Fuel Additive Manufacturer Notification.

III. Recent Studies Regarding Isobutanol Blended Gasolines

The OCTAMIX waiver evaluated a number of 1980s gasoline-fueled vehicles on the effects of gasoline-alcohol mixtures (applicable to isobutanol at up to 16 percent by volume) on those vehicles emissions controls. Since then, studies have been conducted to evaluate the potential effects of isobutanol on gasoline-fueled vehicles, engines, and fuel dispensing and storage equipment. Recent testing on the use of gasoline-isobutanol blended fuels illustrates that isobutanol-blended fuels generally do not significantly affect oxides of nitrogen (NO_X), carbon monoxide (CO), or non-methane organic gas (NMOG) emissions. In a recent study, gasoline was splash blended with alcohols to produce four blends with a target value of 5.5 percent oxygen by weight including a gasoline-isobutanol blend of 21 volume percent isobutanol.[8] The study found that the gasoline-isobutanol blended fuel did not significantly affect NO_X, CO, or NMOG emissions.

In a test of isobutanol exposure impacts on fueling infrastructure materials, the observed swell for elastomers for exposures to 16 percent and 24 percent gasoline blends were similar to but slightly less than the oxygen equivalent ethanol fuels of E10 and E17. Samples of metals commonly found in fuel storage and dispensing systems were immersed in 16 percent and 24 percent isobutanol blends at 60 °C for 28 days. In all cases, the annualized corrosion rates for isobutanol based on weight loss were negligible.[9]

Finally, in a 50-hour field emissions test of 175 horsepower and 215 horsepower boating engines, 16.1 volume percent isobutanol (blended to 93 octane) showed similar total $HC+NO_X$ emissions compared to a non-oxygenated certification gasoline.[10] In that same test, CO emissions were reduced using isobutanol vs. indolene which was expected as isobutanol is a partially oxidized fuel. The enleanment reported for 16.1 percent isobutanol was in line with what is typical of E10 relative to indolene. The study noted that no operability issues were observed while the marine engines were operated on the gasoline-isobutanol blended fuels.[11]

The Agency believes that based on the referenced studies on the potential effects of isobutanol on gasoline-fueled vehicles and engines and its engineering judgement, that modern motor vehicles and engines should continue to meet emissions standards and suffer no issues with driveability or operability on gasoline-isobutanol blended fuels up to 16 volume percent. However, even though the information cited above concerning regulated emissions, retail fuel dispensing and storage equipment materials, and marine engines suggests that isobutanol blended into gasoline should not pose any significant issues, the narrowness of the size and scope of these studies does not address all potential effects isobutanol may have on gasoline-fueled vehicles and engines. Therefore, the Agency seeks comment on whether there is available information on other areas that should be addressed for gasoline-isobutanol blended fuels up to 16 volume percent. The Agency could use information gleaned from this public comment process to determine whether further controls might be necessary (potentially via rulemaking under section 211(c) of the Act) to help ensure the smooth introduction of isobutanol into the gasoline market or to help determine whether the Agency should impose certain conditions on the registration of isobutanol as a gasoline additive through 40 CFR part 79.

IV. Conclusion

The EPA will register isobutanol for Butamax in accordance with the regulations at 40 CFR part 79 once applicable requirements are met. Butamax has submitted the required information, including: (1) The speciation of exhaust and evaporative emissions for gasoline with 16 percent isobutanol (Tier 1 testing), (2) a literature search for health information on the Tier 1 emissions found for that blend that were not found in the Tier 1 testing of gasoline without any oxygenate, and (3) the results of the Alternative Tier 2 health-effects testing for that blend (animal exposure to evaporative emissions). Butamax has also submitted information to demonstrate that it can comply with the requirements of the OCTAMIX waiver, which allows the blending of isobutanol into gasoline at up to 3.7 percent oxygen by weight, or 16 percent isobutanol by volume.

The EPA seeks comments and any information and data on the use of isobutanol in gasoline, including, but not limited to: (1) The need for additional health-effects testing under the Tier 3 provisions in the regulations, and (2) the need for additional regulatory controls for 16 percent isobutanol in gasoline, beyond those for gasoline at 40 CFR parts 79 and 80, under the authority of CAA section 211(c).

Dated: March 15, 2018.

Byron J. Bunker,

Director, Compliance Division, Office of Transportation and Air Quality, Office of Air and Radiation.

[FR Doc. 2018–06119 Filed 3–28–18; 8:45 am]

BILLING CODE 6560–50–P

[8] Ratcliff, M. A.; Luecke, J.; Williams, A.; Christensen, E.; Yanowitz, J.; Reek, A.; and McCormick, R. L.; Impact of higher alcohols blended in gasoline on light-duty vehicle exhaust emissions. Environ. Sci. Technol., 2013, 47 (23), pp 13865–13872.

[9] Kass, M.; Theiss, T.; Janke, C.; Pawel, S.; et al; Compatibility study for plastic, elastomeric, and metallic fueling infrastructure materials exposed to aggressive formulations of isobutanol-blended gasoline. Oak Ridge National Laboratory, 2014.

[10] Until changed in the Tier 3 rulemaking (see 79 FR 23414, April 28, 2014), certification gasoline did not contain ethanol, or any other oxygenates. However, the Tier 3 rulemaking now requires federal motor vehicle gasoline certification fuel to contain 10 volume percent ethanol.

[11] Wasil, J. R.; McKnight, J.; Kolb, R.; Munz, D.; Adey, J.; and Goodwin, B.; In-use performance testing of butanol-extended fuel in recreational marine engines and vessels. SAE [Tech Pap.] 2012.

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 15, 73, 74, and 76

[GN Docket No. 16–142; Report No. 3088]

Petitions for Reconsideration of Action in Rulemaking Proceeding

AGENCY: Federal Communications Commission.

ACTION: Petitions for Reconsideration.

SUMMARY: Petitions for Reconsideration (Petitions) have been filed in the Commission's Rulemaking proceeding by Rick Chessen, on behalf of NCTA—The Internet & Television Association (''NCTA'') and Michael Nilsson, on behalf of American Television Alliance (ATVA).

DATES: Oppositions to the Petition must be filed on or before April 13, 2018. Replies to an opposition must be filed on or before April 23, 2018.

ADDRESSES: Federal Communications Commission, 445 12th Street SW, Washington, DC 20554.

FOR FURTHER INFORMATION CONTACT: Evan Baranoff, Media Bureau, Policy Division, at: (202) 418–2120; email: *Evan.Baranoff@fcc.gov.*

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's document, Report No. 3088, released March 22, 2018. The full text of the Petition is available for viewing and

copying at the FCC Reference Information Center, 445 12th Street SW, Room CY–A257, Washington, DC 20554. It also may be accessed online via the Commission's Electronic Comment Filing System at: *http://apps.fcc.gov/ecfs/.* The Commission will not send a Congressional Review Act (CRA) submission to Congress or the Government Accountability Office pursuant to the CRA, 5.U.S.C. because no rules are being adopted by the Commission.

Subject: Authorizing Permissive Use of the ''Next Generation'' Broadcast Television Standard, Report and Order, FCC 17–158, published at 83 FR 4998, February 2, 2018, in GN Docket No. 16–142. This document is being published pursuant to 47 CFR 1.429(e). *See also* 47 CFR 1.4(b)(1) and 1.429(f), (g).

Number of Petitions Filed: 2.

Federal Communications Commission.

Katura Jackson,

Federal Register Liaison Officer, Office of the Secretary.

[FR Doc. 2018–06372 Filed 3–28–18; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

49 CFR Parts 107, 171, 172, 173, 174, 177, 178, 179, and 180

[Docket No. PHMSA–2018–0001; Notice No. 2018–01]

Request for Information on Regulatory Challenges to Safely Transporting Hazardous Materials by Surface Modes in an Automated Vehicle Environment; Correction

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

ACTION: Request for information; correction.

SUMMARY: This request for information notice replaces the version published in the **Federal Register** on March 22, 2018 (83 FR 12529), to make technical corrections to the prior version. The Pipeline and Hazardous Materials Safety Administration (PHMSA) requests information on matters related to the development and potential use of automated technologies for surface modes (*i.e.,* highway and rail) in hazardous materials transportation. In anticipation of the development, testing, and integration of Automated Driving Systems in surface transportation, PHMSA is issuing this request for information on the factors the Agency should consider to ensure continued safe transportation of hazardous materials without impeding emerging surface transportation technologies.

DATES: Interested persons are invited to submit comments on or before May 7, 2018. Comments received after that date will be considered to the extent practicable.

ADDRESSES: You may submit comments identified by Docket Number PHMSA–2018–0001 via any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Operations, U.S. Department of Transportation, West Building, Ground Floor, Room W12–140, Routing Symbol M–30, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* To Docket Operations, Room W12–140 on the ground floor of the West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the agency name and docket number for this notice. Internet users may access comments received by DOT at: *http://www.regulations.gov.* Please note that comments received will be posted without change to: *http://www.regulations.gov* including any personal information provided.

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

FOR FURTHER INFORMATION CONTACT: Matthew Nickels, Senior Regulations Officer (PHH–10), U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, 1200 New Jersey Avenue SE, East Building, 2nd Floor, Washington, DC 20590–0001, Telephone 202–366–0464, *Matthew.Nickels@dot.gov.*

SUPPLEMENTARY INFORMATION:

I. Overview

The transportation sector is undergoing a potentially revolutionary period, as tasks traditionally performed by humans only are increasingly being done, whether in testing or in actual integration, by automated technologies. Most prominently, ''Automated Driving Systems'' (ADS) have shown the capacity to drive and operate motor vehicles, including commercial motor vehicles, as safely and efficiently as humans, if not more so. Similar technological developments are also occurring in rail. Additionally, PHMSA acknowledges that ongoing advances in aviation and maritime technology could also affect the transportation of hazardous materials and plans to address these issues in future notices, as necessary.

DOT, including PHMSA, strongly encourages the safe development, testing, and integration of automated technologies, including the potential for these technologies to be used in hazardous materials transportation. Although an exciting and important innovation in transportation history, the emergence of surface automated vehicles and the technologies that support them may create unique and unforeseen challenges for hazardous materials transportation. The safe transportation of hazardous materials remains PHMSA's top priority, and as the development, testing, and integration of surface automated vehicles into our transportation system continues, PHMSA recognizes the need to work with State and modal partners to ensure the Hazardous Materials Regulations (HMR; 49 CFR parts 171–180) framework sufficiently takes into account these new technological innovations.

The purpose of this request for information is to obtain public comment on how the development of automated technologies may impact the HMR, and on the information PHMSA should consider when determining how to best ensure the HMR adequately account for surface automated vehicles.[1] In anticipation of the role surface automated vehicles and the technologies that support them may play on transportation, the movement of freight, and commerce, PHMSA requests comments from the public and interested stakeholders—including entities engaged in the development, testing, and integration of these technologies—on the potential future incompatibilities between the hazardous materials transportation requirements in the HMR and a surface transportation

[1] In this notice, PHMSA is not seeking comment on how advances in aviation or maritime technology could affect the transportation of hazardous materials, though the Agency is considering future notices on those issues.