

that is the only dynamic performance requirement that applies to the CRSs. Failure to comply with the requirement is not inconsequential to safety.

NHTSA has taken enforcement action for similar failures. In 2001, the agency notified Britax Child Safety, Inc., (Britax) of a potential noncompliance due to the detachment of a tether strap during dynamic testing of one of its child restraint models. Britax initiated a recall campaign to provide owners of the affected model with repair kits. In 2007, the agency notified Britax of a potential noncompliance due to the tether hook opening during dynamic testing of one of its child restraint models. Britax initiated a recall campaign to provide owners of the affected model with new tether hooks.

(C) The materials cited by the petitioner have no bearing on the merits of Recaro's petition. As explained above in NHTSA's response to Recaro's first argument, FMVSS No. 213 requires that the ProRIDE and Performance RIDE child restraints meet the structural integrity requirements when installed with the top tether. NHTSA does not know of any current material published on use of child restraint top tethers that supports not using the child restraint's top tether.

(D) Recaro's statement that "the environment in which [previous denials of inconsequentiality petitions on tether failures] were made has changed" is incorrect. NHTSA does not know of any current material published on use of child restraint top tethers that supports not using the child restraint's top tether. Moreover, granting the petition would be contradictory to NHTSA's mission to promote greater use of the top tether.

(E) The shortcoming in Recaro's design to meet the applicable FMVSS No. 213 dynamic test requirements poses an unacceptable safety risk. The risk exists and is unacceptable even if there has been no incident of separation in the tether anchorage area thus far.⁸ NHTSA does not agree that the tether separation occurs in testing due to the testing equipment⁹ but rather as a shortcoming in Recaro's design to meet the applicable FMVSS No. 213 dynamic test requirements.

⁸ If in fact consumers are not using the tether with children over 52 lb in accordance with Recaro's instructions, then it follows that there would not be reports of tether failure. However, the children would not be benefiting from use of the tether in a crash. Recaro should have designed its restraints such that they could meet the structural integrity requirement when tethered, to afford the children the benefits of a structurally sound CRS and the benefits of the tether.

⁹ No data or information was submitted by the petitioner to support this claim.

NHTSA'S Decision: In consideration of the foregoing, NHTSA has decided that the ProRIDE and Performance RIDE's noncompliance poses a risk to safety and is therefore not inconsequential. Recaro has not met its burden of persuasion that the FMVSS No. 213 noncompliance identified in Recaro's noncompliance information report is inconsequential to motor vehicle safety. Accordingly, Recaro's petition is hereby denied and Recaro is obligated to provide notification of, and a remedy for, that noncompliance under 49 U.S.C. 30118 and 30120.

Authority: (49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8)

Frank S. Borris,

Acting Associate Administrator for Enforcement.

[FR Doc. 2015-16936 Filed 7-9-15; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2015-0069]

School Bus Occupant Protection: Taking Safety to a New Level Meeting

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is announcing a meeting that will be held in Washington, DC on July 23, 2015 to address the challenges and barriers that have prevented schools from taking action to install three-point seat belt systems in school buses. The workshop will include presentations and discussions on the topic. Information on the date, time, location, and framework for this public event is included in this notice. Attendance requires prior registration; there will be no registration at the door. There are no fees to register or to attend this event; however space is limited on a first-come basis. The meeting will also be webcast live at www.nhtsa.gov.

DATES: The workshop will be held on July 23, 2015, at the location indicated in the **ADDRESSES** section below. The workshop will start at 9:00 a.m. and is scheduled to continue until 4:15 p.m., local time. If you would like to register to attend the workshop, please contact the person identified under **FOR FURTHER INFORMATION CONTACT** no later than July 17, 2015.

ADDRESSES: The July 23, 2015 meeting will be held in the Media Center of the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: If you would like to attend the workshop, please contact Pei Lee by the date specified under **DATES** section above, at: Telephone (202) 366-1836; email address: pei.lee@dot.gov. Please provide her with the following information: Name, title, affiliation, address, email address, and telephone number, and indicate whether you require accommodations such as a sign language interpreter or translator. If you are not a U.S. citizen, also provide your country of citizenship, date of birth, title or position, and passport or diplomatic ID number, along with expiration date.

SUPPLEMENTARY INFORMATION: NHTSA is hosting a meeting to address the challenges and barriers that have prevented schools from taking action to install three-point seat belt systems in school buses.

This meeting will update the current state of knowledge regarding occupant protection technology on school buses, identify operational challenges, and explore new approaches for funding mechanisms. The meeting will explore topics such as seating capacity loss, which in the past has prevented many States and school districts from considering three-point belt systems as an option, communication strategies to reach parents and children, and new training programs that may be needed for bus drivers and students. Additionally, the National Transportation Safety Board has been invited to present on their findings and recommendations from investigations of school bus crashes.

Workshop Procedures. NHTSA will conduct the meeting informally. Thus, technical rules of evidence will not apply. The workshop will include brief presentations and breakout group discussions with representatives from NHTSA and school transportation officials. There will be opportunities for attendees to ask NHTSA and the speakers questions.

To attend this workshop, please register with NHTSA by the date specified under the **DATES** section above by sending the required information to the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Registration is necessary for security and space limitation reasons. After registration, NHTSA will send attendees follow-up information regarding workshop day logistics (*i.e.*, directions

to the building, parking accommodations, etc.).

For security purposes, photo identification is required to enter the Department of Transportation building. To allow sufficient time to clear security and enter the building, NHTSA recommends that workshop participants arrive 30 to 60 minutes prior to the start of the event.

Authority: 49 U.S.C. 30182.

Issued on: July 1, 2015.

Mark R. Rosekind,
Administrator.

[FR Doc. 2015-16892 Filed 7-9-15; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Indexing the Annual Operating Revenues of Railroads

The Surface Transportation Board (STB) is publishing the annual inflation-adjusted index factors for 2014. These factors are used by the railroads to adjust their gross annual operating revenues for classification purposes. This indexing methodology ensures that railroads are classified based on real business expansion and not from the effects of inflation. Classification is important because it determines the extent to which individual railroads must comply with STB reporting requirements.

The STB's annual inflation-adjusted factors are based on the annual average Railroad's Freight Price Index which is developed by the Bureau of Labor Statistics (BLS). The STB's deflator factor is used to deflate revenues for comparison with established revenue thresholds.

The base year for railroads is 1991. The inflation index factors are presented as follows:

STB RAILROAD INFLATION-ADJUSTED INDEX AND DEFLATOR FACTOR TABLE

Year	Index	Deflator
1991	409.50	100.00
1992	411.80	99.45
1993	415.50	98.55
1994	418.80	97.70
1995	418.17	97.85
1996	417.46	98.02
1997	419.67	97.50
1998	424.54	96.38
1999	423.01	96.72
2000	428.64	95.45
2001	436.48	93.73
2002	445.03	91.92
2003	454.33	90.03
2004	473.41	86.40

STB RAILROAD INFLATION-ADJUSTED INDEX AND DEFLATOR FACTOR TABLE—Continued

Year	Index	Deflator
2005	522.41	78.29
2006	567.34	72.09
2007	588.30	69.52
2008	656.78	62.28
2009	619.73	66.00
2010	652.29	62.71
2011	708.80	57.71
2012	740.61	55.23
2013	764.19	53.53
2014	778.41	52.55

¹ Ex Parte No. 492, *Montana Rail Link, Inc., and Wisconsin Central Ltd., Joint Petition For Rulemaking With Respect To 49 CFR 1201, 8 I.C.C. 2d 625* (1992), raised the revenue classification level for Class I railroads from \$50 million (1978 dollars) to \$250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also raised from \$10 million (1978 dollars) to \$20 million (1991 dollars).

Effective Date: January 1, 2014.

FOR FURTHER INFORMATION CONTACT:

Pedro Ramirez 202-245-0333. [Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339]

By the Board, William F. Huneke, Director, Office of Economics.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2015-16907 Filed 7-9-15; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Sanctions Actions Pursuant to Executive Order 13664

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Treasury Department's Office of Foreign Assets Control (OFAC) is publishing the names of two individuals and supplemental information for one individual whose property and interests in property are blocked pursuant to Executive Order (E.O.) 13664 and whose names have been added to OFAC's list of Specially Designated Nationals and Blocked Persons (SDN List).

DATES: OFAC's actions described in this notice were effective July 2, 2015.

FOR FURTHER INFORMATION CONTACT:

Associate Director for Global Targeting, tel.: 202/622-2420, Assistant Director for Sanctions Compliance & Evaluation, tel.: 202/622-2490, Assistant Director for Licensing, tel.: 202/622-2480, Office of Foreign Assets Control, or Chief

Counsel (Foreign Assets Control), tel.: 202/622-2410, Office of the General Counsel, Department of the Treasury (not toll free numbers).

SUPPLEMENTARY INFORMATION:

Electronic and Facsimile Availability

The SDN List and additional information concerning OFAC sanctions programs are available from OFAC's Web site (www.treasury.gov/ofac). Certain general information pertaining to OFAC's sanctions programs is also available via facsimile through a 24-hour fax-on-demand service, tel.: 202/622-0077.

Notice of OFAC Actions

On July 2, 2014, OFAC blocked the property and interests in property of the following two persons pursuant to E.O. 13664, "Blocking Property of Certain Persons With Respect to South Sudan":

1. DUAL, Simon Gatwech (a.k.a. DUAL, Simon Gatwech; a.k.a. DUAL, Simon Gatwich; a.k.a. DUAL, Simon Getwech; a.k.a. GARWICH, Simon; a.k.a. GATWEACH, Simon; a.k.a. GATWECH, Simon; a.k.a. GATWICK, Simon; a.k.a. "Dhual"; a.k.a. "General Gaduel"), Jonglei State, South Sudan; DOB 1953; POB Akobo, Jonglei State, South Sudan; alt. POB Akobo, Jonglei State, Sudan; alt. POB Uror County, Jonglei State, South Sudan; alt. POB Uror County, Jonglei State, Sudan; SPLA in Opposition Chief of General Staff; Major General (individual) [SOUTH SUDAN].

2. JOK RIAK, Gabriel (a.k.a. JOK, Gabriel; a.k.a. RIAK, Jock; a.k.a. RIAK, Jok), Wau, Western Bahr El Ghazal State, South Sudan; Unity State, South Sudan; DOB 1966; POB Bor, South Sudan; alt. POB Bor, Sudan; nationality South Sudan; Lieutenant General; Sector One Commander (individual) [SOUTH SUDAN].

OFAC supplemented the identification information for one individual whose property and interests in property are blocked pursuant to Executive Order 13664. The supplemental identification information for the individual is as follows:

WOL, Santino Deng (a.k.a. KUOL, Santino Deng; a.k.a. WUOL, Santino Deng); DOB 09 Nov 1962; POB Aweil, South Sudan; alt. POB Aweil, Sudan; Major General; Sudan People's Liberation Army Third Division Commander (individual) [SOUTH SUDAN].

Dated: July 2, 2015.

John E. Smith,

Acting Director, Office of Foreign Assets Control.

[FR Doc. 2015-16931 Filed 7-9-15; 8:45 am]

BILLING CODE 4810-AL-P