

is essentially zero. Unlike the situation in Toyota's February 21, 2014, petition for inconsequentiality, which NHTSA granted, (see 80 FR 4035, January 26, 2015) there are no heater elements in GM's seat. In contrast, the subject seats contain a seat ventilator which circulates unheated air. The ventilator and associated motor are at least 27 mm from the adhesive tape and scrim and are separated by self-extinguishing and flammability-compliant materials. There is essentially zero risk that the seat ventilator or the associated motor could cause the seat materials to ignite.

c. *The adhesive tape is a very small portion of the soft mass of the seat and has an insignificant (i.e., negligible) adverse effect on the overall burn rate.* The adhesive tape is only 0.03% of the seat mass and is positioned well above (>11.4 mm) the occupant air space within the seat material stack. As installed in the vehicle, the adhesive tape makes up such an extremely small portion of the seat that its burn rate will have essentially no adverse effect on the burn rate of the vent bag assembly. Therefore, the adhesive tape would have an insignificant adverse effect on the interior material burn rate and the potential for occupant injury due to interior fire.

d. *The same seats comprised of the same materials meet FMVSS No. 302 requirements.* The exact same seats with the exact same materials meet FMVSS No. 302 when heat is used during the assembly process, which results in the filler layer (layer 2) adhering to the upper felt with film material of layers 3 and layer 4.

e. *GM is not aware of any injuries or customer complaints associated with this condition.*

3. *NHTSA has granted similar inconsequential petitions in the past:* NHTSA has granted at least two petitions for inconsequentiality for similar issues: Toyota's February 2014 petition for inconsequential noncompliance (see 80 FR 4035, January 26, 2015), and Cosco Inc.'s 1998 petition for a similar issue. (See 63 FR 30809, June 5, 1998.)

4. *Correction of Noncompliance:* To address this technical noncompliance, GM's suppliers have begun to use the "heated surface" molding process which results in the filler and felt-with-film liner to be adhered at all points. This process will be used to correct the noncompliant vehicles in production and parts in service inventory. Through testing, GM confirmed that the vent bags assembled with this process comply with S4.3(a) for FMVSS No. 302. This noncompliance issue was addressed in

production for all applicable vehicles manufactured on or after May 26, 2020.

GM concluded by again contending 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.

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, any decision on this petition only applies to the subject vehicles that GM no longer controlled at the time it determined that the noncompliance existed. However, any decision on this petition does not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant vehicles under their control after GM 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.*

[FR Doc. 2021-10817 Filed 5-21-21; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2021-0018]

#### Pipeline Safety: Request for Special Permit; Tejas Pipeline, LLC

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

**ACTION:** Notice.

**SUMMARY:** PHMSA is publishing this notice to solicit public comments on a request for special permit received from the Tejas Pipeline, LLC (Tejas). The special permit request is seeking relief from compliance with certain requirements in the Federal pipeline safety regulations. At the conclusion of the 30-day comment period, PHMSA will review the comments received from

this notice as part of its evaluation to grant or deny the special permit request.

**DATES:** Submit any comments regarding this special permit request by June 23, 2021.

**ADDRESSES:** Comments should reference the docket number for this special permit request and may be submitted in the following ways:

- *E-Gov Website:* <http://www.Regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.
- *Fax:* 1-202-493-2251.
- *Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

*Instructions:* You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two (2) copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.Regulations.gov>.

*Note:* There is a privacy statement published on <http://www.Regulations.gov>. Comments, including any personal information provided, are posted without changes or edits to <http://www.Regulations.gov>.

*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 (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive 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 Code of Federal Regulations (CFR) 190.343, you may ask PHMSA to give 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, along with the original document, a second copy of the original document with the CBI deleted; 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 FOIA, and they will not be placed in the public docket of this notice. Submissions containing CBI should be sent to Kay McIver, DOT, PHMSA–PHP–80, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this matter.

**FOR FURTHER INFORMATION CONTACT:**

*General:* Ms. Kay McIver by telephone at 202–366–0113, or by email at [kay.mciver@dot.gov](mailto:kay.mciver@dot.gov).

*Technical:* Mr. Steve Nanney by telephone at 713–272–2855, or by email at [steve.nanney@dot.gov](mailto:steve.nanney@dot.gov).

**SUPPLEMENTARY INFORMATION:** PHMSA received a special permit request from Tejas, a subsidiary of Kinder Morgan, Inc., seeking a waiver from the requirements of 49 CFR 192.611(a) and (d), Change in class location and Confirmation or revision of maximum allowable operating pressure; and 49 CFR 192.619(a), Maximum allowable operating pressure: Steel or plastic pipelines. This special permit is being requested in lieu of pipe replacement, pressure testing, or pressure reduction for three (3) pipeline segments totaling 717 feet (approximately 0.136 miles) of 30-inch and 36-inch diameter pipe on the Mustang Mainline 1 Pipeline located in Nueces County, Texas, and 882 feet (approximately 0.167 miles) of 30-inch diameter pipe on the King Ranch to Lovell Pipeline located in Harris County, Texas. The proposed special permit will allow operation of the original Class 1 or Class 2 pipe in the Class 3 locations.

The proposed special permit segments on the Mustang Mainline 1 Pipeline have a maximum allowable operating pressure (MAOP) of 915 pounds per square inch gauge (psig) and were constructed in 1959 and 1964. The proposed special permit segment on the King Ranch to Lovell Pipeline has a MAOP of 715 psig and was constructed in 1958.

The special permit request, proposed special permit with conditions, and Draft Environmental Assessment (DEA) for the Tejas Mustang Mainline 1 and King Ranch to Lovell Pipelines are available for review and public comments in Docket No. PHMSA–2021–0018. PHMSA invites interested persons

to review and submit comments on the special permit request and DEA in the docket. Please include any comments on potential safety and environmental impacts that may result if the special permit is granted. Comments may include relevant data.

Before issuing a decision on the special permit request, PHMSA will evaluate all comments received on or before the comments closing date. Comments received after the closing date will be evaluated, if it is possible to do so without incurring additional expense or delay. PHMSA will consider each relevant comment it receives in making its decision to grant or deny this special permit request.

Issued in Washington, DC, on April, 2021, under authority delegated in 49 CFR 1.97.

**Alan K. Mayberry,**

*Associate Administrator for Pipeline Safety.*

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**BILLING CODE 4910–60–P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

[Docket ID OCC–2020–0049]

### BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Docket No. OP–1743]

### FEDERAL DEPOSIT INSURANCE CORPORATION

RIN 3064–ZA24

### BUREAU OF CONSUMER FINANCIAL PROTECTION

[Docket No. CFPB–2021–0004]

### NATIONAL CREDIT UNION ADMINISTRATION

[Docket No. NCUA–2021–0023]

### Request for Information and Comment on Financial Institutions’ Use of Artificial Intelligence, Including Machine Learning

**AGENCY:** Board of Governors of the Federal Reserve System (Board), Bureau of Consumer Financial Protection (Bureau), Federal Deposit Insurance Corporation (FDIC), National Credit Union Administration (NCUA), and Office of the Comptroller of the Currency (OCC).

**ACTION:** Request for information and comment; Extension of comment period.

**SUMMARY:** On March 31, 2021, the Board, Bureau, FDIC, NCUA, and OCC (together, the agencies) published in the

**Federal Register** a document entitled “Request for Information and Comment on Financial Institutions’ Use of Artificial Intelligence, Including Machine Learning” (RFI) and invited comments on financial institutions’ use of artificial intelligence (AI), including machine learning (ML). In response to concerns raised by commenters that the current comment deadline may not provide sufficient time to analyze and respond to the RFI due to the complex technical nature and significance of the topic, the agencies have determined that an extension of the comment period until July 1, 2021, is appropriate.

**DATES:** The end of the comment period for the document entitled “Request for Information and Comment on Financial Institutions’ Use of Artificial Intelligence, Including Machine Learning,” published on March 31, 2020 (86 FR 16837), is extended from June 1, 2021, until July 1, 2021.

**ADDRESSES:** You may submit comments by any of the methods identified in the RFI.<sup>1</sup> Please submit your comments using only one method.

**FOR FURTHER INFORMATION CONTACT:**

*OCC:* Kevin Greenfield, Deputy Comptroller for Operational Risk, Norine Richards, Director for Bank Technology Operations, Paul Reymann, Director for Consumer Compliance Policy, or Siobhan Williams, Bank Information Technology Analyst, Bank Supervision Policy Department, (202) 649–6550; Beth Knickerbocker, Chief Innovation Officer, or Maggie Colvin, Innovation Officer, Office of Innovation, (202) 649–5200; Alireza Ebrahim, Senior Financial Economist, Risk Analytics Division, (202) 649–5515; or Jorge D. Aguilar, Counsel, Chief Counsel’s Office, (202) 649–7187.

*Board:* David Palmer, Lead Financial Institution Policy Analyst, (202) 452–2904, Jeff Ernst, Lead Financial Institution Policy Analyst, (202) 452–2814, or Kavita Jain, Deputy Associate Director, (202) 452–2062, Division of Supervision and Regulation; Dana Miller, Senior Counsel, (202) 452–2751, Division of Consumer and Community Affairs, or Patricia Yeh, Senior Counsel, (202) 452–3089, or Gavin Smith, Senior Counsel, (202) 452–3474, Legal Division, Board of Governors of the Federal Reserve System, 20th and C Streets NW, Washington, DC 20551. For users of Telecommunication Device for the Deaf (TDD), (202) 263–4869.

*FDIC:* Sumaya Muraywid, Senior Examination Specialist, Division of Risk Management Supervision, (202) 898–3904, [smuraywid@fdic.gov](mailto:smuraywid@fdic.gov); David

<sup>1</sup> See 86 FR 16837–38 (March 31, 2021).