

collection; and (d) ways that the burden could be lessened without reducing the quality of the collected information. The agency will summarize or include your comments in the request for OMB's clearance of this information collection.

FOR FURTHER INFORMATION CONTACT:

Richard Wanerman, 202–366–2306, Office of Sealift Support, Maritime Administration, 1200 New Jersey Avenue SE, MAR–620.2, Mail Stop 1, Washington, DC 20590, Richard.Wanerman@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Application to Participate in the Voluntary Tanker Agreement.

OMB Control Number: 2133–0505.

Type of Request: Extension with change of a currently approved collection.

Abstract: The Voluntary Tanker Agreement provides the United States with guaranteed, assured access to product tankers for the transportation of fuels for use by the armed forces of the United States in times of conflict or national emergency. MARAD personnel will use the collected information to evaluate tanker capacity and develop plans for the use of this capability to meet national emergency requirements and establish overall contingency plans, in coordination with United States Transportation Command. The contingency plans and associated tanker data are considered classified national security information and are thus unavailable to the general public.

Respondents: Owners and operators of United States-registered product tankers.

Affected Public: Business or other for-profit.

Estimated Number of Respondents: 15.

Estimated Number of Responses: 15.

Estimated Hours per Response: 1.

Annual Estimated Total Annual Burden Hours: 15.

Frequency of Response: Annually.

(Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.49.)

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2026–18438 Filed 9–9–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–1354]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Uniform Tire Quality Grading Standard

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

ACTION: Notice and request for comments on a request for reinstatement with modification of a previously approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This document describes a collection of information for which NHTSA intends to seek OMB approval for reinstatement, with modification, of the Uniform Tire Quality Grading Standards (UTQGS) requirements under 49 CFR 575.104. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on April 8, 2026 (91 FR 17828). No comments were received.

DATES: Comments must be submitted on or before October 13, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select “Currently under Review—Open for Public Comment” or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Mr. Walter Lysenko (walter.lysenko@dot.gov). Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Mr. Lysenko's telephone number is (202) 366–1810. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the

Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted to OMB.

Title: 49 CFR part 575.104; Uniform Tire Quality Grading Standard (UTQGS).

OMB Control Number: 2127–0519.

Form Number(s): N/A.

Type of Request: Request for reinstatement with modification of a previously approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from approval date.

Summary of the Collection of Information: Under 49 U.S.C. 30123(b) and 49 CFR 575.104, tire manufacturers and tire brand name owners are required to grade passenger car tire lines for treadwear, traction, and temperature resistance and to provide this information to consumers and to NHTSA. Respondents must:

1. Grade tires for treadwear, traction, and temperature resistance;
2. Mold the assigned grades into the tire sidewall;
3. Affix a paper tread label to new replacement tires that includes the grades and an explanation of the grading system;
4. Provide prospective purchasers, at each point of sale, access to grading information for each tire offered for sale;
5. Ensure that vehicle manufacturers include the applicable grade information in the owner's manual for vehicles equipped with graded tires; and
6. Submit grading information to NHTSA for public compilation and dissemination.

NHTSA compiles grading information for all manufacturers' tire lines and makes the information available to the public by publication on NHTSA's website. The information collection ensures that consumers can readily compare tire quality across brands and tire lines and supports NHTSA's program administration and enforcement activities.

Description of the Need for the Information and Proposed Use: This collection supports NHTSA's work to ensure consumers receive clear, comparable information about tire performance. Mandatory requirements such as sidewall labeling, tread labels, brochures, and periodic reporting are

essential for ensuring that consumers have access to the information needed to make well-informed tire purchase decisions. NHTSA uses the submitted information to maintain public databases, ensure accuracy of consumer disclosures, and perform compliance and enforcement activities.

60-Day Notice: A Federal Register

Notice with a 60-day comment period soliciting public comments on the following information collection was published on April 8, 2026 (91 FR 17828). No comments were received.

Affected Public: Passenger car tire manufacturers and brand name owners offering passenger car tires for sale in the United States.

Estimated Number of Respondents: Approximately 160 tire brand names are subject to UTQGS requirements. However, due to industry consolidation, manufacturers typically submit required information on behalf of multiple brand names. NHTSA estimates that approximately 45 tire manufacturers serve as the actual respondents submitting information annually.

Frequency: Intermittent. Sidewall molding and paper labeling: Continuous/ongoing. Brochure preparation/updating: Annual. Annual Reporting to NHTSA: Annual, with electronic submissions accepted.

Estimated Number of Responses: 45.

Estimated Total Annual Burden Hours: 69,888 hours.

Burden activity	Annual hours
Affixing paper tread labels to tires	52,778
Engraving tire molds (sidewall grading)	10,000
Preparing or updating brochures	6,750
Compiling & Submitting information to NHTSA	360
Total	69,888

Estimated Total Annual Burden Cost: Approximately \$35.1 million.

NHTSA estimates total annual non-labor respondent costs of approximately \$35.1 million, primarily attributable to testing, printing of paper tread labels, and printing of consumer information brochures. The largest portion of the cost burden imposed by the UTQGS program arises from the testing necessary to determine the grades that should be assigned to the tires. The cost burden is broken into its components as follows.

ANNUAL NON-LABOR COST COMPONENTS

Cost component	Annual cost
Treadwear testing	\$2,520,000
Traction testing	157,500
Temperature testing	778,610
Printing paper tread labels ...	28,500,000
Printing brochures	3,163,500
Total	35,120,000

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

Shashi Kuppa,

Acting Associate Administrator, Rulemaking.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2025-0776; PD-41(R)]

Hazardous Materials: California's Reusability Mandate for Propane Cylinders

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

ACTION: Notice of administrative determination of preemption.

SUMMARY: The Federal Hazardous Materials Transportation Act (HMTA), 49 U.S.C. 5101 *et seq.*, preempts California's reusability mandate for propane cylinders in California Public Resources Code, Sections 42395-42395.2. The reusability mandate imposes localized design and

manufacturing requirements on a container that is represented, marked, certified, or sold as qualified for use in the transportation of a hazardous material—specifically, propane—that are not substantively the same as the requirements in the HMR. The reusability mandate is also an obstacle to accomplishing and carrying out the HMTA. By banning a federally authorized, safety-compliant packaging based on localized waste management preferences, California creates a fragmented regulatory patchwork that undermines the primacy and uniformity of the Federal transportation safety framework.

FOR FURTHER INFORMATION CONTACT:

Samantha Vrscek, Office of Chief Counsel, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590; Telephone No. 202-366-4400; Facsimile No. 202-366-7041.

SUPPLEMENTARY INFORMATION:

I. Background

Worthington Enterprises, Inc. (Worthington) applied for a determination as to whether the HMTA, 49 U.S.C. 5101 *et seq.*, and the Hazardous Materials Regulations (HMR), 49 CFR parts 171-80, preempts a new reusability mandate for propane cylinders in California Public Resources Code, Cal. Pub. Res. Code §§ 42395-42395.2. The reusability mandate generally provides that, on or after January 1, 2028, all propane cylinders sold or offered for sale in California must be reusable or refillable. The reusability mandate does not apply to cylinders customarily designed for use in the construction industry with a capacity of less than 15 ounces, to cylinders with an overall product height-to-width ratio of 3.55 to 1 or greater, or to cylinders offered to a State or local government agency for purchase pursuant to the U.S. General Services Administration's State and Local Disaster Purchasing Program or its successor. *See* Cal. Pub. Res. Code §§ 42395-42395.1.

Worthington designs and manufactures certain non-reusable and non-refillable propane cylinders that are subject to the California reusability mandate. These cylinders are also subject to the requirements in the HMR for specification 39 non-reusable (non-refillable) cylinders (DOT-39 cylinders).¹ A cylinder is a type of

¹ Under the HMR, a DOT-39 cylinder is a non-reusable and non-refillable seamless, welded, or brazed cylinder made of steel or aluminum with size limitations dependent on the service pressure