and stated that it follows a rigorous development process ensuring that its antitheft device is reliable and robust for the life of the vehicle. Honda also stated that its antitheft device has no moving parts and does not require the presence of a key fob battery to function.

Honda noted that its immobilizer device was first installed as standard equipment on the MY 2001 Honda Civic. Honda submitted a report by the Highway Loss Data Institute showing an overall reduction in theft rates for the Honda Civic after introduction of the device. Specifically, the Highway Loss Data Institute's report showed a significant theft rate reduction from 92 (years 1998–2000) to 59 (years 2001–2003), with the theft rate described as relative to an overall theft average of 100. Honda also stated that the data shows an immediate decrease in thefts in 2001 with the immobilizer and also a sustained lower theft rate in following years.