

collision with a lead vehicle (time-to-collision) regardless of whether CIB has been activated or not. If CIB activates before DBS, the initial test speed and, thus, the severity of the test would effectively be reduced.

TRW observed that one potential future trend to watch is that as industry confidence and capability to provide CIB functionality increases and the amount of vehicle deceleration is allowed to increase and be applied earlier in the process, the need for DBS as a separate feature may diminish. The potential goal of DBS testing would become one of proving a driver intervention during an AEB event does not detract from the event's outcome, TRW said.

At this time, the agency is aware that many light vehicle DBS systems supply higher levels of braking at earlier activation times for the supplemental brake input compared to the automatic braking of CIB systems. Based on this understanding of current system design, our NCAP AEB test criteria for DBS evaluates crash avoidance resulting from higher levels of deceleration, whereas our CIB test criteria evaluates crash mitigation (with the exception of the CIB lead vehicle moving SV: 25 mph/POV: 10 mph (SV:40 km/h/POV: 16 km/h) scenario, for which crash avoidance is required). NHTSA will keep the speed reduction evaluation criteria as planned for the CIB and DBS tests.

Unless the agency uncovers a reason to be concerned about how the performance metrics of a test protocol may affect system performance in vehicles equipped with both CIB and DBS, the agency will recognize an AEB equipped vehicle as long as it passes the criteria of a given protocol, whether that occurs as a result of the activation of the particular system or a combination of systems.

5. Issues Beyond the Scope of This Notice

Some commenters raised topics outside the scope of the notice, and they will not be addressed here.

These include: A suggested two-stage approach to adding technologies to NCAP, a suggested minimum AEB performance regulation that would function in concert with NCAP, conflicts between rating systems that could cause consumer confusion, other technologies that should be added to NCAP in the future, and a call for flashing brake lights to alert trailing drivers that an AEB system has been activated.

Other topics raised may be addressed as the agency's experience with AEB

systems expands over time. These topics include: Using different equipment, including a different surrogate vehicle; a call to study the interaction of the proposed CIB/DBS systems with tests for FMVSS Nos. 208 and 214 to assess whether such features should be enabled during testing and what the effect may be; a suggestion that the agency should consider the role electronic data recorders (EDRs) may play in assessing AEB false positive field performance; and concern as to how safety systems on a test vehicle other than AEB systems would be dealt with during AEB testing, such as some pre-crash systems that may be activated based on these tests.

A suggestion was made that the agency should consider the potential interactions of AEB systems with vehicle-to-vehicle (V2V) communications technology, both in how AEB tests might be performed and what the performance specifications for those tests should be. The agency is monitoring the interaction of these capabilities.

V. Conclusion

For all the reasons stated above, we believe that it is appropriate to update NCAP to include crash imminent braking and dynamic brake support systems as Recommended Advanced Technologies.

Starting with Model Year 2018 vehicles, we will include AEB systems as a recommended technology and test such systems.

(Authority: 49 U.S.C. 32302, 30111, 30115, 30117, 30166, and 30168, and Pub. L. 106-414, 114 Stat. 1800; delegation of authority at 49 CFR 1.95.)

Issued in Washington, DC, on: October 21, 2015.

Under authority delegated in 49 CFR 1.95.

Mark R. Rosekind,
Administrator.

[FR Doc. 2015-28052 Filed 11-4-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35760]

Hainesport Industrial Railroad, LLC— Corporate Family Transaction Exemption

AGENCY: Surface Transportation Board.

ACTION: Correction to Notice of Exemption.

On August 26, 2013, Hainesport Industrial Railroad, LLC (Hainesport), a Class III railroad, filed a verified notice

of exemption under 49 CFR 1180.2(d)(3) for a corporate family transaction pursuant to which Hainesport would transfer ownership and operation of a line of railroad, described as the East Line, in Hainesport, N.J., to a corporate affiliate, Hainesport Secondary Railroad, LLC (Hainesport Secondary).¹ The notice was served and published in the **Federal Register** on September 11, 2013 (78 FR 55,776), and became effective on September 25, 2013.

On August 6, 2015, Hainesport filed a petition to correct or amend the notice. According to Hainesport, the map provided with its notice incorrectly depicted the East Line. Thus, Hainesport requests that the Board substitute the map identified as Exhibit A to its petition for the map submitted in the notice. This correction is recognized here. All remaining information from the September 11, 2013 notice remains unchanged.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: November 2, 2015.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Brendetta S. Jones,
Clearance Clerk.

[FR Doc. 2015-28190 Filed 11-4-15; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF VETERAN AFFAIRS

Privacy Act of 1974; System of Records

AGENCY: Department of Veteran Affairs (VA).

ACTION: Notice of Amendment to System of Records.

SUMMARY: In accordance with the Privacy Act of 1974 (5 U.S.C. 552a(e)(4)) all agencies are required to publish in the **Federal Register** a notice of the existence and character of their systems of records. Notice is hereby given that the Department of Veterans Affairs (VA) is amending the system of records entitled "Freedom of Information Act (FOIA) Records—VA" 119VA005R1C.

DATES: Comments on the amendment of this system of records must be received no later than December 7, 2015. If no public comment is received, the new

¹ In a notice served on July 16, 2015, the Board approved a verified notice of exemption filed by Hainesport, Tunnel Hill Partners, LP (Tunnel), and New Amsterdam & Seneca Railroad Company (NAS), for Tunnel, which owns NAS, to acquire control of Hainesport. *Tunnel Hill Partners, LP—Acquis. of Control Exemption—Hainesport Indus. R.R.*, FD 35942 (STB served July 16, 2015).