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Contents

Federal Register

Vol. 90, No. 103

Friday, May 30, 2025

Agricultural Marketing Service

RULES

Tobacco Grading and Inspections Services:
Tobacco Price Support Provisions, 22843–22845

Agriculture Department

See Agricultural Marketing Service

See Farm Service Agency

Centers for Medicare & Medicaid Services

NOTICES

Agency Information Collection Activities; Proposals,
Submissions, and Approvals, 23054–23055

Civil Rights Cold Case Records Review Board

NOTICES

Formal Determination on Records Release, 23028

Coast Guard

RULES

Special Local Regulation:
Marine Events within the Fifth Coast Guard District—
Cape May, NJ, 22860

Commerce Department

See International Trade Administration

See National Oceanic and Atmospheric Administration

Committee for Purchase From People Who Are Blind or Severely Disabled

NOTICES

Procurement List; Additions and Deletions, 23035–23037

Defense Department

NOTICES

Agency Information Collection Activities; Proposals,
Submissions, and Approvals, 23043–23044
Arms Sales, 23037–23046

Energy Department

See Energy Information Administration

See Federal Energy Regulatory Commission

Energy Information Administration

NOTICES

Agency Information Collection Activities; Proposals,
Submissions, and Approvals, 23046–23047

Environmental Protection Agency

NOTICES

Environmental Impact Statements; Availability, etc., 23050
Hearings, Meetings, Proceedings, etc.:

Pesticide Program Dialogue Committee, 23050–23051

Requests to Voluntarily Cancel Certain Pesticide

Registrations (January 2025), 23051–23052

Export-Import Bank

NOTICES

Intent to Conduct a Detailed Economic Impact Analysis,
23052

Farm Service Agency

NOTICES

Agency Information Collection Activities; Proposals,
Submissions, and Approvals:
Agricultural Foreign Investment Disclosure Act, 23026–
23028

Federal Aviation Administration

RULES

Airworthiness Directives:

Airbus Canada Limited Partnership (Type Certificate
Previously Held by C Series Aircraft Limited
Partnership (CSALP); Bombardier, Inc.) Airplanes,
22845–22848

PROPOSED RULES

Airworthiness Directives:

The Boeing Company Airplanes, 22867–22870

NOTICES

Petition for Exemption; Summary:
Aviation Adventures, LLC, 23106
Pyka Inc., 23106–23107

Federal Communications Commission

PROPOSED RULES

Petition for Reconsideration of Action in Rulemaking
Proceeding, 22891

Federal Election Commission

NOTICES

Meetings; Sunshine Act, 23052

Federal Energy Regulatory Commission

NOTICES

Combined Filings, 23047–23049

Filing:

Cosby, Christopher F., 23049

Federal Highway Administration

RULES

Management and Monitoring Systems, 22854–22856

National Performance Management Measures:

Rescinding Requirements for the First Performance
Period, 22852–22854

Projects of National and Regional Significance Evaluation
and Rating, 22856–22858

Rescinding Preliminary Engineering Project 10-Year

Repayment Provision, 22858–22860

State Highway Agency Equal Employment Opportunity
Programs, 22850–22852

PROPOSED RULES

Bridges on Federal Dams, 22874–22876

Contract Provisions for Federal-Aid Construction Contracts
(Other than Appalachian Contracts), 22876–22878

Forest Highway Program, 22881–22883

Highway Safety Improvement Program; Withdrawal, 22883

Management Systems Pertaining to the Bureau of Indian
Affairs and the Indian Reservation Roads Program,
22889–22891

Management Systems Pertaining to the Fish and Wildlife
Service and the Refuge Roads Program, 22887–22889

Management Systems Pertaining to the Forest Service and
the Forest Highway Program, 22885–22887

Management Systems Pertaining to the National Park Service and the Park Roads and Parkways Program, 22883–22885

Procedures for Advance Construction of Federal-Aid Projects, 22872–22873

Rescinding Requirements Regarding Federal-Aid Contracts For Appalachian Contracts, 22878–22881

Rescinding Requirements Regarding Geodetic Markers, 22870–22872

Federal Maritime Commission

NOTICES

Intent to Revoke Exemptions Granted to Certain Controlled Carriers, 23052–23054

Federal Motor Carrier Safety Administration

RULES

Civil Penalties, 22863–22866

Motor Carrier Routing, 22860–22863

PROPOSED RULES

Accident Reporting:

Modification to the Definition of the Term “Medical Treatment”, 22906–22910

Commercial Driver’s License Standards:

Requirements and Penalties: Applicability to the Exception for Certain Military Personnel, 22896–22902

Driver Vehicle Examination Report Disposition, 22960–22964

Electronic Driver Vehicle Inspection Reports, 22957–22960

Electronic Logging Device Operator’s Manual Located in Commercial Motor Vehicles, 22953–22956

Parts and Accessories Necessary for Safe Operation:

Auxiliary Fuel Tanks, 22934–22938

Brakes on Portable Conveyors, 22938–22942

Certification and Labeling Requirements for Rear Impact Protection Guards, 22942–22946

Fuel Tank Overfill Restriction, 22923–22926

License Plate Lamps, 22930–22934

Liquid-Burning Flares, 22919–22923

Retroreflective Sheeting on Semitrailers and Trailers, 22926–22930

Tire Load Markings, 22949–22953

Parts and Accessories Necessary for Safe Operation; Spare Fuses, 22946–22949

Qualifications of Drivers:

Vision Standards Grandfathering Provision, 22911–22914

Railroad Grade Crossings; Stopping Required:

Exception for Railroad Grade Crossing Equipped with Active Warning Device Not in Activated State, 22914–22919

Removal of Obsolete References to “Water Carriers”, 22892–22896

Self-Reporting Requirement, 22902–22906

Federal Transit Administration

NOTICES

Limitation on Claims Against Proposed Public Transportation Project:

West Seattle Link Extension Project, Seattle, King County, WA, 23107–23108

Fish and Wildlife Service

NOTICES

Permits; Applications, Issuances, etc.:

Foreign Endangered Species, 23064–23066

Food and Drug Administration

RULES

Medical Devices:

Clinical Chemistry and Clinical Toxicology Devices; Classification of the Anti-Mullerian Hormone Test System, 22848–22850

NOTICES

Drug Products not Withdrawn from Sale for Reasons of Safety or Effectiveness:

Actigall (Ursodiol) Capsule, 150 Milligrams, 23060–23061

Coreg CR (Carvedilol Phosphate) Extended-Release Capsules, 10 Milligrams, 20 Milligrams, 40 Milligrams, and 80 Milligrams, 23056

Final Debarment Order:

Evan Asher Field, 23057–23059

Guidance:

Replacing Color Additives in Approved or Marketed Drug Products, 23061–23063

Patent Extension Regulatory Review Period:

Loqtorzi, 23059–23060

Report on the Performance of Drug and Biologics Firms in Conducting Postmarketing Requirements and Commitments, 23056–23057

Withdrawal of Approval of Drug Application:

Meda AB and B. Braun Medical, Inc., 23055

Health and Human Services Department

See Centers for Medicare & Medicaid Services

See Food and Drug Administration

Homeland Security Department

See Coast Guard

See U.S. Customs and Border Protection

Housing and Urban Development Department

NOTICES

Agency Information Collection Activities; Proposals, Submissions, and Approvals:

HOME Investment Partnerships Program, 23063–23064

Interior Department

See Fish and Wildlife Service

International Trade Administration

NOTICES

Antidumping or Countervailing Duty Investigations, Orders, or Reviews:

Certain Oil Country Tubular Goods from the Republic of Korea, 23029–23031

Polypropylene Corrugated Boxes from the People’s Republic of China, 23028–23029

International Trade Commission

NOTICES

Investigations; Determinations, Modifications, and Rulings, etc.:

Thermoformed Molded Fiber Products from China and Vietnam, 23066–23068

Vertical Metal File Cabinets from China, 23068

Merit Systems Protection Board

NOTICES

Agency Information Collection Activities; Proposals, Submissions, and Approvals, 23068–23070

National Highway Traffic Safety Administration**PROPOSED RULES**

Federal Motor Vehicle Safety Standards:

- No. 204; Steering Control Rearward Displacement, 22968–22973
 - No. 205, Glazing Materials; No. 205(a), Glazing Equipment Manufactured before September 1, 2006, and Glazing Materials Used in Vehicles Manufactured before November 1, 2006, 22986–22990
 - No. 206; Door Locks and Door Retention Components, 22973–22976
 - No. 207; Seating Systems, 23002–23006
 - No. 210; Seat Belt Assembly Anchorages, 22964–22968
 - No. 213a; Child Restraint Systems—Side Impact Protection; Federal Motor Vehicle Safety Standard No. 213; Child Restraint Systems, Federal Motor Vehicle Safety Standard No. 213b; Child Restraint Systems, 23009–23018
 - No. 214, Side Impact Protection, 22995–22999
 - No. 216 and 216a; Roof Crush Resistance; Applicable Unless a Vehicle is Certified, Roof Crush Resistance, 22983–22986
 - No. 217; Bus Emergency Exits and Window Retention and Release, 23006–23009
 - No. 218; Motorcycle Helmets; Withdrawal, 22990–22991
 - No. 222; School Bus Passenger Seating and Crash Protection, 22991–22995
 - No. 301; Fuel System Integrity, 22999–23002
 - No. 303; Fuel System Integrity of Compressed Natural Gas Vehicles, 22979–22983
 - No. 304; Compressed Natural Gas Fuel Container Integrity, 22976–22979
- Removing Obsolete Directives from Phase-In Reporting Requirements, 23018–23022
- Removing Obsolete Procedures from the Consumer Assistance to Recycle and Save Act of 2009, 23022–23025

National Oceanic and Atmospheric Administration**NOTICES**

- Hearings, Meetings, Proceedings, etc.:
Management Track Assessment for Black Sea Bass, Bluefish, Scup, and Summer Flounder, 23031–23032
- Permits; Applications, Issuances, etc.:
Atlantic Coastal Fisheries Cooperative Management Act Provisions; General Provisions for Domestic Fisheries; Exempted Fishing, 23033–23034
General Provisions for Domestic Fisheries; Exempted Fishing, 23035
Marine Mammals; File No. 28217, 23032
Taking or Importing of Marine Mammals, 23034

National Science Foundation**NOTICES**

- Agency Information Collection Activities; Proposals, Submissions, and Approvals:
National Center for Science and Engineering Statistics
Generic Clearance for Improvement Projects, 23070–23071

Nuclear Regulatory Commission**NOTICES**

- Environmental Assessments; Availability, etc.:
Holtec Decommissioning International, LLC and Holtec Palisades, LLC; Palisades Nuclear Plant, 23071–23074

Environmental Impact Statements; Availability, etc.:

- Constellation Energy Generation, LLC; Peach Bottom Atomic Power Station Units 2 and 3, 23075–23079
- Constellation Energy Generation, LLC; Dresden Nuclear Power Station, Units 2 and 3, 23079–23080
- Tennessee Valley Authority; Browns Ferry Nuclear Plant, Units 1, 2, and 3, 23074–23075
- Meetings; Sunshine Act, 23075

Postal Service**NOTICES**

Product Change:

- Priority Mail Express, Priority Mail, and USPS Ground Advantage Negotiated Service Agreements, etc., 23080–23081

Securities and Exchange Commission**NOTICES**

Application:

- Blackstone Private Credit Fund, et al., 23094–23095
- Great Elm Capital Corp., et al., 23081

Meetings; Sunshine Act, 23091–23092

Self-Regulatory Organizations; Proposed Rule Changes:

- Cboe BYX Exchange, Inc., 23086–23088
- Cboe BZX Exchange, Inc., 23081–23084
- Cboe EDGA Exchange, Inc., 23088–23089
- Cboe EDGX Exchange, Inc., 23092–23094
- Nasdaq ISE, LLC, 23084–23086
- Nasdaq PHLX LLC, 23089–23091

Small Business Administration**NOTICES**

Disaster Declaration:

- Arkansas, 23095
- Oklahoma, 23096
- Texas, 23095–23096

State Department**NOTICES**

- Agency Information Collection Activities; Proposals, Submissions, and Approvals:
Special Immigrant Visa Biodata Form, 23097
- Bureau of Political-Military Affairs:
Directorate of Defense Trade Controls; Notifications to the Congress of Proposed Commercial Export Licenses, 23097–23103
- Determination and Certification of Countries Not Cooperating Fully with Antiterrorism Efforts, 23097
- Determination Pursuant to the Migration and Refugee Assistance Act, 23096

Trade Representative, Office of United States**NOTICES**

- Foreign Nations Freeloading on American-Financed Innovation, 23105–23106
- Hearings, Meetings, Proceedings, etc.:
Annual Review of Country Eligibility for Benefits under the African Growth and Opportunity Act for Calendar Year 2026, 23103–23105

Transportation Department

See Federal Aviation Administration

See Federal Highway Administration

See Federal Motor Carrier Safety Administration

See Federal Transit Administration

See National Highway Traffic Safety Administration

Treasury Department**NOTICES**

Request for Information:

Modernizing Payments to and from America's Bank
Account, 23108–23109

U.S. Customs and Border Protection**NOTICES**

Distribution of Continued Dumping and Subsidy Offset to
Affected Domestic Producers, 23112–23264

Separate Parts In This Issue**Part II**

Homeland Security Department, U.S. Customs and Border
Protection, 23112–23264

Reader Aids

Consult the Reader Aids section at the end of this issue for phone numbers, online resources, finding aids, and notice of recently enacted public laws.

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CFR PARTS AFFECTED IN THIS ISSUE

A cumulative list of the parts affected this month can be found in the Reader Aids section at the end of this issue.

7 CFR

29.....22843

14 CFR

39.....22845

Proposed Rules:

39.....22867

21 CFR

862.....22848

23 CFR

230.....22850

490.....22852

500.....22854

505.....22856

515.....22854

630.....22858

Proposed Rules:

630 (3 documents) 22870,

22872, 22874

633 (2 documents) 22876,

22878

660.....22881

924.....22883

970.....22883

971.....22885

972.....22887

973.....22889

33 CFR

100.....22860

47 CFR**Proposed Rules:**

26.....22891

49 CFR

356.....22860

386.....22863

Proposed Rules:

365.....22892

370.....22892

379.....22892

383 (2 documents) 22896,

22902

384.....22902

386.....22892

390 (2 documents) 22892,

22906

391.....22911

392 (2 documents) 22914,

22919

393 (9 documents) 22919,

22923, 22926, 22930, 22934,

22938, 22942, 22946, 22949

395.....22953

396 (2 documents) 22957,

22960

571 (14 documents) 22964,

22968, 22973, 22976, 22979,

22983, 22986, 22990, 22991,

22995, 22999, 23002, 23006,

23009

572.....23009

585.....23018

599.....23022

Rules and Regulations

Federal Register

Vol. 90, No. 103

Friday, May 30, 2025

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 29

[Doc. No. AMS–CN–25–0027]

RIN 0581–AE39

Tobacco Grading and Inspections Services—Rescission of Regulations Establishing Tobacco Price Support Provisions

AGENCY: Agricultural Marketing Service (AMS), Department of Agriculture (USDA).

ACTION: Direct final rule.

SUMMARY: This direct final rule amends regulations that govern tobacco price support services established under the Agricultural Act of 1949. The Fair and Equitable Tobacco Reform Act of 2004 eliminated the price support and quota system for tobacco produced in the United States. In alignment with Executive Order 14192, AMS is removing and, where appropriate, amending regulations that have expired authorizing statutes and govern non-operational programs.

DATES: This direct final rule is effective June 30, 2025, without further action or notice, unless a significant adverse comment is received by June 30, 2025. If a significant adverse comment is received, AMS will publish in the **Federal Register** a withdrawal of this direct final rule prior to the effective date.

ADDRESSES: Comments can be submitted electronically at <https://www.regulations.gov> by searching the docket number listed above. Interested persons are invited to submit written comments concerning this direct final rule. Comments may also be submitted by mail or hand delivery to USDA AMS Cotton and Tobacco Program, 3275 Appling Road, Memphis, TN 38133. All comments should reference the docket number and the date and page number

of this issue of the **Federal Register**. All comments submitted in response to this direct final rule will be included in the record and will be made available to the public at: <https://www.regulations.gov>. Public comments are posted without change. Any identifying information submitted with these comments will also be publicly available.

FOR FURTHER INFORMATION CONTACT: Angie Snyder, Deputy Administrator, USDA AMS Cotton and Tobacco Program, 3275 Appling Road, Memphis, TN 38133; Telephone: (901) 384–3000; Email: angie.snyder@usda.gov.

SUPPLEMENTARY INFORMATION: The Agricultural Act of 1949 (7 U.S.C. 1441, 1421, 1423) authorized the establishment of a price support system for tobacco and other commodities. The Fair and Equitable Tobacco Reform Act of 2004 (Pub. L. 108–357, title VI, § 611(b), Oct. 22, 2004, 118 Stat. 1522) eliminated the price support and quota system for tobacco produced in the United States as well as mandatory grading of types of tobacco eligible for price support.

AMS's regulations governing tobacco inspection requirements as they relate to the tobacco price support system are contained in 7 CFR part 29. Upon reviewing these regulations in light of the relevant statutory changes and in alignment with Executive Order 14192, AMS has determined that regulations in 7 CFR part 29 with expired authorizing statutes and that govern non-operational programs should be removed and, where appropriate, amended.

AMS is amending language in the subpart A heading and removing obsolete and repetitive statutory authorities listed under this subpart heading. References to price support services are removed from defined terms listed under § 29.1(e) and making a conforming amendment of the definition of “Hearing Clerk.” References to obsolete price support services are removed from the policy statement in § 29.2 by revising the introductory paragraph and paragraphs (a) and (b) and removing paragraph (c). Furthermore, AMS is amending § 29.3(a) by removing references to obsolete price support services and updating contact information for the Office of the Hearing Clerk.

The language in the heading of subpart G is being amended to remove references to obsolete price support

services, and obsolete and repetitive statutory authorities listed under this subpart heading are being removed. Lastly, §§ 29.9402 and 29.9406 are amended, removing references to obsolete price support services.

Given that AMS has not provided services related to tobacco price support programs in twenty years, since 2005, there are no known costs or benefits associated with removing regulations governing the tobacco price support program that was eliminated by statute. Even prior to passage of the Fair and Equitable Tobacco Reform Act of 2004, price support services were incorporated into the reporting requirements associated with mandatory tobacco inspection and grading services, which are services paid for by the industry through fees. Fee rates for tobacco inspection and grading services were set such that all costs associated with these services were covered by revenues generated from providing these services. To the extent there is any uncertainty about the costs and benefits of these regulations, it is the policy of USDA to err on the side of deregulation and focus resources on fairly and rationally enforcing a discrete and manageable number of regulations.

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with prior notice and comment for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without first publishing a proposed rule. Removing regulations pertaining to tobacco price support services and making conforming amendments will provide transparency and may reduce confusion for tobacco producers and other stakeholders. Further, AMS views this action as noncontroversial and anticipates no adverse public comment. This rule will become effective, as published in this document, July 29, 2025 without further action, unless adverse comments are received on or before June 30, 2025. Adverse comments are considered to be those comments that suggest the rule should not be adopted or suggest the rule should be changed.

If AMS receives adverse comments, we will publish a document in the

Federal Register, withdrawing this rule before the effective date. AMS will then publish a proposed rule for public comment. Following the close of that comment period, the comments will be considered, and a final rule addressing the comments will be published.

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), AMS certifies that this direct final rule will not, if issued, have a significant economic impact on a substantial number of small entities. AMS has not provided tobacco price support services in twenty years. The amendments made by the direct final rule will merely conform the CFR with AMS' current operating practices. This rule has been determined to be not significant for the purposes of Executive Order 12866 and, therefore, has not been reviewed by OMB. There are no current information collections associated with the regulations related to the tobacco price support services.

USDA has determined that there is no reliance interest in obsolete regulations. Moreover, regardless of the lawfulness, USDA has no interest in maintaining regulations that have expired authorizing statutes or govern non-operational programs. Maintaining regulations pertaining to the obsolete tobacco price support program in 7 CFR part 29 are not a priority. Therefore, AMS is removing and, where appropriate, amending regulations in 7 CFR part 29 pertaining to obsolete price support services.

List of Subjects in 7 CFR Part 29

Administrative practice and procedure, Advisory committees, Government publications, Imports, Pesticides and pests, Reporting and recordkeeping requirements, Tobacco.

For the reasons set forth in the preamble, AMS amends 7 CFR part 29 as follows:

PART 29—TOBACCO INSPECTION

■ 1. The authority citation for part 29 continues to read as follows:

Authority: 7 U.S.C. 511–511s.

Subpart A—Policy Statement and Provisions Governing the Extension of Tobacco Inspection Services

■ 2. Revise the heading to subpart A to read as set forth above.

■ 3. Remove the authority citation to subpart A.

■ 4. Amend § 29.1 by revising paragraphs (e) and (i) to read as follows:

§ 29.1 Definitions.

* * * * *

(e) *Designated market* means an auction market designated by the Secretary under section 5 of the Tobacco Inspection Act including the town or city which is the population center of the market whose name the market bears and all of the geographical area within 5 road miles of the boundaries of said city or town. *And further provided*, That this geographical limitation may be waived by the Secretary after a hearing held pursuant to §§ 29.2 and 29.3.

* * * * *

(i) *Hearing Clerk* means the Office of the Hearing Clerk, U.S. Department of Agriculture, Washington, DC 20250.

* * * * *

■ 5. Amend § 29.2 by revising the introductory paragraph and paragraphs (a) and (b) and removing paragraph (c) to read as follows:

§ 29.2 Policy statement.

Inspection services currently provided in auction marketing areas are adequate and the lack of these services is not a limiting factor to accelerated marketings. Consequently, the extension of inspection services, without limitation even though the cost of such service is paid by the seller, would not contribute to the effectuation of the purposes of either of these services. The additional cost incident to the unlimited extension of these services would be unjustifiable and excessive in relation to the total quantity of tobacco available for market. Accordingly, inspection services shall be made available on new markets, and additional sales for other than flue-cured tobacco only as hereinafter provided.

(a) *Reasonable inspection services.* The extension of tobacco inspection services to new markets and additional sales will be conditioned upon the reasonableness of such services existing in the marketing area of the proposed new market or additional sale. Transactions in tobacco as conducted at auction markets customarily involve the sale of tobacco at a bona fide auction sale. Determination with respect to reasonableness, and consequently with respect to granting or denying additional services, will be based on evidence:

(1) That the proposed new market or additional sale will function as a bona fide auction sale; and

(2) That additional services are justifiable in relation to other market data, including the volume of tobacco produced in the area surrounding the proposed new market or additional sale; the roads and road distances involved in moving tobacco to the proposed new market or additional sale in relation to

other tobacco marketing centers; the relative availability or congestion of all facilities for redrying and packing tobacco handled or to be handled in the proposed new market or additional sale; the location of other auction markets on which tobacco produced in the marketing area of the proposed new market or additional sale may be marketed; the number of tobacco growers to be affected by the proposed new market or additional sale; the volume of tobacco likely to be sold in the proposed new market or additional sale; the relationship of sales in the proposed new market or additional sale to sales in other auction markets in the producing area for that kind of tobacco; other economic factors affecting the marketing of tobacco, by growers, in the marketing area of the proposed new market or additional sale and in the producing area for that kind of tobacco, including limitations on sales imposed by any marketing agreement and/or order, or by any other means; and also, as to flue-cured tobacco, data with regard to producer designations which shall include, but not be limited to, the markets and warehouses currently available for the producers, who would be eligible to designate the new market or, warehouse, who desire to designate the new market.

(b) *Order of priority.* If the Secretary finds that there are insufficient qualified tobacco inspectors available to service adequately all applicants otherwise found to be qualified for additional inspection service pursuant to this subpart for a kind of tobacco, those applicants found to be eligible for additional services on auction markets designated for mandatory inspection shall be given priority over applicants for additional inspection service on other auction markets. If it becomes necessary to determine which of several qualified applicants having an equal order of priority under the preceding sentence shall receive additional inspection services, those auction sales or auction markets where the greatest number of growers needing such service may be served with the qualified inspectors shall have priority. If an application for an additional sale on a designated market is denied for lack of qualified inspectors, the Secretary, on application from such market, may temporarily suspend the requirement of inspection and certification on such market pursuant to section 5 of the Tobacco Inspection Act.

■ 6. Amend § 29.3 by revising paragraphs (a) and (c) to read as follows:

§ 29.3 Procedures for filing, hearing, and determination of applications.

(a) *Time and place of filing.*
Applications for the extension of tobacco inspection to new markets and to additional sales on designated markets shall be filed with the Hearing Clerk not later than September 15 in the case of flue-cured tobacco, December 1 in the case of Maryland tobacco, and July 15 in the case of burley and all other kinds of tobacco. Applications should be addressed to the Office of the Hearing Clerk, United States Department of Agriculture, 1400 Independence Ave. SW, Stop 9203, Room 1031, South Building, Washington, DC 20250–9203. Applications which are not received by the Hearing Clerk on or before the foregoing cutoff date for the kind of tobacco shall be rejected as untimely filed. After denial of an application for additional inspection services for a marketing season, no application from the same auction market or proposed new market shall be considered for the next consecutive marketing season, unless the application contains a statement by the applicant setting forth new facts that constitute evidence of such a substantial change in conditions since the previous hearing as the review committee as specified in paragraph (h) of this section deems would warrant such further hearing.

* * * * *

(c) *Hearings on applications.*
Following the closing date for filing applications for each kind of tobacco, a hearing or hearings shall be held on the applications, if any, filed for additional inspection services for the kind of tobacco in question. Such hearing or hearings shall be scheduled to begin within 60 days following the closing date for such applications. Notice of hearing shall be issued by the Secretary, filed with the Hearing Clerk, and published in the **Federal Register**, and a copy shall be mailed by the Hearing Clerk to each applicant. Such publication and mailing shall be not less than 5 days prior to the opening of the hearing.

* * * * *

Subpart G—Policy Statement and Provisions Governing the Availability of Tobacco Inspection Services to Flue-Cured Tobacco

- 7. Revise the heading to subpart G to read as set forth above.
- 8. Remove the authority citation to subpart G.

§ 29.9402 [Amended]

- 9. Amend § 29.9402 by removing the phrase “or the extension of price support to producers” in the first sentence.

§ 29.9406 [Amended]

- 10. Amend § 29.9406, in paragraph (b), by removing the phrase “or price support services” in the first sentence.

Bruce Summers,

Administrator, Agricultural Marketing Service.

[FR Doc. 2025–09552 Filed 5–29–25; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2025–0920; Project Identifier MCAI–2025–00933–T; Amendment 39–23052; AD 2025–11–06]

RIN 2120–AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2025–07–04, which applied to all Airbus Canada Limited Partnership Model BD–500–1A11 airplanes. AD 2025–07–04 required a review and disposition of all existing repairs and damage assessments for affected structure, corrective actions if necessary, and the prohibition of certain repair engineering orders (REOs). Since the FAA issued AD 2025–07–04, the FAA determined that the list of acceptable generic repair engineering orders (GREOs) specified in table 1 to paragraph (h)(3) of AD 2025–07–04 was added in error. This AD continues to require review and disposition of all existing repairs and damage assessments for affected structure, which includes GREOs that were identified in AD 2025–07–04, corrective actions if necessary, and the prohibition of certain REOs. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 16, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD

as of May 27, 2025 (90 FR 16791, April 22, 2025).

The FAA must receive comments on this AD by July 14, 2025.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* 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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0920; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca; website at tc.canada.ca/en/aviation.

- For Airbus Canada material identified in this AD, contact Airbus Canada Limited Partnership, 13100 Henri-Fabre Boulevard, Mirabel, Québec J7N 3C6, Canada; telephone 450–476–7676; email a220_crc@abc.airbus; website a220world.airbus.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0920.

FOR FURTHER INFORMATION CONTACT:

Stefanie Roesli, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3964; email: Stefanie.N.Roesli@faa.gov.

SUPPLEMENTARY INFORMATION:**Comments Invited**

The FAA invites you to send any written data, views, or arguments about

this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA–2025–0920; Project Identifier MCAI–2025–00933–T” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

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 AD 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 AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Stefanie Roesli, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3964; email: Stefanie.N.Roesli@faa.gov. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2025–07–04, Amendment 39–23005 (90 FR 16791, April 22, 2025) (AD 2025–07–04), for all Airbus Canada Limited Partnership Model BD–500–1A11 airplanes. AD 2025–07–04 was prompted by an MCAI originated by Transport Canada, which is the aviation authority for Canada. Transport Canada issued AD CF–2023–70, dated October 5, 2023 (Transport Canada AD CF–2023–70), to correct an unsafe condition.

AD 2025–07–04 required a review and disposition of all existing repairs and damage assessments for affected structure, corrective actions if necessary, and the prohibition of certain REOs. The FAA issued AD 2025–07–04 to address in-service repairs in some structural areas that require verification and possibly further repair. The unsafe condition, if not addressed, could result in negative margins for the load envelopes.

Actions Since AD 2025–07–04 Was Issued

Since the FAA issued AD 2025–07–04, the FAA determined that the list of acceptable GREOs specified in table 1 to paragraph (h)(3) of AD 2025–07–04 was added in error. In the final rule for AD 2025–07–04, the FAA added paragraph (h)(3) to that AD to identify GREOs that were acceptable to comply with the intent of the AD and identified GREOs issued prior to September 22, 2022, as acceptable. However, those identified GREOs are the ones that are deactivated and are not acceptable since they require reassessment to the new loads. Only GREOs with an issue date later than September 22, 2022, have been validated by Airbus and are acceptable for use and therefore do not require reassessment to the new loads.

The FAA has revised paragraph (h)(3) of this AD to remove the reference to table 1 to paragraph (h)(3), which listed GREOs issued prior to September 22, 2022, and instead identifies GREOs with an issue date later than September 22, 2022, as those that have already been validated and therefore do not require an additional approved disposition.

The FAA is issuing this AD to address the unsafe condition on these products. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–0920.

Material Incorporated by Reference Under 1 CFR Part 51

This AD requires Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 001, dated September 13, 2023; and Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024; and Transport Canada AD CF–2023–70, dated October 5, 2023; which the Director of the Federal Register approved for incorporation by reference as of May 27, 2025 (90 FR 16791, April 22, 2025). This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA’s Determination

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI and material referenced above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Requirements of This AD

This AD retains all requirements of AD 2025–07–04, except it removes the list of GREOs specified in table 1 to paragraph (h)(3) of AD 2025–07–04 that were added in error and must be reassessed. This AD requires a review and disposition of all existing repairs and damage assessments for affected structure, corrective actions if necessary, and the prohibition of certain REOs.

Explanation of Required Compliance Information

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the incorporation by reference of Transport Canada AD CF–2023–70 is retained. This AD requires compliance with Transport Canada AD CF–2023–70 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this AD. Material required by Transport Canada AD CF–2023–70 for compliance will be available at *regulations.gov* under Docket No. FAA–2025–0920 after this AD is published.

FAA’s Justification and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to

make rules effective in less than thirty days, upon a finding of good cause.

The FAA determined that the list of acceptable GREOs specified in table 1 to paragraph (h)(3) of AD 2025–07–04, which is effective May 27, 2025, was added in error. Instead of specifying only GREOs issued later than September 22, 2022, which are acceptable, the list of GREOs in table 1 included those issued before September 22, 2022, which have not been validated and are not acceptable. Therefore, the FAA is superseding AD 2025–07–04 to correct

this error and ensure deactivated GREOs are reassessed. Accordingly, notice and opportunity for prior public comment are impractical and unnecessary, pursuant to 5 U.S.C. 553(b).

In addition, for the foregoing reason(s), the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

Regulatory Flexibility Act (RFA)

The requirements of the RFA do not apply when an agency finds good cause

pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 71 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
2 work-hours × \$85 per hour = \$170	\$0	\$170	\$12,070

The FAA has received no definitive data on which to base the cost estimates for the on-condition actions specified in this AD.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866, and
- (2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by:
- a. Removing Airworthiness Directive (AD) 2025–07–04, Amendment 39–23005 (90 FR 16791, April 22, 2025); and
 - b. Adding the following new AD:

2025–11–06 Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Amendment 39–23052; Docket No. FAA–2025–0920; Project Identifier MCAI–2025–00933–T.

(a) Effective Date

This airworthiness directive (AD) is effective June 16, 2025.

(b) Affected ADs

This AD replaces AD 2025–07–04, Amendment 39–23005 (90 FR 16791, April 22, 2025) (AD 2025–07–04).

(c) Applicability

This AD applies to all Airbus Canada Limited Partnership (Type Certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD–500–1A11 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 51, Standard practices/structures.

(e) Unsafe Condition

This AD was prompted by a design review of aircraft structural and stress reports that resulted in a revision of operational loads for some aircraft flight phases, affecting certain aircraft sections. The FAA is issuing this AD to address in-service repairs in some structural areas that require verification and possibly further repair. The unsafe condition, if not addressed, could result in negative margins for the load envelopes.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF–2023–70, dated October 5, 2023 (Transport Canada AD CF–2023–70).

(h) Exceptions to Transport Canada AD CF–2023–70

(1) Where Transport Canada AD CF–2023–70 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the definition of “Affected Structure” in Transport Canada AD CF–2023–70 specifies “as identified in Service Bulletin (SB) BD500–530012, Issue 001, dated 13 September 2023 or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada”, this AD requires replacing that text with “as identified in Airbus Canada Limited Partnership Service Bulletin BD500–530012,

Issue 001, dated September 13, 2023; or Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024”.

(3) Where paragraph 1.2.1 of Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 001, dated September 13, 2023, specifies “Airbus Canada specific Repair Engineering Order (REO) with an issue date later than December 31, 2022 have already been validated and therefore do not require an additional approved disposition”, and where paragraph 1.2.1 of Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024, specifies “Airbus Canada specific Repair Engineering Orders (REO) with an issue date later than December 31, 2022 have already been validated and therefore do not require an additional approved disposition”, this AD requires replacing that text with “Airbus Canada specific Repair Engineering Orders (REOs) with an issue date later than December 31, 2022, and Generic Repair Engineering Orders (GREOs) with an issue date later than September 22, 2022, have already been validated and therefore do not require an additional approved disposition”.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: AIR–520, Continued Operational Safety Branch, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the AIR–520, Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or Transport Canada; or Airbus Canada Limited Partnership’s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(j) Additional Information

For more information about this AD, contact Stefanie Roesli, Aviation Safety Engineer, FAA, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3964; email: Stefanie.N.Roesli@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following material was approved for IBR on May 27, 2025 (90 FR 16791, April 22, 2025).

(i) Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 001, dated September 13, 2023.

(ii) Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024.

(iii) Transport Canada AD CF–2023–70, dated October 5, 2023.

(4) For Airbus Canada material identified in this AD, contact Airbus Canada Limited Partnership, 13100 Henri-Fabre Boulevard, Mirabel, Québec J7N 3C6, Canada; telephone 450–476–7676; email a220_website@a220world.airbus.com.

(5) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca; website tc.canada.ca/en/aviation.

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(7) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on May 23, 2025.

Lona C. Saccomando,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2025–09769 Filed 5–27–25; 11:15 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 862

[Docket No. FDA–2025–N–1281]

Medical Devices; Clinical Chemistry and Clinical Toxicology Devices; Classification of the Anti-Mullerian Hormone Test System

AGENCY: Food and Drug Administration, HHS.

ACTION: Final amendment; final order.

SUMMARY: The Food and Drug Administration (FDA, the Agency, or we) is classifying the anti-mullerian hormone test system into class II (special controls). The special controls that apply to the device type are identified in this order and will be part of the codified language for the anti-mullerian hormone test system’s

classification. We are taking this action because we have determined that classifying the device into class II (special controls) will provide a reasonable assurance of safety and effectiveness of the device. We believe this action will also enhance patients’ access to beneficial innovative devices, in part by reducing regulatory burdens.

DATES: This order is effective May 30, 2025. The classification was applicable on December 19, 2016.

FOR FURTHER INFORMATION CONTACT:

Ryan Lubert, Center for Devices and Radiological Health, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 66, Rm. 3414, Silver Spring, MD 20993–0002, 240–402–6357, Ryan.Lubert@fda.hhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Upon request, FDA has classified the anti-mullerian hormone test system as class II (special controls), which we have determined will provide a reasonable assurance of safety and effectiveness. In addition, we believe this action will enhance patients’ access to beneficial innovation, in part by reducing regulatory burdens by placing the device into a lower device class than the automatic class III assignment.

The automatic assignment of class III occurs by operation of law and without any action by FDA, regardless of the level of risk posed by the new device. Any device that was not in commercial distribution before May 28, 1976, is automatically classified as, and remains within, class III and requires premarket approval unless and until FDA takes an action to classify or reclassify the device (see 21 U.S.C. 360c(f)(1)). We refer to these devices as “postamendments devices” because they were not in commercial distribution prior to the date of enactment of the Medical Device Amendments of 1976, which amended the Federal Food, Drug, and Cosmetic Act (FD&C Act).

FDA may take a variety of actions in appropriate circumstances to classify or reclassify a device into class I or II. We may issue an order finding a new device to be substantially equivalent under section 513(i) of the FD&C Act (see 21 U.S.C. 360c(i)) to a predicate device that does not require premarket approval. We determine whether a new device is substantially equivalent to a predicate device by means of the procedures for premarket notification under section 510(k) of the FD&C Act (21 U.S.C. 360(k)) and part 807 (21 CFR part 807).

FDA may also classify a device through “De Novo” classification, a common name for the process

authorized under section 513(f)(2) of the FD&C Act (see also part 860, subpart D ((21 CFR part 860, subpart D))). Section 207 of the Food and Drug Administration Modernization Act of 1997 (Pub. L. 105–115) established the first procedure for De Novo classification. Section 607 of the Food and Drug Administration Safety and Innovation Act (Pub. L. 112–144) modified the De Novo application process by adding a second procedure. A device sponsor may utilize either procedure for De Novo classification.

Under the first procedure, the person submits a 510(k) for a device that has not previously been classified. After receiving an order from FDA classifying the device into class III under section 513(f)(1) of the FD&C Act, the person then requests a classification under section 513(f)(2).

Under the second procedure, rather than first submitting a 510(k) and then a request for classification, if the person determines that there is no legally marketed device upon which to base a determination of substantial equivalence, that person requests a classification under section 513(f)(2) of the FD&C Act.

Under either procedure for De Novo classification, FDA is required to classify the device by written order within 120 days. The classification will

be according to the criteria under section 513(a)(1) of the FD&C Act. Although the device was automatically placed within class III, the De Novo classification is considered to be the initial classification of the device.

We believe this De Novo classification will enhance patients' access to beneficial innovation, in part by reducing regulatory burdens. When FDA classifies a device into class I or II via the De Novo process, the device can serve as a predicate for future devices of that type, including for 510(k)s (see section 513(f)(2)(B)(i) of the FD&C Act). As a result, other device sponsors do not have to submit a De Novo request or premarket approval application to market a substantially equivalent device (see section 513(i) of the FD&C Act, defining "substantial equivalence"). Instead, sponsors can use the less burdensome 510(k) process, when necessary, to market their device.

II. De Novo Classification

On December 14, 2015, FDA received Roche Diagnostics' request for De Novo classification of the Elecsys AMH system. FDA reviewed the request in order to classify the device under the criteria for classification set forth in section 513(a)(1) of the FD&C Act.

We classify devices into class II if general controls by themselves are insufficient to provide reasonable

assurance of safety and effectiveness, but there is sufficient information to establish special controls that, in combination with the general controls, provide reasonable assurance of the safety and effectiveness of the device for its intended use (see 21 U.S.C. 360c(a)(1)(B)). After review of the information submitted in the request, we determined that the device can be classified into class II with the establishment of special controls. FDA has determined that these special controls, in addition to general controls, will provide reasonable assurance of the safety and effectiveness of the device.

Therefore, on December 19, 2016, FDA issued an order to the requestor classifying the device into class II. In this final order, FDA is codifying the classification of the device by adding 21 CFR 862.1092.¹ We have named the generic type of device anti-mullerian hormone test system, and it is identified as an in vitro diagnostic device intended to measure anti-mullerian hormone in human serum and plasma. An anti-mullerian hormone test system is intended to be used as an aid for assessing ovarian reserve in women.

FDA has identified the following risks to health associated specifically with this type of device and the measures required to mitigate these risks in table 1.

TABLE 1—ANTI-MULLERIAN HORMONE TEST SYSTEM RISKS AND MITIGATION MEASURES

Identified risks to health	Mitigation measures
Inaccurate test results that provide false positive results may lead to a modification, delay or cancellation before a controlled ovarian stimulation procedure is initiated.	General controls and special controls (1) (21 CFR 862.1092(b)(1)) and (2) (21 CFR 862.1092(b)(2)).
Inaccurate test results that provide false negative results that may lead to the development of ovarian hyperstimulation syndrome in patients incorrectly thought to have normal and/or diminished ovarian reserve.	General controls and special controls (1) (21 CFR 862.1092(b)(1)) and (2) (21 CFR 862.1092(b)(2)).

FDA has determined that special controls, in combination with the general controls, address these risks to health and provide reasonable assurance of safety and effectiveness. For a device to fall within this classification, and thus avoid automatic classification in class III, it would have to comply with the special controls named in this final order. The necessary special controls appear in the regulation codified by this order. This device is subject to premarket notification requirements under section 510(k) of the FD&C Act.

III. Analysis of Environmental Impact

The Agency has determined under 21 CFR 25.34(b) that this action is of a type that does not individually or cumulatively have a significant effect on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

IV. Paperwork Reduction Act of 1995

This final order establishes special controls that refer to previously approved collections of information found in other FDA regulations. These collections of information are subject to review by the Office of Management and

Budget (OMB) under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3521). The collections of information in part 860, subpart D, regarding De Novo classification have been approved under OMB control number 0910–0844; the collections of information in 21 CFR part 814, subparts A through E, regarding premarket approval have been approved under OMB control number 0910–0231; the collections of information in part 807, subpart E, regarding premarket notification submissions have been approved under OMB control number 0910–0120; the collections of information in 21 CFR part 820, regarding quality system

¹ FDA notes that the "ACTION" caption for this final order is styled as "Final amendment; final order," rather than "Final order." Beginning in December 2019, this editorial change was made to

indicate that the document "amends" the Code of Federal Regulations. The change was made in accordance with the Office of Federal Register's (OFR) interpretations of the Federal Register Act (44

U.S.C. chapter 15), its implementing regulations (1 CFR 5.9 and parts 21 and 22), and the Document Drafting Handbook.

regulation have been approved under OMB control number 0910–0073; and the collections of information in 21 CFR parts 801 and 809, regarding labeling have been approved under OMB control number 0910–0485.

List of Subjects in 21 CFR Part 862

Medical devices.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs, 21 CFR part 862 is amended as follows:

PART 862—CLINICAL CHEMISTRY AND CLINICAL TOXICOLOGY DEVICES

■ 1. The authority citation for part 862 continues to read as follows:

Authority: 21 U.S.C. 351, 360, 360c, 360e, 360j, 360l, 371.

■ 2. Add § 862.1092 to subpart B to read as follows:

§ 862.1092 Anti-mullerian hormone test system.

(a) *Identification.* An anti-mullerian hormone test system is an in vitro diagnostic device intended to measure anti-mullerian hormone in human serum and plasma. An anti-mullerian hormone test system is intended to be used for assessing ovarian reserve in women.

(b) *Classification.* Class II (special controls). The special controls for this device are:

(1) Design verification and validation must include:

(i) An adequate traceability plan to minimize the risk of drift in anti-mullerian hormone test system results over time.

(ii) Detailed documentation of a prospective clinical study to demonstrate clinical performance or, if appropriate, results from an equivalent sample set. This detailed documentation must include the following information:

(A) Results must demonstrate adequate clinical performance relative to a well-accepted comparator.

(B) Clinical sample results must demonstrate consistency of device output throughout the device measuring range that is appropriate for the intended use population.

(C) Clinical study documentation must include the original study protocol (including predefined statistical analysis plan), study report documenting support for the proposed indications for use(s), and results of all statistical analyses.

(iii) Reference intervals generated by testing an adequate number of samples from apparently healthy normal

individuals in the intended use population.

(2) The labeling required under § 809.10(b) of this chapter must include a warning statement that the device is intended to be used for assessing the ovarian reserve in conjunction with other clinical and laboratory findings before starting any fertility therapy, and that the device should be used in conjunction with the antral follicle count.

Dated: May 23, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025–09776 Filed 5–29–25; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 230

[FHWA Docket No. FHWA–2019–0026]

RIN 2125–AF87

State Highway Agency Equal Employment Opportunity Programs

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FHWA is removing outdated and duplicative regulations requiring State highway agencies to submit to FHWA, on an annual basis, Equal Employment Opportunity (EEO) Program plans for FHWA approval. Currently, FHWA is responsible for oversight of State highway agencies' EEO programs, which include collection and analysis of internal employment data, development of an internal affirmative action hiring plan, and contractor compliance reporting. These regulations overlap with, and are duplicative of, other Federal requirements enforced by other Federal agencies. In addition, an Executive order (E.O.) issued by President Donald J. Trump repealed a previous E.O. that was relied on to initially promulgate the regulation. Elimination of these regulations will reduce administrative and monetary burdens on Federal-aid recipients.

DATES: This final rule is effective June 30, 2025.

FOR FURTHER INFORMATION CONTACT: Nichole McWhorter, Acting Associate Administrator, Office of Civil Rights, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC

20590, (202) 366–1396, Nichole.McWhorter@dot.gov; or James Esselman, Office of the Chief Counsel, Federal Highway Administration, 1200 New Jersey Avenue SE, Room E82–322, Washington, DC 20590, (202) 366–6181, James.Esselman@dot.gov. Office hours are from 8 a.m. to 4:30 p.m. e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document, as well as the notice of proposed rulemaking (NPRM) and all comments received, may be viewed online through the Federal eRulemaking portal at www.regulations.gov. The website is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register's website at: www.federalregister.gov and the Government Publishing Office's website at: www.GovInfo.gov.

Background

On November 30, 2020, at 85 FR 76500, FHWA published a notice of proposed rulemaking (NPRM) proposing to remove its State Highway Administration Equal Employment Opportunity Programs regulations at 23 Code of Federal Regulations (CFR) part 230, subpart C. These regulations require State highway agencies to submit to FHWA, on an annual basis, EEO Program plans, which include collection and analysis of internal employment data, development of an internal affirmative action hiring plan, and contractor compliance reporting. The NPRM described how these regulations overlap with, and are duplicative of, other Federal requirements ensuring nondiscrimination in employment that are enforced by other Federal agencies. The NPRM further outlined how elimination of FHWA's regulations would reduce administrative and monetary burdens on FHWA recipients.

The FHWA received four public comment submissions in response to the NPRM. Commenters included two State highway agencies and two individuals. One of the individuals supported the proposed rule. The second individual's comments did not address the NPRM at all. One State highway agency did not express an opinion in favor of or against the proposed regulatory rescission, but commented that it was not concerned by the duplicative nature of FHWA's EEO regulations, noting that while other authorities require the submission of data, no other authorities require the submission of EEO program plans. The second State highway agency

commented that it would continue to implement an EEO plan even if FHWA rescinds its EEO regulations. It noted that FHWA's rescission of the regulations would reduce the credibility of FHWA's EEO program activities. After carefully considering the comments received in response to the NPRM, along with changes in Federal EEO authorities since FHWA issued the NPRM, FHWA is promulgating final regulations without changes to the proposed regulatory text.

FHWA Response to Comments and Discussion of Regulatory Changes

As discussed in the NPRM, FHWA's regulations at 23 CFR part 230, subpart C, currently require that all State highway agencies submit to FHWA for approval, on an annual basis, an EEO Program, which must include provisions for reporting on contractor compliance and internal State highway agency employment. The internal employment provisions require submission of an affirmative action plan and an analysis of employment statistical data. The NPRM explained why these requirements are outdated and duplicative of other employment nondiscrimination authorities enforced by other Federal agencies, including the Equal Employment Opportunity Commission (EEOC) and the Department of Justice (DOJ). None of the comments received in response to the NPRM disputed the existence of this overlap among employment nondiscrimination authorities and Federal enforcement agencies. The only point of difference noted by one of the State highway agency commenters is that FHWA's regulations require submission of an EEO program plan, not just the submission of employment data.

The FHWA acknowledges that its regulations require that State highway agencies submit formal EEO program plans addressing contractor compliance and State internal employment, which other authorities do not require. This distinction, however, is not a justification for retaining FHWA's regulations.

As an initial matter, FHWA's regulatory requirement that State highway agencies submit reports on their own internal employment EEO programs is not directly required by statute. In issuing the regulation in 1976, FHWA cited authority at title 23 United States Code (U.S.C.), 140(a). *See* 41 FR 28270 (July 9, 1976). That authority directs the Department to require State highway agencies provide assurances that employment in connection with proposed Federal-aid highway projects will be provided

without regard to race, color, creed, national origin, or sex. Providing assurances that Federal-aid project employment will be provided in a nondiscriminatory manner does not mandate the submission of an internal EEO report. The assurance of complying with nondiscrimination requirements overlaps with requirements under title VII of the Civil Rights Act, enforced by EEOC and DOJ. There is no separate need for FHWA to conduct such oversight.

To the extent that FHWA issued its regulations based on the direction provided under E.O. 11246, regarding EEO responsibilities of Federal and Federal-aid contractors, implementation of EEO requirements under that authority was consolidated under the Office of Federal Contract Compliance Programs (OFCCP) in 1978 through E.O. 12086, Consolidation of Contract Compliance Functions for Equal Employment Opportunity, issued by President Carter. That action, coupled with the issuance of OFCCP's EEO regulations at 41 CFR part 60 in 1978, rendered FHWA's Federal-aid contractor EEO provisions under subpart C duplicative of the OFCCP framework.

The overlap with OFCCP authority was reason enough to support FHWA's rescission of its Subpart C regulations. More significantly, however, through E.O. 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, issued January 21, 2025, President Donald J. Trump revoked E.O. 11246. Without E.O. 11246 FHWA's Subpart C regulations addressing Federal-aid highway EEO requirements, such requirements can longer be justified.

Given that other authorities at both the State and Federal level provide coverage of employment discrimination applicable to State highway agencies and Federal-aid contractors, and given that Congress never expressly directed FHWA to require State highway agencies to create and submit affirmative action plans, FHWA is proceeding with removing the regulatory requirements at 23 CFR part 230, subpart C.

The elimination of this regulation at 23 CFR part 230, subpart C, will reduce the reporting and compliance burdens on State highway agencies by eliminating duplicative requirements that will ultimately result in a cost savings to the State agencies and to FHWA, without diminishing Federal oversight of Federal employment nondiscrimination requirements.

Rulemaking Analyses and Notices

Executive Order 12866 (Regulatory Planning and Review) and DOT Rulemaking Policies and Procedures

The Office of Management and Budget (OMB) has not designated this rule a significant action under section 3(f) of Executive Order (E.O.) 12866.

Accordingly, OMB has not reviewed it. It is anticipated that the economic impact of this rulemaking would be minimal. This rulemaking eliminates required reporting and analysis that is currently required under the regulation; therefore, eliminating this portion of the regulation would achieve cost savings.

Although this rulemaking to revise 23 CFR part 230, subpart C would not be a significant regulatory action, it does generate cost savings resulting from reduced administrative burden associated with the efforts by the States and FHWA related to the collecting and analyzing of State internal employment data leading to creation of an affirmative action plan.

Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This final rule is an E.O. 14192 deregulatory action. The annualized cost savings are estimated to be \$832,116 per year, measured in 2024 dollars. For the 20-year period from 2026 through 2045 the estimated cost savings are roughly \$8.8 million in net present value when discounted at 7 percent to 2024. A summary of the results of the analysis and the assumptions underlying the calculations are included in the docket for this rulemaking.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another Agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (Pub. L. 96-354, 5 U.S.C. 601-612), FHWA has evaluated the effects of this action on small entities. Because the regulations are applicable primarily to States, FHWA has determined that the action is not anticipated to have a significant economic impact on a substantial number of small entities. States are not included in the definition of small entity set forth in 5 U.S.C. 601. Therefore, FHWA certifies that the action will not have a significant

economic impact on a substantial number of small entities.

Unfunded Mandates Reform Act of 1995

The FHWA has determined that this rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4, March 22, 1995, 109 Stat. 48). This rule will not result in the expenditure by State, local, and Tribal governments, in the aggregate, or by the private sector, of \$100 million or more in any one year (when adjusted for inflation) (2 U.S.C. 1532). In addition, the definition of “Federal Mandate” in the Unfunded Mandates Reform Act excludes financial assistance of the type in which State, local, or Tribal governments have authority to adjust their participation in the program in accordance with changes made in the program by the Federal Government. The Federal-aid highway program permits this type of flexibility.

Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States’ ability to discharge traditional State governmental functions.

Paperwork Reduction Act

Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501, *et seq.*), Federal agencies must obtain approval from the Office of Management and Budget for each collection of information they conduct, sponsor, or require through regulations. The FHWA has determined that this action does not contain collection of information requirements for the purposes of the PRA and there was no PRA number associated with this regulation. However, the elimination of this regulatory section will alleviate current burdens imposed on the States by reducing the need to file lengthy Affirmative Action Plans along with filing duplicative EEO–4 documents to FHWA.

National Environmental Policy Act

The Agency has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321) and has determined that it qualifies for a categorical exclusion under 23 CFR 771.117(c)(20), which

applies to the promulgation of regulations, and that no unusual circumstances are present under 23 CFR 771.117(b). Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA.

Executive Order 13175 (Tribal Consultation)

The FHWA has analyzed this action under E.O. 13175 and believes that it would not have substantial direct effects on one or more Indian tribes; would not impose substantial direct compliance costs on Tribal governments; and, would not preempt Tribal law. Therefore, a Tribal summary impact statement is not required.

Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found in the Abstract section of the Department’s Unified Agenda entry for this rulemaking at <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=202410&RIN=2125-AF87>.

Regulation Identification Number

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 23 CFR Part 230

Equal employment opportunity, Federal-aid construction contracts, Grant programs—transportation, Highways and roads, Reporting and recordkeeping requirements.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85(a)(1).

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

In consideration of the foregoing, FHWA amends 23 CFR part 230 as set forth below:

PART 230—EXTERNAL PROGRAMS

■ 1. The authority citation for part 230 is revised to read as follows:

Authority: 23 U.S.C. 101, 140, and 315; 42 U.S.C. 2000d *et seq.*; and 49 CFR 1.81.

Subpart C—[Removed and Reserved]

■ 2. Remove and reserve subpart C, consisting of § 230.301 through appendix A to subpart C of part 230.

[FR Doc. 2025–09753 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 490

RIN 2125–AG27

National Performance Management Measures; Rescinding Requirements for the First Performance Period

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule rescinds the requirements pertaining to the performance targets established by State departments of transportation (State DOTs) and Metropolitan Planning Organizations (MPOs) for the first performance period (Calendar Years 2018 through 2021), as originally promulgated in the regulations issued on January 18, 2017, National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program.

DATES: This final rule is effective May 30, 2025.

FOR FURTHER INFORMATION CONTACT: For questions about this final rule, please contact Ms. LaToya Johnson, FHWA Office of Infrastructure, 202–366–0479, or via email at latoya.johnson@dot.gov. For legal questions, please contact Mr. David Serody, FHWA Office of Chief Counsel, 202–366–4241, or via email at David.Serody@dot.gov. Office hours for FHWA are from 8 a.m. to 4:30 p.m., eastern time (E.T.), Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

An electronic copy of this document may also be downloaded from the Office of Federal Register’s website at www.federalregister.gov and the U.S. Government Publishing Office’s website at www.GovInfo.gov.

I. General Discussion

Through this final rule, FHWA is rescinding part of the rule issued on January 18, 2017, National Performance

Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program, via Regulation Identifier Number (RIN) 2125-AF54, amending 23 CFR part 490, subpart A. This rule removes the regulatory language pertaining to the phase-in performance target reporting requirements related to the first performance period (January 1, 2018, through December 31, 2021).¹ For the reasons explained below, FHWA has determined that this part of the rule is unnecessary and will rescind such provisions.

This final rule removes the requirement for State DOTs and MPOs' performance target reporting for the first performance period. This final rule also eliminates the regulatory language related to the urbanized area population threshold of over one million for the Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and the Percent of Non-SOV (single occupancy vehicle) Travel measures, as that provision applied only to the first performance period. These provisions previously allowed for a phased implementation approach to provide adequate time for State DOTs and MPOs to build capacity in managing performance for non-Interstate roadways and congestion within applicable urbanized areas of the National Highway System (NHS). The provisions allowed, for the first performance period only, for State DOTs and MPOs to be exempt from the requirement to report 2-year targets for the Interstate System pavement condition measure, the non-Interstate NHS travel time reliability measure, and the peak-hour excessive delay measure. Because the first performance period concluded on December 31, 2021, these phase-in provisions—specific to that initial period—are no longer necessary or applicable for inclusion in the regulation. Accordingly, FHWA finds good reason to eliminate these regulatory provisions.

II. Administrative Procedure Act

Under the Administrative Procedure Act (APA), the requirement for prior notice and an opportunity for public comment does not apply when the agency, for good cause, finds that those procedure are “impracticable, unnecessary, or contrary to the public interest.” See 5 U.S.C. 553(b)(B). The FHWA finds that notice and an opportunity for public comment are

unnecessary for this rulemaking because this rulemaking removes the requirements that are no longer operative. The first performance period has passed and all States and MPOs have implemented the requirements of part 490. Therefore, FHWA finds good cause to issue this final rule without notice and an opportunity for public comment.

Furthermore, under the APA, there must be at least thirty days between publication of a substantive rule and its effective date except “as otherwise provided by the agency for good cause and published with the rule.” See 5 U.S.C. 553(d)(3). For similar reasons as above, FHWA believes that notice and comment are unnecessary because this final rule is rescinding regulatory provisions that currently are inoperative. Therefore, FHWA finds good cause to issue this final rule with immediate effectiveness.

III. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This final rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This final rule rescinds regulations that are currently inoperative. For that reason, FHWA does not believe there are any costs to this rulemaking, as opposed to the deregulatory benefit of removing unnecessary provisions from the Code of Federal Regulations.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This rule is not an E.O. 14192 regulatory action. This rule would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan

programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This final rule will only remove regulations that are already inoperative.

D. Unfunded Mandates Reform Act

This final rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local, and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This final rule is deregulatory and so would not impose any additional information collection requirements.

¹ 23 CFR 490.105(e)(4)(i) and 490.107(b)(1)(i).

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This rule will rescind inoperative regulations referencing dates that have already passed. FHWA does not anticipate any adverse environmental impacts from this rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this final rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 490

Bridges, Highway safety, Highways and roads, Reporting and recordkeeping requirements.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, FHWA amends 23 CFR part 490 as set forth below:

PART 490—NATIONAL PERFORMANCE MANAGEMENT MEASURES

- 1. The authority citation for part 490 continues to read as follows:

Authority: 23 U.S.C. 134, 135, 148(i), and 150; 49 CFR 1.85.

§ 490.105 [Amended]

- 2. In § 490.105:
 - a. Amend paragraph (e)(4)(iii) by removing the text “paragraphs (e)(7) and (e)(8)(v)” and adding, in its place, the text “paragraph (e)(8)(v)”;
 - b. Removing and reserving paragraphs (e)(7) and (e)(8)(i);
 - c. Amend the introductory text of paragraph (e)(8)(iii) by removing the text “paragraphs (e)(8)(i) and/or (ii)” and adding, in its place, the text “paragraph (e)(8)(ii)”;
 - d. Amend paragraph (e)(8)(iii)(D) by removing the text “1 million and 200,000 population thresholds, in paragraphs (e)(8)(i) and (ii)” in and adding, in its place, the text “200,000 population threshold in paragraph (e)(8)(ii)”;
 - e. Amend paragraphs (e)(8)(iii)(E) and (F) by removing the text “paragraphs (e)(8)(i) and (ii)” and adding, in its place, the text “paragraph (e)(8)(ii)”;
 - f. Amend paragraphs (e)(8)(iv) and (v) by removing the text “paragraphs (e)(8)(i) or (ii)” and adding, in its place, the text “paragraph (e)(8)(ii)”;
 - g. Removing and reserving paragraph (e)(8)(vi);
 - h. Amend paragraph (f)(1)(ii) by:
 - i. Removing the text “Except as provided in paragraph (f)(5)(vi) of this section, the MPOs” and adding in its place “The MPOs”; and
 - ii. Removing the text “paragraphs (f)(5)(i) and (ii) and” and adding, in its place, the text “paragraphs (f)(5)(ii) and”;
 - i. Amend paragraph (f)(1)(iii) by removing the text “paragraph (f)(5)(i), (f)(5)(ii), or (f)(6)(iii)” and adding, in its place, the text “paragraph (f)(5)(ii) or (f)(6)(iii)”
 - j. Removing and reserving paragraph (f)(5)(i);
 - k. Amend the introductory text of paragraph (f)(5)(iii) by removing the text “paragraphs (f)(5)(i) and/or (ii)” and adding, in its place, the text “paragraph (f)(5)(ii)”;

- l. Amend paragraph (f)(5)(iii)(D) by removing text “1 million and 200,000 population thresholds, in paragraph (f)(5)(i) and (ii)” in and adding in its place “200,000 population threshold, in paragraph (f)(5)(ii)”;
- m. Amend paragraphs (f)(5)(iii)(E) and (F) by removing the text “paragraphs (f)(5)(i) and (ii)” and adding, in its place, the text “paragraph (f)(5)(ii)”;
- n. Amend paragraphs (f)(5)(iv) and (v) by removing the text “paragraphs (f)(5)(i) or (ii)” and adding, in its place, the text “paragraph (f)(5)(ii)”;
- o. Removing and reserving paragraph (f)(5)(vi); and
- p. Amend paragraph (f)(8) by removing text “measures in paragraph (f)(5)(i) or (ii)” and adding in its place “measures described in paragraph (f)(5)(ii)”.

§ 490.109 [Amended]

- 3. Amend § 490.109 by removing and reserving paragraph (e)(3).

[FR Doc. 2025–09725 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Parts 500 and 515

[Docket No. FHWA–2024–0048]

RIN 2125–AG00

Rescinding Requirements Regarding Management and Monitoring Systems

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Final rule; final agency action.

SUMMARY: This final rule rescinds the regulations issued on December 10, 1996, and amended on February 14, 2007, Management and Monitoring, thereby removing obsolete regulations governing transportation management and monitoring systems. Further, FHWA finalizes the proposed updates to the regulations governing risk-based Asset Management Plans by determining that no further action is needed.

DATES: This final rule is effective May 30, 2025.

FOR FURTHER INFORMATION CONTACT: Ms. Tashia J. Clemons, Office of Infrastructure, (202) 493–0551, tashia.clemons@dot.gov; or Mr. David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to

4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document, the 2024 notice of proposed rulemaking (NPRM), and all comments received may be viewed online through the Federal eRulemaking portal at www.regulations.gov. The website is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of Federal Register's website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov.

I. General Discussion

On November 3, 2024, FHWA published an NPRM proposing to amend FHWA's regulations governing risk-based Asset Management Plans (AMP) in 23 CFR part 515 and proposing to remove obsolete regulations governing transportation management and monitoring systems in 23 CFR part 500, at 89 FR 89506. In this final rule, FHWA is finalizing the revisions to the regulations in 23 CFR part 500. Further, with respect to the proposed amendments to 23 CFR part 515, FHWA has decided that amendments are no longer necessary so has determined that the appropriate final action is to end that portion of the rulemaking without changing the regulations.

A. AMP Regulations

The NPRM proposed to update the AMP regulations at 23 CFR part 515 to address provisions in the Infrastructure Investment and Jobs Act (Pub. L. 117–58) and to reflect then-current priorities and state-of-practice. Consistent with President Trump's commitment to ending unlawful, unnecessary, and onerous regulations, FHWA is reviewing its existing regulations and ongoing regulatory activities for alignment with law and Administration priorities. FHWA is keeping the existing AMP regulations at 23 CFR part 515 rather than finalize the proposed revisions to the AMP regulations because further rulemaking with respect to these regulations does not align with agency needs, priorities, and objectives. FHWA appreciates the comments received on these proposals and continues to consider the best means of addressing some or all of the issues covered by the NPRM with respect to the AMP regulations and the scope of any agency actions FHWA concludes may be necessary to address these issues. Should FHWA decide at a future date to

initiate the same or similar rulemaking with respect to the AMP regulations at 23 CFR part 515, FHWA will initiate a new rulemaking under a new RIN, consistent with the requirements of the Administrative Procedure Act, 5 U.S.C. 553.

B. Transportation Management and Monitoring System Regulations

In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (Pub. L. 102–240), which added section 303 to title 23 of the United States Code (U.S.C.), requiring the Secretary of Transportation to issue regulations for State development, establishment, and implementation of systems to manage highway pavements and bridges, highway safety, traffic congestion, public transportation facilities and equipment, and intermodal transportation systems. Section 303 also required the Secretary to issue guidelines and requirements for the State development, establishment, and implementation of a traffic monitoring system for highways and public transportation facilities and equipment. The FHWA and the Federal Transit Administration (FTA) subsequently promulgated a final rule implementing 23 U.S.C. 303, codifying the regulations at 23 CFR part 500 (61 FR 67166, Dec. 19, 1996). Section 303 was subsequently repealed by section 1519(b)(1)(A) of the Moving Ahead for Progress in the 21st Century Act (MAP–21) (Pub. L. 112–141), and FHWA and FTA no longer use the regulations governing management and monitoring systems at 23 CFR part 500. For these reasons, the NPRM proposed to remove the outdated regulations in 23 CFR part 500. 89 FR 89507 through 89508.

The FHWA received twenty-six (26) comments in response to the NPRM. Multiple commenters, including the American Association of State and Highway Transportation Officials (AASHTO), the Missouri Department of Transportation, the California Department of Transportation (Caltrans) affirmatively supported the removal of the transportation management and monitoring system regulations in 23 CFR part 500. On the other hand, no commenter stated that FHWA should retain the regulations governing management and monitoring systems at 23 CFR part 500. In any event, because 23 U.S.C. 303, the underlying statutory authority for promulgating part 500, has been repealed, FHWA does not believe there is any valid legal justification for maintaining these regulations.

II. Administrative Procedure Act

Under the Administrative Procedure Act, there must be at least thirty days between publication of a substantive rule and its effective date except “as otherwise provided by the agency for good cause and published with the rule.” See 5 U.S.C. 553(d)(3). As FHWA is rescinding a requirement that lacks statutory authority, a period of 30 days between publication and effectiveness is unnecessary. Therefore, FHWA finds good cause to issue this final rule with immediate effectiveness.

III. Rulemaking Analyses and Notices

A. *Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures*

This final rule does not meet the criteria of a “significant regulatory action” under Executive Order (E.O.) 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This final rule rescinds regulations that are currently inoperative. For that reason, FHWA does not believe there are any costs to this rulemaking, as opposed to the deregulatory benefit of removing unnecessary provisions from the CFR.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. *Executive Order 14192 (Unleashing Prosperity Through Deregulation)*

This final rule is not an E.O. 14192 regulatory action. This rule would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. *Regulatory Flexibility Act*

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public

comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This final rule will only remove regulations that are currently inoperative.

D. Unfunded Mandates Reform Act

This final rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local, and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This final rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not

require any further NEPA approvals by FHWA. This rule will rescind regulations that rely on rescinded statutory authority. FHWA does not anticipate any adverse environmental impacts from this rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this final rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at regulations.gov, under the docket number.

List of Subjects in 23 CFR Part 500

Bridges, Grant programs—transportation, Highway traffic safety, Highways and roads, Mass transportation, Reporting and recordkeeping requirements.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,
Executive Director, Federal Highway Administration.

PART 500—[Removed and Reserved]

■ For the reasons stated in the preamble, under the authority of Public Law 112–

141, FHWA removes and reserves 23 CFR part 500.

[FR Doc. 2025–09708 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 505

RIN 2125–AG17

Rescinding Regulations on Projects of National and Regional Significance Evaluation and Rating

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule rescinds the rule and regulations issued on October 24, 2008, Projects of National and Regional Significance Evaluation and Rating.

DATES: This final rule is effective May 30, 2025.

FOR FURTHER INFORMATION CONTACT: For questions about this final rule, please contact Mr. Brian Hogge, FHWA Office of Infrastructure, 202–366–1562, or via email at Brian.Hogge@dot.gov. For legal questions, please contact Mr. David Serody, FHWA Office of Chief Counsel, 202–366–4241, or via email at David.Serody@dot.gov. Office hours for FHWA are from 8 a.m. to 4:30 p.m., eastern time (E.T.), Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

An electronic copy of this document may also be downloaded from the Office of Federal Register's website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov.

I. General Discussion

Through this final rule, FHWA is rescinding the rule issued on October 24, 2008, Projects of National and Regional Significance Evaluation and Rating, via 73 FR 63362, amending 23 CFR part 505. This rule established evaluation, rating, and selection guidelines for funding proposed Projects of National and Regional Significance under the program established by section 1301 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) (Pub. L. 109–59). For the reasons explained below, FHWA has determined that 23 CFR part 505 is

unnecessary and will rescind this rule in full.

In 2005, section 1301 of SAFETEA-LU established a program to provide grants to eligible entities for projects of national and regional significance. This provision was repealed by section 1105(c) of the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94). As the program is no longer authorized, provisions dealing with program eligibility (23 CFR 505.7), grant criteria (23 CFR 505.9), and project evaluation and rating (23 CFR 505.11) are no longer relevant. As FHWA eliminates 23 CFR part 505, other provisions applicable to previous projects (23 CFR 505.13, 505.15, and 505.17) continue to apply; however, given that the program is no longer authorized, FHWA does not believe it necessary to maintain these provisions going forward. Similarly, with the repeal of this program, FHWA believes that general provisions in 23 CFR part 505 (23 CFR 505.1, 505.3, and 505.5) are no longer needed. Accordingly, FHWA finds good reason to eliminate this regulatory part entirely.

II. Administrative Procedure Act

Under the Administrative Procedure Act (APA), the requirement for prior notice and an opportunity for public comment does not apply when the agency, for good cause, finds that those procedure are "impracticable, unnecessary, or contrary to the public interest." See 5 U.S.C. 553(b)(B). The FHWA finds that notice and an opportunity for public comment are unnecessary for this rulemaking because this rulemaking rescinds regulations that administer a program that has been repealed by Congress. Consequently, these provisions have no effect on projects going forward, so repealing this rule for projects going forward has no substantive effect on the public. Therefore, FHWA finds good cause to issue this final rule without notice and an opportunity for public comment.

Furthermore, under the APA, there must be at least thirty days between publication of a substantive rule and its effective date except "as otherwise provided by the agency for good cause and published with the rule." See 5 U.S.C. 553(d)(3). For similar reasons as above, FHWA finds that a period between this final rule being published and becoming effective is unnecessary as this rulemaking rescinds regulations that administer a program that has been repealed by Congress. These regulations are as equally inoperative at publication as they will be thirty days after publication for projects going forward. Therefore, FHWA finds good cause to

issue this final rule with immediate effectiveness.

III. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This final rule does not meet the criteria of a "significant regulatory action" under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This final rule rescinds regulations that are currently inoperative for projects going forward. For that reason, FHWA does not believe there are any costs to this rulemaking, as opposed to the deregulatory benefit of removing unnecessary provisions from the Code of Federal Regulations.

This regulation is not an E.O. 14192 regulatory action.

B. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601-612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This final rule will only remove regulations that are already inoperative for any future projects.

C. Unfunded Mandates Reform Act

This final rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104-4, 109 Stat. 48) for State, local, and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

D. Executive Order 13132 (Federalism Assessment)

The rescission is deregulatory and has little effect on States and local

governments, so FHWA anticipates that this rule will not have implications for federalism. Therefore, under section 6(b) of Executive Order 13132, a federalism summary is not required.

E. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This final rule is deregulatory and so would not impose any additional information collection requirements.

F. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This rule will rescind regulations administering a repealed grant program. FHWA does not anticipate any adverse environmental impacts from this rule, and no unusual circumstances are present under 23 CFR 771.117(b).

G. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this final rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

H. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be

used to cross reference this action with the Unified Agenda.

I. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at *regulations.gov*, under the docket number.

List of Subjects in 23 CFR Part 505

Grant programs—transportation, Highways and roads, Intermodal transportation.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,
Executive Director Federal Highway Administration.

PART 505—[REMOVED AND RESERVED]

■ For the reasons stated in the preamble, under the authority of Public Law 114–94, FHWA removes and reserves 23 CFR part 505.

[FR Doc. 2025–09714 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 630

RIN 2125–AG25

Rescinding Preliminary Engineering Project 10-Year Repayment Provision

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule rescinds a portion of the regulations issued on May 10, 2001, Federal-Aid Project Agreement, which required that State Departments of Transportation (DOTs) repay FHWA Federal funds provided for preliminary engineering for a project if right-of-way acquisition for, or actual construction of, the road for which this preliminary engineering is undertaken is not started in ten years.

DATES: This final rule is effective May 30, 2025.

FOR FURTHER INFORMATION CONTACT: For questions about this final rule, please contact Mr. Anthony DeSimone, FHWA Office of Infrastructure, 317–226–5307, or via email at *Anthony.DeSimone@dot.gov*. For legal questions, please contact Mr. David Serody, FHWA Office of Chief Counsel, 202–366–4241, or via email at *David.Serody@dot.gov*. Office hours for FHWA are from 8 a.m. to 4:30

p.m., eastern time (E.T.), Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

An electronic copy of this document may also be downloaded from the Office of Federal Register's website at *www.federalregister.gov* and the U.S. Government Publishing Office's website at *www.GovInfo.gov*.

I. General Discussion

Through this final rule, FHWA is rescinding a portion of the rule issued on May 10, 2001, Federal-Aid Project Agreement, via 66 FR 23845, amending § 630.112(c)(2) of title 23 Code of Federal Regulations (CFR). This rule amended the regulation of project agreements. Specifically for the purpose of this rescission, this rule included a provision that required repayment of preliminary engineering for which right-of-way or construction was not started by the tenth fiscal year following authorization. For the reasons explained below, FHWA has determined that this subparagraph is unnecessary and will rescind it in full.

Section 1016(a) of the Intermodal Surface Transportation Efficiency Act of 1991 amended 23 U.S.C. 102(b) to state: “If on-site construction of, or acquisition of right-of-way for, a highway project is not commenced within 10 years after the date on which Federal funds are first made available, out of the Highway Trust Fund (other than Mass Transit Account), for preliminary engineering of such project, the State shall pay an amount equal to the amount of Federal funds made available for such engineering. The Secretary shall deposit in such Fund all amounts paid to the Secretary under this section.” This provision was modified by section 1304 of the Transportation Equity Act for the 21st Century in 1998 to allow the Secretary of Transportation the ability to grant time extensions of this requirement. In 2001, FHWA amended its regulation on project agreement provisions, 23 CFR 635.112, to, in part, require that States accept and comply with the 10-year payback provision under 23 U.S.C. 102(b) as a condition to payment of any Federal funds obligated. 23 CFR 635.112(c)(2).

Section 11310(a) of the Infrastructure Investment and Jobs Act (Pub. L. 117–58) repealed the 10-year payback requirements formerly found in 23 U.S.C. 102(b). Accordingly, FHWA finds good reason to eliminate this regulatory provision entirely. The repeal of 23 U.S.C. 102(b) removes the statutory authority for FHWA to demand the

reimbursement of preliminary engineering funds if on-site construction of, or acquisition of right-of-way for, a project is not commenced within 10 years of the date on which Federal funds were first made available for the preliminary engineering on the project. Similarly, the statutory change removes the obligation of State DOTs to repay such preliminary engineering costs in these circumstances. For these reasons, FHWA finds it unnecessary to maintain a provision that FHWA cannot enforce due to lack of statutory authority and that State DOTs have no legal obligation to follow.

The FHWA notes that the repeal of the 10-year payback provision under 23 U.S.C. 102(b) and FHWA's termination of 23 CFR 630.112(c)(2) does not change any other requirements that may allow FHWA to demand repayment of funds used for preliminary engineering. For example, FHWA notes that it may require the repayment and recovery of funds used for preliminary engineering if it finds improper or ineligible use of such funding otherwise not in compliance with Federal requirements. See 23 CFR 1.36. The purpose of the rescission of 23 CFR 635.112(c)(2) is only that FHWA will not use the 10-year payback rule as the basis to demand such repayment, as there is no longer statutory authority for such a requirement.

II. Administrative Procedure Act

Under the Administrative Procedure Act (APA), the requirement for prior notice and an opportunity for public comment does not apply when the agency, for good cause, finds that those procedure are “impracticable, unnecessary, or contrary to the public interest.” See 5 U.S.C. 553(b)(B). The FHWA finds that notice and an opportunity for public comment are unnecessary for this rulemaking because the legal provisions underlying the rule are no longer operative and the regulation is unenforceable. Therefore, FHWA finds good cause to issue this final rule without notice and an opportunity for public comment.

Furthermore, under the APA, there must be at least thirty days between publication of a substantive rule and its effective date except “as otherwise provided by the agency for good cause and published with the rule.” See 5 U.S.C. 553(d)(3). For similar reasons as above, because FHWA is rescinding a legally inoperative requirement, a period of 30 days between publication and effectiveness is unnecessary. The requirements in 23 CFR 635.112(c)(2) are inoperative now and will be as

inoperative at publication as they will be thirty days later with or without publication of this final rule. Therefore, FHWA finds good cause to issue this final rule with immediate effectiveness.

III. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This final rule does not meet the criteria of a “significant regulatory action” under Executive Order (E.O.) 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This final rule rescinds regulations that are currently inoperative for projects going forward. For that reason, FHWA does not believe there are any costs to this rulemaking, as opposed to the deregulatory benefit of removing unnecessary provisions from the CFR.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This final rule is not an E.O. 14192 regulatory action. This rule would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a

significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This final rule will only remove regulations that are already inoperative for any future projects.

D. Unfunded Mandates Reform Act

This final rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local, and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States’ ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This final rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This rule will rescind a legally inoperative requirement. FHWA does not anticipate any adverse environmental impacts from this rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this final rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 630

Government contracts, Grant programs—transportation, Highways and roads, Project agreement procedures.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, FHWA amends 23 CFR part 630 as set forth below:

PART 630—PRECONSTRUCTION PROCEDURES

■ 1. The authority citation for part 630 continues to read as follows:

Authority: 23 U.S.C. 106, 109, 112, 115, 315, 320, and 402(a); Sec. 1110, 1501, and 1503 of Pub. L. 109–59, 119 Stat. 1144; Pub. L. 105–178, 112 Stat. 193; Pub. L. 104–59, 109 Stat. 582; Pub. L. 97–424, 96 Stat. 2106; Pub. L. 90–495, 82 Stat. 828; Pub. L. 85–767, 72 Stat. 896; Pub. L. 84–627, 70 Stat. 380; 23 CFR 1.32 and 49 CFR 1.81 and 1.85, and Pub.

L. 112–141, 126 Stat. 405, sections 1303 and 1405.

§ 630.112 [Amended]

■ 2. Amend § 630.112 by removing and reserving paragraph (c)(2).

[FR Doc. 2025–09736 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. USCG–2025–0375]

Special Local Regulations; Marine Events Within the Fifth Coast Guard District—Cape May, NJ

AGENCY: Coast Guard, DHS.

ACTION: Notification of enforcement of regulation.

SUMMARY: The Coast Guard will enforce a special local regulation for the Around the Island Paddle on June 22, 2025. This action is necessary to provide for the safety of life on navigable waterways during this event. Our regulation for marine events within the Fifth Coast Guard District identifies the regulated area for this event. During the enforcement period, the operator of any vessel in the regulated area must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard ensign. Non-participants must request permission to enter the regulated area.

DATES: The regulations in 33 CFR 100.501 will be enforced for the special local regulation listed in Table 1 to Paragraph (i)(1) of § 100.501 for the Around the Island Paddle from 7:30 a.m. through 3 p.m. on June 22, 2025.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of enforcement, you may call or email Petty Officer Emmanuel E. Melendez, U.S. Coast Guard, Sector Delaware Bay, Waterways Management Division, telephone 206–815–6688, option 3, email SecDelBayWWM@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the special local regulation in Table 1 to Paragraph (i)(1) in 33 CFR 100.501 for the regulated area of the Around the Island Paddle from 7:30 a.m. through 3 p.m. on June 22, 2025. This action is being taken to provide for the safety of life on navigable waterways during this event. Our regulation for marine events within the Fifth Coast Guard District, § 100.501, specifies the location of the regulated

area for the “Around the Island Paddle” which encompasses portions of Cape May Harbor, Atlantic Ocean, and Delaware Bay in Cape May, NJ. During the enforcement period, as reflected in § 100.100(g), if you are the operator of a vessel in the regulated area, you must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard ensign. Non-participants are only allowed inside the regulated area to pass through or enter and remain within a designated spectator area. A non-participant must contact the Event Patrol Commander or an official patrol vessel to request permission to either enter the Spectator Area or pass through the regulated area.

In addition to this notification of enforcement in the **Federal Register**, the Coast Guard plans to provide notification of this enforcement period via the Local Notice to Mariners and Broadcast Notice to Mariners.

Dated: May 14, 2025.

Kate F. Higgins-Bloom,

Captain, U.S. Coast Guard, Captain of the Port, Sector Delaware Bay.

[FR Doc. 2025–09777 Filed 5–29–25; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 356

[Docket No. FMCSA–2025–0105]

RIN 2126–AC79

Motor Carrier Routing Regulations

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: FMCSA repeals the for-hire motor carrier routing regulations which concern servicing municipalities and unincorporated communities. These regulations are unlawful because they exceed FMCSA’s statutory authority following the transfer of rules from the Interstate Commerce Commission (ICC) to the Federal Highway Administration (FHWA) in 1995, which were carried over to FMCSA in 2000.

DATES: Effective May 30, 2025.

FOR FURTHER INFORMATION CONTACT: Jeff Secrist, Chief, Division of Registration, FMCSA, 1200 New Jersey Ave. SE, Washington, DC 20590, (202) 385–2367, jeff.secrisat@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this final rule as follows:

- I. Availability of Rulemaking Documents
- II. Abbreviations
- III. Legal Basis
- IV Discussion of Final Rule
- V International Impacts
- VI. Section-by-Section Analysis
- VII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing American Prosperity Through Deregulation)
 - C. Congressional Review Act
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969

I. Availability of Rulemaking Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0105/document> and choose the document to review. To view comments, click this final rule, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations at U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 APA Administrative Procedure Act
 CBI Confidential Business Information
 CFR Code of Federal Regulations
 CMV Commercial motor vehicle
 DOT Department of Transportation
 FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 ICC Interstate Commerce Commission
 NEPA National Environmental Policy Act of 1969
 NPRM Notice of proposed rulemaking
 OMB Office of Management and Budget
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

The Motor Carrier Act of 1935 (49 Stat. 543, sections 204, 207, 208) (Motor Carrier Act) authorized the ICC to

regulate motor carriers and to establish reasonable requirements with respect to adequate and continuous service, including establishing routes. The ICC prescribed the routing regulations currently contained in part 356 (see *e.g.*, 17 FR 6560–61 (Jul. 17, 1952)). The Interstate Commerce Commission Termination Act (ICCTA) (Pub. L. 104–88, 109 Stat. 803) was enacted on December 29, 1995, and took effect on January 1, 1996. ICCTA abolished the ICC and repealed certain provisions of the Motor Carrier Act, including most provisions authorizing the government to impose limitations on the routes where a motor carrier has authority to operate. ICCTA also transferred certain functions, formerly performed by the ICC, to the Surface Transportation Board and DOT. Certain motor carrier functions previously under the jurisdiction of the ICC were transferred to the Secretary of Transportation, who subsequently delegated those functions to the Federal Highway Administration (FHWA), and eventually to FMCSA following the Motor Carrier Safety Improvement Act of 1999 (Pub. L. 106–159) (MCSIA), which established FMCSA as an agency within DOT. The transferred authorities include the authority of the Secretary, under 49 U.S.C. 13301(a), to promulgate regulations governing registration requirements for motor carriers.

The specific authority authorizing the regulations in 49 CFR part 356, formerly codified in 49 U.S.C. 10922, was repealed in ICCTA and replaced with 49 U.S.C. 13902. The result is that the regulations contained in 49 CFR part 356 no longer accurately reflect the Agency's current statutory authority for granting operating authority. Under 49 U.S.C. 13902, FMCSA is not authorized to include routing limitations when granting operating authority to U.S. domiciled motor carriers; therefore, the regulations in part 356 are unlawful and obsolete.

The Administrative Procedure Act (APA) specifically provides exceptions to its notice and comment rulemaking procedures when an agency finds there is good cause to dispense with them, and incorporates the finding, and a brief statement of reasons therefore, in the rules issued (5 U.S.C. 553(b)(B)). Good cause exists when an Agency determines that notice and public comment procedures are impractical, unnecessary, or contrary to the public interest. The amendment made in this final rule removes an unenforceable part within the FMCSRs, as it is no longer authorized by statute. Public comment cannot grant FMCSA authority which Congress has removed. Retaining

regulations that are unlawful is plainly contrary to the public interest. As the President has observed, “[r]etaining and enforcing facially unlawful regulations is clearly contrary to the public interest. . . . Agencies thus have ample cause and the legal authority to immediately repeal unlawful regulations.”¹ Furthermore, notice-and-comment proceedings are unnecessary where repeal is based purely on legal analysis. For these reasons, FMCSA finds good cause that notice and public comment on this final rule are unnecessary.

The APA also allows agencies to make rules effective immediately with good cause (5 U.S.C. 553(d)(3)), instead of requiring publication 30 days prior to the effective date. For the reason already stated, FMCSA finds there is good cause for this rule to be effective immediately.

IV. Discussion of Final Rule

As discussed in the Legal Authorities section above, Congress repealed 49 U.S.C. 10922, including most provisions authorizing the government to impose limitations on the routes where a motor carrier has authority to operate, and replaced it with 49 U.S.C. 13902. The result is that the regulations contained in 49 CFR part 356 no longer accurately reflect the Agency's current statutory authority for granting operating authority. Under 49 U.S.C. 13902, FMCSA is not authorized to include routing limitations when granting operating authority to U.S. domiciled motor carriers; therefore, the regulations in part 356 are unlawful and obsolete. FMCSA is therefore removing these regulations.

V. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries in which they operate, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VI. Section-by-Section Analysis

Part 356 Motor Carrier Routing Regulations

In this final rule, FMCSA removes and reserves part 356.

¹ Presidential Memorandum, *Directing the Repeal of Unlawful Regulations* (Apr. 9, 2025) available at <https://www.whitehouse.gov/presidential-actions/2025/04/directing-the-repeal-of-unlawful-regulations/>.

VII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this final rule under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this final rulemaking is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

This rule will remove obsolete language that is no longer relevant. FMCSA does not expect that any regulated entities will change their behavior as a result of this rule, and therefore the rule will not result in any impacts to regulated entities other than removing unnecessary language from the Code of Federal Regulations (CFR). It is expected to result in cost savings by reducing the amount of time to become familiar with the FMCSRs. FMCSA assumes any realized cost savings to be de minimis. FMCSA does not have data to estimate the reduction in costs.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”²

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.³

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This final rule is projected to have total costs less than zero as it

² Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

³ Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

would reduce the time necessary to become familiar with the regulations and streamline the CFR, and therefore is considered an E.O. 14192 deregulatory action. The cost savings of this rulemaking are not quantifiable.

C. Congressional Review Act

This rule is not a *major rule* as defined under the Congressional Review Act (5 U.S.C. 801–808).⁴

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required when an Agency publishes a final rule that is not required to be preceded by notice and comment (5 U.S.C. 601(2) and 603(a)). As discussed above in the Legal Authorities section, this final rule is exempt from notice and comment requirements. Additionally, a regulatory flexibility analysis is not required if the head of an Agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FMCSA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This rulemaking removes obsolete regulatory text that is no longer impacting regulated entities and will not impose costs or benefits. It is expected to result in some cost savings by reducing the amount of time necessary to become familiar with the FMCSRs. FMCSA

considers any realized cost savings to be de minimis. Consequently, I certify that this action will not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the rule will affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this rule will not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This final rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has federalism implications under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rule will not have substantial direct costs on or for States, nor will it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This final rule will not require the collection of personally identifiable information (PII).

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the

⁴ A *major rule* means any rule that OMB finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) (NEPA). The Agency believes this rule will not have a reasonably foreseeable significant effect on the quality of the human environment.

This conclusion stems from the fact that the existing regulation is outdated and beyond the scope of FMCSA's statutory authority, rendering it practically unenforceable. In effect, this action modernizes the CFR to accurately reflect current and long-standing practices. Consequently, the rescission of this regulation will retain the existing environmental baseline, resulting in no new environmental impacts.

Purpose and Need for Action

The purpose of this final rule is to remove an outdated regulation, 49 CFR part 356, as it no longer accurately reflects the Agency's current statutory authority. Under 49 U.S.C. 13902, FMCSA is not authorized to include routing limitations when granting operating authority to U.S. domiciled motor carriers; therefore, the regulations in part 356 are obsolete.

Alternatives

No Action Alternative/Current Rule

The current regulation prescribes routing limitations that are beyond the scope of FMCSA's statutory authority. Consequently, the current regulation has not been enforced. This rule would therefore retain the existing environmental baseline to the no action alternative.

Final Action/Preferred Alternative

This final rule will remove the obsolete regulation thereby streamlining the CFR and eliminating a source of possible confusion for stakeholders.

Affected Environment

There is no affected environment or environmental consequences as the current regulation is outdated and cannot be enforced. This final rule will retain the same environmental baseline.

Environmental Consequences

There are no environmental consequences because the current regulation is outdated and cannot be enforced.

List of Preparers and Reviewers

The following persons participated in the preparation of this EA:

Brian Dahlin, Chief, Regulatory Evaluation Division

Education: M.A. Economics (Duke University), B.S. Economics (University of Minnesota).

Experience: Over 20 years as a labor and transportation economist.

Sean Reid, Economist, Regulatory Evaluation Division

Education: M.A. Economics (Georgia State University), B.B.A. Economics (Georgia Southern University).

Experience: 5 years as an economist in Federal government.

Kathryn Sinniger, Chief Counsel, Division of Regulations and Legislation

Education: Juris Doctorate (William & Mary School of Law), B.A. Politics (Catholic University of America).

Experience: Over 25 years as regulatory attorney in Federal government.

List of Agencies and Persons Consulted

In the course of completing the NEPA compliance process for this rulemaking, FMCSA consulted with technical experts within the Agency familiar with the potential environmental consequences that could result from implementing the Final Action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 356

Administrative practice and procedure, Freight forwarders, Highways and roads, Motor carriers.

PART 356—[REMOVED AND RESERVED]

■ Accordingly, under the authority in 49 U.S.C. 13902 and as discussed in the preamble, FMCSA removes and reserves 49 CFR part 356.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09709 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 386

[Docket No. FMCSA–2025–0106]

RIN 2126–AC80

Civil Penalties Schedule Update

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: FMCSA amends the Federal Motor Carrier Safety Regulations (FMCSRs) to remove the reference to rules under the Department of Transportation's "Procedures for Transportation Workplace Drug and Alcohol Testing Program" from the civil penalty schedule in the FMCSRs. Instead, the civil penalty schedule will refer solely to the part of the Code of Federal Regulations (CFR) where this program is incorporated into the FMCSRs. Because the rule does not impose any new material requirements or increase compliance obligations, it is issued without prior notice and opportunity for comment, pursuant to the good cause exception in the Administrative Procedure Act (APA).

DATES: Effective May 30, 2025.

Petitions for reconsideration of this final rule must be submitted to the FMCSA Administrator no later than June 30, 2025.

FOR FURTHER INFORMATION CONTACT:

Mary J. Lee, Office of Chief Counsel, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 366–0035, mary.j.lee@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this final rule as follows:

I. Availability of Rulemaking Documents

II. Background

III. Abbreviations

IV. Legal Basis

V. International Impacts

VI. Section-by-Section Analysis

VII. Regulatory Analyses

A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

C. Congressional Review Act

D. Regulatory Flexibility Act

E. Assistance for Small Entities

F. Unfunded Mandates Reform Act of 1995

G. Paperwork Reduction Act

H. E.O. 13132 (Federalism)

I. Privacy
J. E.O. 13175 (Indian Tribal Governments)
K. National Environmental Policy Act of 1969

I. Availability of Rulemaking Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0106/document> and choose the document to review. To view comments, click this final rule, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations at U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

II. Background

FMCSA last updated 49 CFR part 386, which sets out the rules of practice for administrative adjudications, in 2005 (70 FR 28467, May 18, 2005). Appendix B to part 386 contains the civil penalty schedule for violations of the Agency’s regulations, including the FMCSRs. As part of the 2005 rulemaking, a reference to 49 CFR part 40 was added to Appendix B(a)(1), which specifies the penalty for recordkeeping violations. However, 49 CFR part 40 contains DOT’s drug and alcohol testing rules, which FMCSA does not directly administer. Instead, motor carriers are required to comply with part 40 through FMCSA’s incorporation of those requirements into the FMCSRs in part 382, which is already referenced in Appendix B(a)(1). In reviewing the regulatory history of this amendment, it appears that the reference to part 40 was added in error. The previous **Federal Register** notices relating to the rules of practice make no mention of 49 CFR part 40, nor does the discussion in the May 2005 final rule. See 61 FR 18866 (Apr. 29, 1996); 61 FR 54601 (Oct. 21, 1996); 65 FR 7753 (Feb. 16, 2000); 69 FR 61617 (Oct. 20, 2004); 70 FR 28467 (May 18, 2005). FMCSA is therefore removing this reference.

The regulation in question, 49 CFR part 386 Appendix B(a)(1), sets out penalties for recordkeeping violations. While FMCSA incorporates 49 CFR part 40 into its controlled substances and alcohol testing regulations in 49 CFR part 382, any recordkeeping violations related to such testing are enforced under the FMCSRs, specifically 49 CFR 382.701(e). The civil penalty schedule

already requires compliance with the recordkeeping regulations in part 382. Therefore, the inclusion of a reference to the 49 CFR part 40 regulations in FMCSA’s civil penalty schedule found at part 386, Appendix B(a)(1) is superfluous. As discussed above, it also appears to have been added without proper notice and opportunity for public comment and potentially in error. Consequently, FMCSA has determined this reference should be removed. Removing the reference to part 40 will have no effect on FMCSA’s enforcement programs, as any recordkeeping violations relating to controlled substances and alcohol testing would be cited under part 382. Further, removing the reference to part 40 here does not in any way change the Department’s general requirements under part 40 or those requirements as they are incorporated into the FMCSR’s in part 382. The remaining text in Appendix B(a)(1) would be unaffected by this change.

III. Abbreviations

APA Administrative Procedure Act
DOT Department of Transportation
CFR Code of Federal Regulations
ICC Interstate Commerce Commission
FHWA Federal Highway Administration
FMCSA Federal Motor Carrier Safety Administration
FMCSRs Federal Motor Carrier Safety Regulations
FR Federal Register
MCSIA Motor Carrier Safety Improvement Act of 1999
OMB Office of Management and Budget
PIA Privacy Impact Assessment
PTA Privacy Threshold Assessment
UMRA Unfunded Mandates Reform Act of 1995
U.S.C. United States Code

IV. Legal Basis

Congress delegated certain powers to regulate interstate commerce to DOT in numerous pieces of legislation, notably in section 6 of the Department of Transportation Act (DOT Act) (Pub. L. 85–670, 80 Stat. 931 (1966)). Section 6(e) of the DOT Act transferred the authority to regulate the qualifications and maximum hours-of-service of employees, the safety of operations, and the equipment of motor carriers in interstate commerce, previously given to the Interstate Commerce Commission (ICC) in the Motor Carrier Act of 1935 (Pub. L. 74–255, 49 Stat. 543), to the Federal Highway Administration (FHWA). The administrative powers to enforce chapter 315 were also transferred from the ICC to DOT in 1966, and appear in chapter 5 of title 49 U.S.C. Congress subsequently granted DOT additional statutory authorities, including the authority to assess civil

penalties for violations of recordkeeping and reporting regulations under 49 U.S.C. 521(b)(2)(B).

The Motor Carrier Safety Improvement Act of 1999 (MCSIA) (Pub. L. 106–159, 113 Stat. 1748 (Dec. 9, 1999)) established FMCSA as an operating administration within the Department of Transportation, effective January 1, 2000. Pursuant to MCSIA, certain responsibilities previously assigned to FHWA were assigned to FMCSA, including the administrative adjudication of civil penalties assessed for violations of the FMCSRs, and FMCSA retains those responsibilities. The authority for the FMCSRs currently appears in chapter 315 of title 49, U.S.C., and the regulations appear generally at 49 CFR parts 350 through 399, and in the commercial regulations (49 CFR parts 360–379) and the Hazardous Materials Regulations (49 CFR parts 171–180).

The Administrative Procedure Act (APA) specifically provides exceptions to its notice and comment rulemaking procedures when an Agency finds there is good cause to dispense with them, and incorporates the finding, and a brief statement of reasons therefore, in the rules issued (5 U.S.C. 553(b)(B)). Good cause exists when an Agency determines that notice and public comment procedures are impractical, unnecessary, or contrary to the public interest. The amendment made in this final rule serves to remove an erroneous reference and to improve clarity for stakeholders. It is technical in nature and does not impose any new material requirements or increase compliance obligations. For these reasons, FMCSA finds good cause that notice and public comment on this final rule are unnecessary.

In addition, FMCSA finds that this amendment falls within the APA exception for rules of Agency organization, procedure, or practice. The Agency amends part 386, titled “Rules of Practice for FMCSA Proceedings,” to clarify that penalties assessed for recordkeeping violations related to the Agency’s controlled substances and alcohol testing are only assessed under FMCSA’s regulations at 49 CFR part 382, not under the Department-wide testing rules in 49 CFR part 40. These amendments fall within the exception to the APA’s notice and comment rulemaking procedures for “rules of agency organization, procedure, or practice,” (5 U.S.C. 553(b)(A)), and are therefore excepted from the notice and public comment requirements.

The APA also allows Agencies to make rules effective immediately with

good cause (5 U.S.C. 553(d)(3)), instead of requiring publication 30 days prior to the effective date. For the reasons already stated, FMCSA finds there is good cause for this rule to be effective immediately.

V. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VI. Section-by-Section Analysis

This section-by-section analysis describes the changes to the regulatory text in numerical order.

Appendix B to Part 386—Penalty Schedule: Violations and Monetary Penalties

FMCSA removes the words “part 40 of this title and” from paragraph (a)(1).

VII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this final rule under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this final rule is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

FMCSA amends the regulations to remove the reference to 49 CFR part 40 from the civil penalty schedule in Appendix B to 49 CFR part 386. FMCSA does not impose civil penalties for violations of part 40, so removing this reference will have no impact on regulated entities or on the Agency's enforcement of penalties for violations of the regulations. FMCSA does not expect that any regulated entities will change their behavior as a result of this rule, and therefore the final rule will not result in any impacts to regulated entities other than removing unnecessary language from the CFR. It could result in some cost savings by reducing the amount of time to become

familiar with the regulations. FMCSA assumes any realized cost savings to be de minimis. FMCSA does not have data to estimate the reduction in costs that would result from this final rule.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, Mar. 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This final rulemaking is expected to have total costs less than zero because it will result in a more streamlined Code of Federal Regulations, and therefore is considered an E.O. 14192 deregulatory action. The cost savings of this rulemaking could not be quantified.

C. Congressional Review Act

This rule is not a *major rule* as defined under the Congressional Review Act (5 U.S.C. 801–808).³

D. Regulatory Flexibility Act (Small Entities)

Pursuant to the Regulatory Flexibility Act of 1980 (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA is not required to prepare a regulatory flexibility analysis under 5 U.S.C. 604(a) for this final rule because FMCSA has not issued a notice of proposed rulemaking prior to this action.

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ A *major rule* means any rule that OMB finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this final rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the final rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this rule will not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This final rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and

responsibilities among the various levels of government.”

FMCSA has determined that this rule will not have substantial direct costs on or for States, nor will it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁴ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This rule will not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁵ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology will collect, maintain, or disseminate information as a result of this rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the final rule might have on collecting, storing,

and sharing personally identifiable information. The PTA will be submitted to FMCSA’s Privacy Officer for review and preliminary adjudication and to DOT’s Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this final rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) and determined this action is categorically excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2, paragraph (6)(b). The categorical exclusion in paragraphs (6)(b) and (6)(u) cover regulations which are editorial or procedural, such as those updating addresses or establishing application procedures, and procedures for acting on petitions for waivers, exemptions and reconsiderations, including technical or other minor amendments to existing FMCSA regulations, and regulations implementing rules of practice, respectively. The Agency believes this final rule will not have a reasonably

foreseeable significant effect on the quality of the human environment.

List of Subjects in 49 CFR Part 386

Administrative practice and procedure, Brokers, Freight forwarders, Hazardous materials transportation, Highway safety, Motor carriers, Motor vehicle safety, Penalties.

Accordingly, FMCSA revises 49 CFR chapter III, part 386 to read as follows:

PART 386—RULES OF PRACTICE FOR FMCSA PROCEEDINGS

■ 1. The authority citation for part 386 continues to read as follows:

Authority: 28 U.S.C. 2461 note; 49 U.S.C. 113, 1301 note, 31306a; 49 U.S.C. chapters 5, 51, 131–141, 145–149, 311, 313, and 315; and 49 CFR 1.81, 1.87.

■ 2. Amend appendix B to part 386 by revising paragraph (a)(1) to read as follows:

APPENDIX B TO PART 386—PENALTY SCHEDULE: VIOLATIONS AND MONETARY PENALTIES

* * * * *

(a)(1) Recordkeeping. A person or entity that fails to prepare or maintain a record required by parts 382, subpart A, B, C, D, E, or F, 385, and 390 through 399 of this subchapter, or prepares or maintains a required record that is incomplete, inaccurate, or false, is subject to a maximum civil penalty of \$1,584 for each day the violation continues, up to \$15,846.

* * * * *

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09703 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

⁴ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁵ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

Proposed Rules

Federal Register

Vol. 90, No. 103

Friday, May 30, 2025

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-0919; Project Identifier AD-2024-00648-T]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2013-08-08, which applies to certain The Boeing Company Model 737-600 series airplanes. AD 2013-08-08 requires repetitive inspections for cracking of the fuselage skin at certain locations at chem-mill steps, and repair if necessary. AD 2013-08-08 also provides optional terminating action for the repetitive inspections. Since the FAA issued AD 2013-08-08, Boeing has reported that the compliance times are not adequate because new fleet data indicates that crack growth is faster and more distributed between tear straps, resulting in longer cracks than originally observed in the test data that prompted AD 2013-08-08. This proposed AD would continue to require the actions in AD 2013-08-08, at reduced initial compliance times and repetitive intervals for the inspections, and mandate post-modification inspections if the optional modification is accomplished. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by July 14, 2025.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* 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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0919; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference

- For the material identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; website myboeingfleet.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0919.

FOR FURTHER INFORMATION CONTACT: Luis Cortez-Muniz, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3958; email: Luis.A.Cortez-Muniz@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2025-0919; Project Identifier AD-2024-00648-T" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the

following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

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 NPRM 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 NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Luis Cortez-Muniz, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3958; email: Luis.A.Cortez-Muniz@faa.gov. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2013-08-08, Amendment 39-17425 (78 FR 23465, April 19, 2013) (AD 2013-08-08), for certain The Boeing Company Model 737-600 series airplanes. AD 2013-08-08 was prompted by reports of early fatigue cracks at chem-mill areas on the crown skin panels. AD 2013-08-08 requires repetitive inspections for cracking of the fuselage skin at certain locations at chem-mill steps, and repair if necessary. AD 2013-08-08 also provides an optional terminating action for the repetitive inspections. The FAA issued AD 2013-08-08 to detect and correct fatigue cracking of the skin panel at the specified chem-mill step locations, which could result in rapid decompression of the airplane.

Actions Since AD 2013–08–08 Was Issued

Since the FAA issued AD 2013–08–08, the FAA received reports of suspected fuselage fatigue cracks found adjacent to non-chem-mill skin bays on Model 737–700 airplanes with between 40,000 and 43,000 total flight cycles—earlier than the inspection thresholds specified by AD 2013–08–08. Boeing has reported that the inspection compliance times and repetitive intervals in Boeing Service Bulletin 737–52–1309, dated October 20, 2011, are not adequate. The new fleet data indicates that crack growth is faster, and there are more cracks distributed along the chem-mill steps between the tear straps; as a result, the cracks can initiate from multiple sites along the chem-mill step and link up, causing a faster crack propagation than initially observed in the test data that prompted Boeing Service Bulletin 737–52–1309, dated October 20, 2011. As a result of these findings, the FAA has determined that earlier inspection thresholds for the chem-mill areas, as well as post modification inspections (for airplanes on which the terminating action is accomplished), are now necessary to address the unsafe condition. The FAA is considering similar rulemaking for Model 737–700, –700C, –800, and –900 series airplanes.

FAA’s Determination

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024. This material specifies procedures for inspecting for cracking in the fuselage skin at certain locations at the chem-mill steps by doing repetitive external detailed inspections and either (1) external medium frequency eddy current (MFEC), magneto optic imager (MOI), or C-scan inspections or (2) external ultrasonic phased array (UTPA) inspections, and applicable on-condition actions. On-condition actions include crack repair. This material also specifies an optional modification that eliminates the need for repetitive inspections, provided post modification inspections are also performed for airplanes with the optional modification installed.

This proposed AD would also require Boeing Service Bulletin 737–53–1309, dated October 20, 2011, which the Director of the Federal Register approved for incorporation by reference as of May 24, 2013 (78 FR 23465, April 19, 2013).

This material is reasonably available because the interested parties have

access to it through their normal course of business or by the means identified in the ADDRESSES section.

Proposed AD Requirements in This NPRM

Although this proposed AD does not explicitly restate the requirements of AD 2013–08–08, this proposed AD would retain all of the requirements of AD 2013–08–08. Those requirements are referenced in the material identified previously, which, in turn, is referenced in paragraph (g) of this proposed AD.

This proposed AD would reduce the initial compliance times and repetitive intervals for the inspections. This proposed AD would also mandate the optional post-modification inspections (if the operator chooses to perform the optional modification). This proposed AD would require accomplishing the actions specified in the material already described, except for any differences identified as exceptions in the regulatory text of this proposed AD.

For information on the procedures and compliance times, see this material at *regulations.gov* under Docket No. FAA–2025–0919.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 6 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection of chem-mill step locations.	39 work-hours × \$85 per hour = \$3,315 per inspection cycle.	\$0	\$3,315 per inspection cycle.	\$19,890 per inspection cycle.

ESTIMATED COSTS FOR OPTIONAL ACTIONS

Action	Labor cost	Parts cost	Cost per product
Modification	855 work-hours × \$85 per hour = \$6,840	\$Minimal 0	\$6,840 7,820
Post-modification inspections	92 work-hours × \$85 per hour = \$7,820		

The FAA has received no definitive data on which to base the cost estimates for the on-condition actions specified in this proposed AD.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more

detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of

that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national government and the States, or

on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

(1) Is not a “significant regulatory action” under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by:

■ a. Removing Airworthiness Directive (AD) 2013–08–08, Amendment 39–17425 (78 FR 23465, April 19, 2013), and

■ b. Adding the following new AD:

The Boeing Company: Docket No. FAA–2025–0919; Project Identifier AD–2024–00648–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by July 14, 2025.

(b) Affected ADs

This AD replaces AD 2013–08–08, Amendment 39–17425 (78 FR 23465, April 19, 2013) (AD 2013–08–08).

(c) Applicability

(1) This AD applies to The Boeing Company Model 737–600 series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE is installed, a “change in product” alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by reports of early fatigue cracks at chem-mill areas on the crown skin panels, and by the need for reduced inspection compliance times. The FAA is issuing this AD to detect and correct fatigue cracking of the fuselage skin at the specified chem-mill step locations. The unsafe condition, if not addressed, could result in rapid decompression of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspections

Except as required by paragraph (j) of this AD: At the applicable time specified in Table 1 of paragraph 1.E., Compliance, of Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024, do an external detailed inspection and an external nondestructive inspection (a medium frequency eddy current (MFEC), magneto optic imager (MOI), C-scan, or ultrasonic phased array (UTPA) inspection) for cracking in the fuselage skin along the chem-mill steps at the locations specified in, and in accordance with, Part 2 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024. Repeat the inspections thereafter at the applicable times specified in Table 1 of paragraph 1.E., Compliance, of Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024.

(h) Repair

If any cracking is found during any inspection required by paragraph (g) of this AD, before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(i) Optional Terminating Modification

Accomplishment of the actions specified in paragraphs (i)(1) through (4) of this AD terminates the repetitive inspections required by paragraph (g) of this AD for the modified area only.

(1) Do an external detailed inspection and an external nondestructive inspection (MFEC, MOI, C-scan, or UTPA) for cracking of the area to be modified, and if no cracking is found, do the modification, including doing a high frequency eddy current inspection of all existing holes for cracking, in accordance with paragraph 3.B.3., “Part 3: Modification” of the Accomplishment Instructions of Boeing Service Bulletin 737–53–1309, dated October 20, 2011, or Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024. As of the effective date of this AD, only Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024, may be used for performing the actions in this paragraph.

(2) Repair, before further flight, any crack found during any inspection specified in paragraph (i)(1) of this AD, using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(3) Accomplish the repetitive post-modification inspections specified in Tables 2 and 3 of paragraph 1.E., “Compliance,” and in Part 5 of the Accomplishment Instructions, of Boeing Service Bulletin 737–53–1309, dated October 20, 2011, or Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024. The inspections must be performed and repeated at the applicable times specified in Tables 2 and 3 of paragraph 1.E., “Compliance,” of Boeing Service Bulletin 737–53–1309, dated October 20, 2011, or Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024. As of the effective date of this AD, only Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024, may be used for performing the actions in this paragraph.

(4) Repair, before further flight, any crack found during any inspection specified in paragraph (i)(3) of this AD, using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(j) Exception to Service Information Specifications

Where the Compliance Time column of Tables 1, 2, and 3 in the “Compliance” paragraph of Boeing Special Attention Service Bulletin 737–53–1309, Revision 1, dated May 22, 2024, refers to the Revision 1 date of Boeing Special Attention Service Bulletin 737–53–1309, this AD requires using the effective date of this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l) of this AD. Information may be emailed to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved for AD 2013–08–08 are not approved as AMOCs for the corresponding provisions of this AD.

(l) Related Information

For more information about this AD, contact Luis Cortez-Muniz, Aviation Safety Engineer, FAA, 2200 South 216th St., Des

Moines, WA 98198; phone: 206-231-3958; email: Luis.A.Cortez-Muniz@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following material was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) Boeing Special Attention Service Bulletin 737-53-1309, Revision 1, dated May 22, 2024.

(ii) [Reserved]

(4) The following material was approved for IBR on May 24, 2013 (78 FR 23465, April 19, 2013).

(i) Boeing Service Bulletin 737-53-1309, dated October 20, 2011.

(ii) [Reserved]

(5) For the Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; website myboeingfleet.com.

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(7) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on May 23, 2025.

Lona C. Saccomando,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2025-09770 Filed 5-29-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 630

[Docket No. FHWA-2025-0020]

RIN 2125-AG28

Rescinding Requirements Regarding Geodetic Markers

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA is proposing to rescind the rule and regulations issued on July 19, 1974, Geodetic Markers.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477-78) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT: Mr. Anthony DeSimone, Office of Infrastructure, (317) 226-5307, anthony.desimone@dot.gov; or Mr. David Serody, Office of the Chief Counsel, (202) 366-4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document and all comments received may be viewed online through the Federal eRulemaking portal at www.regulations.gov. The website is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register's home page at: www.federalregister.gov.

Background

FHWA is proposing to rescind the rule issued on July 19, 1974, Geodetic Markers, via 39 FR 26413, amending 23 CFR part 630 subpart D. The rule proposed for rescission “prescribes procedures for conducting geodetic control surveys when participation with Federal-aid highway funds in the cost thereof is proposed and to encourage inter-agency cooperation in setting station markers, surveying to measure

their position, and preserving the control so established.” 23 CFR 630.401. We propose to rescind 23 CFR part 630, subpart D in its entirety and seek comment on all aspects of that proposal.

In general, 23 CFR part 630, subpart D has three aspects. First, it states that geodetic surveys along Federal-aid highway routes may be programmed as standalone Federal-aid projects. 23 CFR 630.402(a). Next, it requires that geodetic survey work performed as a Federal-aid highway project conform with National Oceanic and Atmospheric Administration (NOAA) specifications (23 CFR 630.402(b)) and be coordinated between FHWA, the State Department of Transportation (State DOT), and NOAA (23 CFR 630.403). Finally, § 630.404 sets general standards for geodetic control surveys. The Secretary of Transportation is pursuing a new policy to reduce regulatory burdens wherever possible. Under that policy, unless a regulatory standard is required by statute, the Secretary proposes eliminating that requirement. This subpart is being proposed for rescission because it is not required by statute.

First, FHWA does not believe it necessary to state in regulation that geodetic surveys may be programmed as standalone Federal-aid projects, given that the eligibility to conduct such surveys is provided in statute under the definition of construction 23 U.S.C. 101(a)(4); that definition states that the “construction” of projects can include projects that consist of “mapping (including the establishment of temporary and permanent geodetic control in accordance with specifications of the National Oceanic and Atmospheric Administration)”. The FHWA does not believe it necessary to have a regulation that merely repeats statutory eligibility. To the extent that clarity is necessary, FHWA is not proposing to change the current policy that geodetic control surveys can be conducted without needing to be directly related to the construction of a specific highway project. Such projects would still be able to be funded under applicable Federal-aid funding programs.¹

Next, FHWA does not believe that it is necessary to state in § 630.402(b) that all geodetic survey work will conform to NOAA specifications and that NOAA will be responsible for the inspection and verification of the work to ascertain that the specifications for the work have been met. This is not a statutory requirement for FHWA, and FHWA

¹ For instance, geodetic control surveys may be funded using Surface Block Transportation Grant Program funds under 23 U.S.C. 133(b)(11).

does not believe it necessary to state the involvement of NOAA within FHWA's regulations. Similarly, FHWA does not believe that the coordination provisions in § 630.403 are necessary to include as regulations. Again, coordination between FHWA, the State DOT, and NOAA is not strictly required under FHWA's statutory authority. Further, FHWA would expect State DOTs to coordinate with FHWA and, as needed, NOAA.

Finally, § 630.404 provides general standards for geodetic survey projects that are not required to be provided under FHWA's statutory authority. The FHWA is accordingly proposing to remove these provisions. With their removal, § 630.401, which provides the purpose for the subpart, would be superfluous, and FHWA is similarly proposing to remove that section.

Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a "significant regulatory action" under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This rule would remove requirements that are outside of FHWA's statutory authority and which reflect standards administered by NOAA. While FHWA believes there are deregulatory benefits to this rule, FHWA does not currently have data on any such monetary benefits or costs. The FHWA seeks comments on any impact that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rule would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary

impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule would not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rescission would only rescind regulations that apply to a small set of projects.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action would not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so

would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This proposed rule would rescind a regulation providing procedure and technical standards for completing projects and does not require any new Federal actions or procedures. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 630

Government contacts, Grant programs—transportation, Highway

safety, Highways and roads, Reporting and recordkeeping requirements, Traffic regulations.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

PART 630—[AMENDED]

■ For the reasons stated in the preamble and under the authority 23 U.S.C. 106, 109, 112, 115, 315, 320, and 402(a); Sec. 1110, 1501, and 1503 of Pub. L. 109–59, 119 Stat. 1144; Pub. L. 105–178, 112 Stat. 193; Pub. L. 104–59, 109 Stat. 582; Pub. L. 97–424, 96 Stat. 2106; Pub. L. 90–495, 82 Stat. 828; Pub. L. 85–767, 72 Stat. 896; Pub. L. 84–627, 70 Stat. 380; 23 CFR 1.32 and 49 CFR 1.81 and 1.85, and Pub. L. 112–141, 126 Stat. 405, sections 1303 and 1405, FHWA proposes to remove and reserve 23 CFR part 630, subpart D.

[FR Doc. 2025–09754 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 630

[Docket No. FHWA–2025–0019]

RIN 2125–AG26

Rescinding Regulations on Procedures for Advance Construction of Federal-aid Projects

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA proposes to rescind a specific provision of the rule and regulations issued on March 30, 1990, Advance Construction of Federal-aid Projects.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-

addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT: For questions about this rulemaking, please contact Mr. Anthony DeSimone, FHWA Office of Infrastructure, 317–226–5307, or via email at Anthony.DeSimone@dot.gov. For legal questions, please contact Mr. David Serody, FHWA Office of Chief Counsel, 202–366–4241, or via email at David.Serody@dot.gov. Office hours for FHWA are from 8 a.m. to 4:30 p.m., eastern time (E.T.), Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document and all comments received may be viewed online at www.regulations.gov using the docket number listed above. Electronic retrieval assistance and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of **Federal Register's** website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov.

I. General Discussion

FHWA is proposing to rescind a specific provision of the rule issued on December 8, 1983, via 48 FR 54972, Advance Construction of Federal-Aid Projects, as amended on March 30, 1990, via 55 FR 11902. This provision is part of FHWA regulations, codified at 23 CFR part 630, subpart G, that prescribe procedures for advancing the construction of Federal-aid highway projects without obligating Federal funds apportioned or allocated to the State, known as Advance Construction (AC). 23 CFR 630.701. Advance construction is authorized under 23 U.S.C. 115; under the statute, FHWA may authorize a State to proceed with a project authorized under title 23, U.S.C. without the use of Federal funds while preserving eligibility for future Federal-aid funds. After an AC project is authorized, the State may convert the project to regular Federal-aid funding

provided Federal funds are made available for the project. For the reasons explained below, FHWA is proposing to rescind a specific provision of those regulations, 23 CFR 630.705(b), as FHWA believes that this provision is unnecessary.

On December 8, 1983, FHWA issued a regulation revising FHWA's regulations concerning AC projects that existed at the time. Among the changes made, FHWA revised 23 CFR 630.703 to state: "Project designations [for advance construction projects] shall be the same as for regular Federal-aid projects except that until the project is converted to a regular Federal-aid project, the prefix letters 'AC' for advance construction shall be used as the first letters of each project designation." See 48 FR 54974. In issuing this provision, the preamble only stated that "[p]rovisions for submitting programs and making project designations for advance construction projects now comprise § 630.703." On June 9, 1989, FHWA revised its AC regulations, moving the contents of what was previously 23 CFR 630.703 to 23 CFR 630.705, while only noting that regular AC procedures would then be contained in 23 CFR 630.705. See 55 FR 11902. Through this 1989 rule, FHWA modified 23 CFR 630.705(b) to read: "Project numbers shall be identified by the letters 'AC' preceding the regular project number prefix." See 55 FR 11903. This provision, 23 CFR 630.705(b) has not been changed since.

The Secretary of Transportation is pursuing a new policy to reduce regulatory burdens wherever possible. Under that policy, unless a regulatory standard is required by statute, the Secretary proposes eliminating that requirement. The requirements in 23 CFR 630.705(b) are not required by 23 U.S.C. 115. In addition, FHWA's current process of determining which projects are advance construction projects, versus Federal-aid projects where Federal-aid funds have already been obligated, does not require the use of the prefix "AC." Accordingly, FHWA is proposing to eliminate this regulatory provision.

II. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a "significant regulatory action" under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of

Management and Budget (OMB) has not reviewed this rule under those orders.

This proposed rule would rescind regulations that are not in alignment with current FHWA process. For that reason, FHWA does not believe there are any costs to this rulemaking, as opposed to the deregulatory benefit of removing unnecessary provisions from the Code of Federal Regulations.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This rule is not an E.O. 14192 regulatory action. This rulemaking would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule would not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This rule would only remove a provision that is not in accordance with current FHWA processes.

D. Unfunded Mandates Reform Act

This proposed rule would not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for

State, local, and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This rule would rescind regulations not in accordance with current FHWA processes. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of

power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at *regulations.gov*, under the docket number.

List of Subjects in 23 CFR Part 630

Government contracts, Grant programs—transportation, Highway safety, Highways and roads, Reporting and recordkeeping requirements, Traffic regulations.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, FHWA proposes to amend 23 CFR part 630 as set forth below:

PART 630—PRECONSTRUCTION PROCEDURES

- 1. The authority citation for part 630 continues to read as follows:

Authority: 23 U.S.C. 106, 109, 112, 115, 315, 320, and 402(a); Sec. 1110, 1501, and 1503 of Pub. L. 109–59, 119 Stat. 1144; Pub. L. 105–178, 112 Stat. 193; Pub. L. 104–59, 109 Stat. 582; Pub. L. 97–424, 96 Stat. 2106; Pub. L. 90–495, 82 Stat. 828; Pub. L. 85–767, 72 Stat. 896; Pub. L. 84–627, 70 Stat. 380; 23 CFR 1.32 and 49 CFR 1.81 and 1.85, and Pub. L. 112–141, 126 Stat. 405, sections 1303 and 1405.

§ 630.705 [Amended]

- 2. Amend § 630.705 by removing and reserving paragraph (b).

[FR Doc. 2025–09737 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****23 CFR Part 630**

[Docket No. FHWA–2025–0011]

RIN 2125–AG18

Rescinding Requirements Regarding Bridges on Federal Dams

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA is proposing to rescind the rule and regulations issued on October 10, 1974, Bridges on Federal Dams.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477–78) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT: Ms. Samantha Pratt, Office of Infrastructure, (737) 389–1048, samantha.pratt@dot.gov, Federal Highway Administration, 300 East 8th Street, Room 826, Austin, TX 78701; or Mr. David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:**Electronic Access and Filing**

This document and all comments received may be viewed online through the Federal eRulemaking portal at www.regulations.gov. The website is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register's home page at: www.federalregister.gov.

Background

FHWA is proposing to rescind the rule issued on October 10, 1974, Bridges on Federal Dams, via 39 FR 36473, amending 23 CFR part 630, subpart H. The rule proposed for rescission prescribes procedures for the construction and financing, by an agency of the Federal Government, of public highway bridges over dams constructed and owned by or for the United States. 23 CFR 630.801. The FHWA proposes to rescind 23 CFR part 630, subpart H in full and seek comment on all aspects of that proposal.

Under 23 U.S.C. 320(a), State Departments of Transportation (DOT), jointly with the Secretary of Transportation, may determine and certify to a Federal agency which has jurisdiction over and custody of a dam constructed or to be constructed and owned by or for the United States that a public highway bridge upon and across such dam is economically desirable and needed as a link in the State or Federal-aid highway systems. The Federal agency may then use funds available to it to design and construct the dam in such manner that will serve as a suitable and adequate foundation for a public highway bridge and to design and construct a public highway bridge upon and across the dam. 23 U.S.C. 320(a). In addition, construction of any bridge upon and across any dam pursuant to 23 U.S.C. 320 may not start until the State in which the bridge is to be located, or the appropriate subdivision of such State, enters into an agreement with the Federal agency and the Secretary of Transportation to construct the approach roads necessary to connect such bridge with existing public highways. 23 U.S.C. 320(b). While a portion of the bridge may be financed wholly with Federal funds, any approach roads “shall be financed by the State or its appropriate subdivision with or without the aid of Federal funds.” 23 U.S.C. 320(d). Finally, 23 U.S.C. 320(f) makes clear that 23 U.S.C. 320 does not affect any bridge, approach structure, or highway constructed or to be constructed by a Federal agency to satisfy a legal

obligation incurred independently of 23 U.S.C. 320.

On October 10, 1974, FHWA amended 23 CFR part 630 by adding a new subpart H. 39 FR 36473. This rule required that a proposed bridge over a dam constructed and owned by or for the United States, together with the approach roads to connect the bridge with existing public highways, must be eligible for inclusion in the Federal-aid highway system. 23 CFR 630.802. The regulation also required that a State's application to qualify a project under the new subpart to include a certification that the bridge is economically desirable and needed as a link in the Federal-aid highway system, a statement showing the source and availability of funds to be used in construction of the roadway approaches, and a statement of any obligation on the part of the agency constructing the dam to provide such bridge or approach roads to satisfy a legal liability incurred independently of the subpart. 23 CFR 630.803. This subpart has not been amended since its issuance in 1974.

The Secretary of Transportation is pursuing a new policy to reduce regulatory burdens wherever possible. Under that policy, unless a regulatory standard is required by statute, the Secretary proposes eliminating that requirement. As such, to the extent that 23 CFR part 630, subpart H is not required by 23 U.S.C. 320 or other applicable statute, FHWA is proposing to rescind the regulation. As FHWA does not believe that 23 U.S.C. 320 contains ambiguity that necessitates regulations, to the extent that 23 CFR part 630, subpart H has provisions not required by statute, FHWA believes those provisions merely duplicate statutory language and are unnecessary. For instance, 23 CFR 630.803(a) merely reiterates language in 23 U.S.C. 320(a) and 23 CFR 630.803(c) reiterates language in 23 U.S.C. 320(f).

Further, as a practical matter, no additional funding for the construction of bridges on Federal dams has been authorized since the Federal-Aid Highway Act of 1978 (Pub. L. 95–599). In Fiscal Year 1994, Congress rescinded the balance of funds that were made available for bridges on Federal dams pursuant to 23 U.S.C. 320, leaving no funds currently available for the work contemplated by 23 CFR part 630, subpart H. See Public Law 103–211, Title III, Chapter 10. Were Congress to provide additional funds, FHWA believes the requirements in 23 U.S.C. 320 are sufficiently clear. As such, FHWA is proposing to rescind the regulations in 23 CFR part 630, subpart H regarding procedures for the

construction and financing of public highway bridges over dams constructed and owned by or for the United States. The FHWA seeks comment on any reasons to rescind or not to rescind these regulations.

Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This rule would remove requirements for projects that are not currently funded. While FHWA believes there are deregulatory benefits to this rule, FHWA believes any monetary benefits or costs to this rule would be minimal. The FHWA seeks comments on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rule would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is

required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this proposed rule would not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rescission would only remove requirements regarding procedures for the construction and financing of public highway bridges over dams constructed and owned by or for the United States that are not otherwise required by statute.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action would not preempt any State law or State regulation or affect the States’ ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by

FHWA. This rule would rescind regulations regarding procedures for the construction and financing of public highway bridges over dams constructed and owned by or for the United States. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 630

Government contracts, Grant programs—transportation, Highway safety, Highways and roads, Reporting and recordkeeping requirements, Traffic regulations.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, FHWA proposes to revise title 23, Code of Federal Regulations, part 630, as set forth below

PART 630—PRECONSTRUCTION PROCEDURES

■ 1. The authority citation for part 630 is revised to read as follows:

Authority: 23 U.S.C. 106, 109, 112, 115, 315, and 402(a); Sec. 1110, 1501, and 1503 of Pub. L. 109–59, 119 Stat. 1144; Pub. L. 105–178, 112 Stat. 193; Pub. L. 104–59, 109 Stat. 582; Pub. L. 97–424, 96 Stat. 2106; Pub. L. 90–495, 82 Stat. 828; Pub. L. 85–767, 72 Stat. 896; Pub. L. 84–627, 70 Stat. 380; Pub. L. 112–141, 126 Stat. 405, sections 1303 and 1405; and 23 CFR 1.32 and 49 CFR 1.81 and 1.85.

Subpart H—[Removed and Reserved]

■ 2. Remove and reserve subpart H, consisting of §§ 630.801 through 630.803.

[FR Doc. 2025–09715 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 633

[Docket No. FHWA–2025–0012]

RIN 2125–AG19

Rescinding Requirements Regarding Required Contract Provisions for Federal-Aid Construction Contracts (Other Than Appalachian Contracts)

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA is proposing to rescind the rule and certain regulations issued on October 2, 1987, Required Contract Provisions.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments

electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477–78) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT: Mr. James DeSanto, Office of Infrastructure, (614) 357–8515, james.desanto@dot.gov; or Mr. David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

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Background

FHWA is proposing to rescind portions of the rule issued on October 2, 1987, Required Contract Provisions for Federal-Aid Construction Contracts (Other than Appalachian Contracts), via 52 FR 36920, as amended on February 13, 2004, by 69 FR 7118, amending 23 CFR part 633 subpart A. The rule proposed for rescission prescribes the method of inclusion of construction contract provisions that are required by existing statute and regulations. 23 CFR 633.101. Under these regulations, FHWA requires that Form FHWA–1273, “Required Contract Provisions, Federal-aid Construction Contracts” be physically incorporated in each Federal-aid highway construction contract, other than Appalachian construction contracts (23 CFR 633.102(b)) and any lower tier subcontracts that may be made (23 CFR 633.102(e)). We propose to rescind 23 CFR part 633, subpart A entirely and seek comment on all aspects of that proposal.

Currently, to ensure that contract provisions required by statute or regulation are included in construction contracts, FHWA requires that those

construction contracts physically incorporate Form FHWA–1273. 23 CFR 633.102(b), (e), and (f). Form FHWA–1273 itself does not impose additional requirements; it only states requirements imposed by other statutes or regulations. See 23 CFR 633.103. For example, under 29 CFR 5.5(a), Federal agencies must insert in any contract in excess of \$2,000 for certain work specific clauses. Section IV of FHWA–Form 1273 includes this language and states when it is applicable. Neither 23 CFR part 633, subpart A nor FHWA Form–1273 contains the requirement for this language to be included; instead, they only reference the requirement. The requirement still would be required to be included where applicable with or without 23 CFR part 633, subpart A. Form FHWA–1273 merely aggregates several required provisions, and 23 CFR part 633, subpart A then requires that Form FHWA–1273 be physically incorporated into construction contracts.

The FHWA finds the requirement to include Form FHWA–1273 unnecessary and is proposing to therefore remove 23 CFR part 633, subpart A. Again, to the extent that provisions under other statutes or regulations that are currently listed in Form FHWA–1273 are required to be included in a construction contract, those provisions still must be included in the contract. Further, FHWA is not proposing to eliminate Form FHWA–1273 and envisions continuing to make updates as necessary due to changes in applicable statutes or regulations. To the extent that recipients, subrecipients, and contractors elect to use Form FHWA–1273 to satisfy their obligations, FHWA intends allowing them to continue to do so. The FHWA is merely eliminating the requirement that those entities must use Form FHWA–1273 to fulfill these obligations. Those entities may choose other ways, besides incorporating Form FHWA–1273, if they find such alternatives preferable.

In short, FHWA views prescribing the use of Form FHWA–1273 as unnecessary and overly restrictive. While provisions contained in Form FHWA–1273 continue to apply, FHWA finds no reason to mandate the use of Form FHWA–1273 to ensure their inclusion. As such, FHWA is proposing to rescind the regulations in 23 CFR part 633, subpart A. The FHWA seeks comment on any reasons to rescind or not rescind these regulations.

Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This rule would remove the requirement that Form FHWA–1273, which itself contains contract provisions required by statute and regulation, be physically incorporated into construction contracts. It does not remove the requirement for contract provisions within Form FHWA–1273 that are required by statute and regulation to still be incorporated into construction contracts. As such, while FHWA is removing the requirement to use a single mechanism to ensure compliance, it is not removing the underlying requirements. For that reason, FHWA believes that any monetary benefits or costs to this rule would be minimal. The FHWA seeks comments on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rule would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility

analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule would not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rescission would only rescind the requirement to incorporate Form FHWA–1273 in construction contracts. It does not add or remove any requirements referenced in Form FHWA–1273 that may continue to be applicable.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action would not preempt any State law or State regulation or affect the States’ ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives.

Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This NPRM proposes to remove the requirement for to physically incorporate FHWA Form–1273 in construction contracts. It does not affect the requirements that are referenced in FHWA Form–1273 that may otherwise be applicable. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 633

Grant programs—transportation, Highways and roads, Reporting and recordkeeping requirements.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

■ For the reasons stated in the preamble, under the authority of 23 U.S.C. 114 and

315; 49 CFR 1.48, FHWA proposes to remove and reserve 23 Code of Federal Regulations part 633, subpart A.

[FR Doc. 2025–09728 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 633

[Docket No. FHWA–2025–0013]

RIN 2125–AG11

Rescinding Requirements Regarding Federal-Aid Contracts for Appalachian Contracts

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).
ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA is proposing to rescind the rule and regulations issued on September 30, 1974, Federal-Aid Contracts (Appalachian Contracts).

DATES: Comments must be received on or before June 30, 2025.

FOR FURTHER INFORMATION CONTACT: Mr. Anthony DeSimone, Office of Infrastructure, (317) 226–5307, anthony.desimone@dot.gov; or Mr. David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act

Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477–78) or you may visit www.regulations.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

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Background

FHWA is proposing to rescind the rule issued on September 30, 1974, Federal-Aid Contracts (Appalachian Contracts), via 39 FR 35146, as amended on October 21, 1975, by 40 FR 49084 and on March 1, 1976, by 41 FR 8769, amending 23 CFR part 633 subpart B. The rule proposed for rescission provides policies and procedures for administering projects and funds for the Appalachian Development Highway System (ADHS) and Appalachian local access roads. 23 CFR 633.201. The FHWA proposes to rescind the entire subpart B of part 633 and seek comment on all aspects of that proposal.

This subpart concerns projects for the ADHS and Appalachian local access roads. Under 40 U.S.C. 14501, the Secretary of Transportation may assist in the construction of the ADHS and local access roads serving the Appalachian region, and Congress has appropriated funds for this purpose. While such Appalachian projects have been, are being, and likely will continue to be constructed, FHWA does not find it necessary to maintain the current regulations to administer such construction. This subpart is being proposed for rescission because it is substantially outdated and duplicative of other statutory and regulatory sections. The FHWA discusses the reasons for removing each section separately below.

Section-by-Section Analysis

Section 633.201, 633.202—Purpose and Definitions

As detailed more below, FHWA is proposing to remove the substantive provisions within 23 CFR part 633, subpart B. With those provisions removed, FHWA finds it unnecessary to keep §§ 633.201 and 633.202.

Section 633.203—Applicability of Existing Laws, Regulations, and Directives

Section 633.203, title 23, Code of Federal Regulations states that the provisions of title 23, U.S.C. that are applicable to the construction and maintenance of Federal-aid primary and secondary highways and which the Secretary of Transportation determines are not consistent with the Appalachian Regional Development Act of 1965 (Act) (Pub. L. 89–4) shall apply to the development highway system and the local access roads. This merely restates 40 U.S.C. 14501(g)(2) and is therefore unnecessary. Further, § 633.203 states that title 23 of the CFR and directives implementing applicable provisions of title 23, U.S.C., where not inconsistent with the Act, apply to the development highway system and the local access roads. Given that certain provisions of title 23, U.S.C. apply under 40 U.S.C. 14501(g)(2), FHWA believes it apparent that regulations implementing those provisions would also apply. The FHWA therefore finds this restatement unnecessary and proposes to remove § 633.203.

Section 633.204—Fiscal Allocation and Obligations

Section 633.204(a) states that Federal assistance shall not exceed 70 percent of the costs of a project. This provision is outdated; under 40 U.S.C. 14501(e), the Federal share shall not exceed 80 percent of the cost of a project.¹ The FHWA further does not believe it necessary to include a regulatory provision that would merely repeat 40 U.S.C. 14501(e). Similarly, § 633.204(b) states that the FHWA Division Administrator's authorization to proceed with proposed work shall establish obligation of Federal funds for a particular project. Again, FHWA finds this unnecessary to include. Per 40 U.S.C. 14501(g)(1), 23 U.S.C. 106(a) applies to the development system and the local access roads. Per 23 U.S.C. 106(a)(3), the execution of the project agreement is deemed a contractual obligation of the Federal Government. It is typical FHWA policy for authorization to proceed either through or after the execution of the project agreement. See 23 CFR 630.106(a)(2).

¹ Congress has further enacted separate provisions dealing with the Federal share for the ADHS under certain circumstances. See Section 1528 of the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112–141); Section 1435 of the Fixing America's Surface Transportation Act (Pub. L. 114–94). The FHWA believes this indicates the flaws in having a regulatory provision stating the Federal share, rather than relying on the underlying statutory authority.

Thus, FHWA believes that § 633.204(b) merely restates statute and FHWA practice and FHWA is proposing to remove this provision.

Section 633.205—Prefinancing

Section 633.205(a) concerns projects that may be prefinanced and references the requirements in section 201(h) of the Act. Section 201(h) of the Act is codified at 40 U.S.C. 14501(f), which is more detailed than § 633.205(a).² The FHWA therefore proposes to remove § 633.205(a). Section 633.205(b) states that certain actions for projects using interim State financing must include the statement “There is no commitment or obligation on the part of the United States to provide funds for this highway improvement. However, this project is eligible for Federal reimbursement when sufficient funds are available from the amounts allocated by the Appalachian Regional Commission.” While 40 U.S.C. 14501(f)(2) states that 40 U.S.C. 14501(f)(1) does not commit or obligate the Federal Government to provide amounts for segments of development highways constructed under this subsection, it does not require that any statement be specifically included. The FHWA believes such a statement is unnecessary and that current FHWA processes can determine which projects are being constructed with interim State financing and is proposing to remove § 633.205(b).

Section 633.206—Project Agreements

Section 633.206(a) requires project agreements for projects under the Appalachian program to contain specific language. Under § 633.206(a)(1), the State Department of Transportation (State DOT) is required to state that it agrees to comply with applicable laws, regulations, and policies and procedures. FHWA finds such a statement unnecessary; the State DOT must comply with applicable laws, regulations, and policies and procedures because they are applicable. Under § 633.206(a)(2), the project agreement must include specific language that projects constructed on a section of an Appalachian development route not already on the Federal-Aid Primary System must be added to the system prior to, or upon completion of, construction accomplished with Appalachian funds. This merely

reiterates 40 U.S.C. 14501(c), and FHWA finds it unnecessary to specifically include a statement in a project agreement repeating applicable law. Similarly, § 633.206(b) requires prefinanced projects to include provisions in their project agreements repeating the requirements of 40 U.S.C. 14501(f). Again, FHWA finds this addition unnecessary and is therefore proposing to remove § 633.206.

Section 633.207—Construction Labor and Materials

Section 633.207(a) states that construction and materials “shall be in accordance with the State highway department standard construction specifications approved for use on Federal-aid primary projects and special provisions and supplemental specifications amendatory thereto approved for use on the specific projects.” The FHWA considers this provision as unnecessary, given that it reiterates the construction standard requirements in 23 CFR part 625 and the materials standards in 23 CFR part 635, subpart D.

Section 633.207(b) states that 23 U.S.C. 324, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d–2000d–4), and implementing regulations at 49 CFR part 21 apply to contracts listed in Appendix A to Subpart B of Part 633. As described below, FHWA proposes to remove Appendix A and therefore similarly proposes to remove § 633.207(b). Similarly, §§ 633.207(c) and (d) only state that Appendix B and C, respectively, must be included in certain contracts. As described below, FHWA is proposing to remove those appendices and thus proposes to remove §§ 633.207(c) and (d). Finally, § 633.207(e) states that the State may give special preference to the use of mineral resource materials native to the Appalachian region. FHWA proposes to remove this provision, as 40 U.S.C. 14501(d)(1) broadly states that States may give special preference to the use of materials and products indigenous to the Appalachian region. As § 633.207(e) is both narrower and repetitive of the statute, FHWA proposes to remove it.

Section 633.208—Maintenance

Section 633.208 states that maintenance of projects constructed under the Act shall be the responsibility of the State, and that the State can arrange for maintenance by agreement with a local governmental unit. This merely repeats the requirement in 40 U.S.C. 14501(g)(2) that States are required to maintain projects as provided in title 23, U.S.C. Specifically, 23 U.S.C. 116(b) states that it is the duty

of States to maintain, or cause to be maintained, projects they construct using FHWA financial assistance. As § 633.208 is merely repeating otherwise applicable statutes, FHWA proposes to remove it.

Section 633.209—Notices to Prospective Federal-Aid Construction Contractors

Section 633.209 states that State DOTs must include the notices set forth in Appendix D to Subpart B of Part 633 in all future bidding proposals for Appalachian Development System and Appalachian local access roads construction contracts. As detailed below, FHWA is proposing to remove Appendix D and therefore is proposing to remove § 633.209.

Section 633.210—Termination of Contract

Under § 633.210, all contracts exceeding \$2,500 must contain suitable provisions for termination by the State, including the manner in which the termination will be affected, and the basis for settlement, and must describe conditions under which the contract may be terminated for default and because of circumstances beyond the control of the contractor. This provision is substantially similar to 23 CFR 635.125(a), although § 635.125(a) applies to contracts exceeding \$10,000. The FHWA sees little reason for Appalachian contracts to be treated differently. Further, as noted above in the discussion of § 633.203, applicable provisions of 23 CFR would continue to apply under this proposal. FHWA therefore proposes to remove § 633.210.

Section 633.211—Implementation of the Clean Air Act and the Federal Water Pollution Control Act

Section 633.211 currently states that implementing requirements with respect to the Clean Air Act and the Federal Water Pollution Control Act are included in Appendix B to Subpart B of Part 633. As described below, FHWA proposes to remove all of Appendix B and therefore proposes to remove § 633.211 as well, as it just references specific requirements currently found in Appendix B.

Appendix A to Subpart B of Part 633—Types of Contracts to Which the Civil Rights Act of 1964 Is Applicable

Appendix A to Subpart B of Part 633 states that 23 U.S.C. 324, the Civil Rights Act of 1964, and the implementing regulations at 49 CFR part 21 are applicable to certain contracts awarded by State DOTs, contractors, and first tier subcontractors. Those include construction, planning,

² Under 40 U.S.C. 14501(f), States that construct segments of development highways without Federal assistance but in accordance with the procedures and requirements applicable to the construction of segments of Appalachian development highways may ask FHWA and the Appalachian Regional Commission to pay to the State the Federal share of the construction. This is similar to Advance Construction under 23 U.S.C. 115.

research, highway safety, engineering, property management, and fee contracts and other commitments with persons for services incidental to the acquisition of right-of-way. The FHWA does not believe this appendix is necessary, as it only states the applicability of 23 U.S.C. 324, Title VI of the Civil Rights Act of 1964, and DOT's implementing regulations at 49 CFR part 21. The FHWA believes that the extent of these requirements are clear and does not find that there is a reason to specifically lay out their applicability for the Appalachian system versus other Federal-aid projects. Accordingly, FHWA proposes to remove Appendix A.

Appendix B to Subpart B of Part 633—Required Contract Provisions, Appalachian Development Highway System and Local Access Roads Construction Contracts; Appendix C to Subpart B of Part 633—Additional Required Contract Provisions, Appalachian Development Highway System and Local Access Roads Contracts Other Than Construction Contracts; Appendix D to Subpart B of Part 633—Federal-Aid Proposal Notices

Appendices B, C, and D to Subpart B of Part 633 are outdated and FHWA does not believe they are necessary to maintain. These appendices list provisions that are required to be included in contracts. To the extent that these provisions are not specifically required by statute or other regulations, FHWA considers it unnecessary and unduly burdensome to specifically detail the language of contract provisions. To the extent that these provisions are required by other statutes and regulations, FHWA does not find it necessary to repeat the mandates of those statutes and regulations in these appendices. Accordingly, FHWA proposes to remove Appendices B, C, and D.

Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rulemaking under those orders.

This proposed rescission would remove regulations that FHWA believes are outdated, duplicative, and unnecessary. The FHWA believes there

may be some cost savings from this rescission, such as cost savings from not having to include unnecessary contract provisions. The FHWA, however, does not have data on the extent of those savings. The FHWA seeks comments on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rulemaking would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this proposed rule would not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rescission would only remove requirements that FHWA believes are outdated and unnecessary.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or

the private sector of \$100 million or more in any one year. Thus, the proposed rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action would not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this proposed rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This NPRM proposes to rescind an outdated regulation and does not require any new Federal actions or procedures. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the

Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian tribes and determined that this proposed rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 633

Appalachia contracts bidding and implementation, Project funding allocation and obligation, Project agreements, Construction labor and materials, Maintenance.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, under the authority of 23 U.S.C. 315, FHWA proposes to remove subpart B of part 633

PART 633—REQUIRED CONTRACT PROVISIONS

Subpart B—[Removed and Reserved]

- 1. Remove and reserve subpart B, consisting of §§ 633.201 through 633.211 and Appendix A through Appendix D to subpart B of part 633.

[FR Doc. 2025–09721 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 660

[Docket No. FHWA–2025–0014]

RIN 2125–AG20

Rescinding Requirements Regarding the Forest Highway Program

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA proposes to rescind the regulations issued regarding the Forest Highway Program.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT:

Corey Bobba, Office of Federal Lands, (202) 366–9489, corey.bobba@dot.gov; or David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

An electronic copy of this document may also be downloaded from the Office of Federal Register's website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov.

I. General Discussion

In 1958, Congress codified title 23 of the United States Code (U.S.C.). Public Law 85–767. The Forest Highway Program was codified at 23 U.S.C. 204, along with separate categories for forest development roads and trails (23 U.S.C. 205), park roads and trails (23 U.S.C. 206), parkways (23 U.S.C. 207), Indian reservation roads (23 U.S.C. 208), and

public lands highways (23 U.S.C. 209). Under the system at the time, each program received separate appropriations, which the Secretary of Transportation allocated under a previous version of 23 U.S.C. 202. Per the version of 23 U.S.C. 204 that existed at the time, the Secretary of Transportation was authorized to use funds available for forest highways to pay for the cost of construction and maintenance thereof. On May 1961, the Bureau of Public Roads, the predecessor to FHWA, issued regulations for administering the Forest Highway Program under 23 CFR part 15. See 26 FR 4608. These regulations prescribed rules regarding the forest highway system, the forest highway program, and surveys, construction, and maintenance of forest highways. In 1974, this part was later redesignated 23 CFR part 660, subpart A. See 39 FR 10429 (Mar. 20, 1974).

On January 6, 1983, Congress enacted the Surface Transportation Assistance Act of 1982 (1982 STAA) (Pub. L. 97–424). Section 126(b) of the 1982 STAA revised 23 U.S.C. 204, combining the previously separately codified programs for “forest highways, public lands highways, park roads, parkways, and Indian reservation roads” into a single Federal lands highway program under 23 U.S.C. 204. Under the structure of the 1982 STAA, however, Congress continued to appropriate funds for the programs separately, including for the Forest Highway Program.

On December 18, 1991, Congress enacted the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Section 1032 of ISTEA combined the Forest Highway Program with the public lands highway program; thus, instead of receiving a separate appropriation for forest highways and public lands highways, FHWA would receive a single appropriation for public lands highways, which could then be used on forest highways. In response to these changes, FHWA revised the Forest Highway Program regulations at 23 CFR part 600, subpart A, in 1994, which are the most recent revisions to this subpart. 59 FR 30296 (June 13, 1994).

Congress subsequently modified the Federal lands highway program as part of the Moving Ahead for Progress in the 21st Century Act (MAP–21) (Pub. L. 112–141) (July 6, 2012). MAP–21 replaced the single Federal lands highway program under 23 U.S.C. 204 with the Tribal Transportation Program (TTP) (23 U.S.C. 202), Federal Lands Transportation Program (FLTP) (23 U.S.C. 203) and Federal Lands Access Program (FLAP) (23 U.S.C. 204). Under this new model, instead of being

appropriated funds under the public lands highway category of the Federal lands highway program, Congress has appropriated funding for TTP, FLTP, and FLAP, which can then be used for certain projects on, accessing, or adjacent to tribal and federal public lands in accordance with each program's requirements.

As such, the regulations in 23 CFR part 660, subpart A, are outdated. For instance, § 660.101 refers to forest highways "funded under the public lands highway category of the coordinated Federal Lands Highway Program," which, as noted above, no longer occurs. Similarly, § 660.107 refers to allocations of public lands highway funds for forest highways, which again is a process that no longer occurs under statute. Other regulations, including §§ 660.105 and 660.109 do not reflect the current project delivery process under TTP, FLTP, and FLAP. Finally, FHWA does not believe that regulations concerning general project delivery, such as §§ 660.112, 660.113, 660.115, and 660.117, are necessary specifically for forest highways. TTP, FLTP, and FLAP cover a broader range of projects than just forest highways, and FHWA has not found similar regulations necessary in those cases. Accordingly, FHWA proposes to eliminate 23 CFR part 660, subpart A.

II. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a "significant regulatory action" under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This rulemaking would requirements for projects that are not currently funded. While FHWA believes there are deregulatory benefits to this rule, FHWA believes any monetary benefits or costs to this rule would be minimal. The FHWA seeks comments on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rulemaking would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this proposed rule would not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rescission would only remove outdated requirements regarding the Forest Highway Program, which is no longer a separate program under statute.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local, and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action would not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rulemaking pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This rule would rescind regulations regarding the Forest Highway Program, which is no longer a separate program under statute. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 660

Government contracts, Grant programs—transportation, Highway safety, Highways and roads, Reporting and recordkeeping requirements, Traffic regulations.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,
Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, FHWA proposes to amend 23 CFR part 660 as set forth below:

PART 660—SPECIAL PROGRAMS (DIRECT FEDERAL)

- 1. The authority citation for part 660 continues to read as follows:

Authority: 16 U.S.C. 1608–1610; 23 U.S.C. 101, 202, 204, and 315; 49 CFR 1.48.

Subpart A—[Removed and Reserved]

- 2. Remove and reserve subpart A, consisting of §§ 660.101 through 660.117.

[FR Doc. 2025–09722 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 924

[Docket No. FHWA–2023–0045]

RIN 2125–AG07

Highway Safety Improvement Program; Withdrawal

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking; withdrawal.

SUMMARY: FHWA withdraws its February 21, 2024, notice of proposed rulemaking (NPRM), which proposed to update FHWA’s Highway Safety Improvement Program (HSIP) regulations. FHWA will proceed to formally withdraw the proposed rule from FHWA’s upcoming Spring 2025 Unified Agenda of Regulatory and Deregulatory Actions (“Unified Agenda”).

DATES: The NPRM “Highway Safety Improvement Program,” Regulation Identifier Number (RIN 2125–AG07), published February 21, 2024 (89 FR 13000), is withdrawn as of May 30, 2025.

ADDRESSES: Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Karen Scurry, Office of Safety, (202) 897–7168, karen.scurry@dot.gov; or Mr. David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document, the 2024 NPRM, and all comments received may be viewed online through the Federal eRulemaking portal at www.regulations.gov. The website is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register’s home page at: www.federalregister.gov.

Background

On February 21, 2024, at 89 FR 13000, FHWA issued an NPRM proposing to update the HSIP regulations at 23 CFR part 924 to address provisions in the Infrastructure Investment and Jobs Act (Pub. L. 117–58) and to reflect then-current priorities and state-of-practice.

Consistent with President Trump’s commitment to ending unlawful, unnecessary, and onerous regulations, FHWA is reviewing its existing regulations and ongoing regulatory activities for alignment with law and Administration priorities. FHWA is withdrawing this NPRM because further rulemaking action with respect to the NPRM does not align with agency needs, priorities, and objectives. FHWA appreciates the comments received and will continue to consider the best means of addressing some or all of the issues covered by the NPRM and the scope of any agency actions FHWA concludes may be necessary to address these issues.

In addition, all agencies participate in the semi-annual Unified Agenda, which provides a summary description of the rulemaking actions that each agency is considering or reviewing. Agencies’ agendas are posted on the public website of the Office of Information and Regulatory Affairs, and portions are published in the **Federal Register** in the spring and fall of each year. The Unified

Agenda is often used as a tool to solicit interest and participation from stakeholders. Withdrawal of this NPRM will allow FHWA to better align its entries on the Department’s Unified Agenda with the agency’s needs, priorities, and objectives.

Accordingly, for these independently sufficient reasons, FHWA is withdrawing the NPRM associated with RIN 2125–AG07 and terminating this rulemaking. By terminating this rulemaking, FHWA is indicating that it no longer considers this NPRM to be pending. Should the FHWA decide at a future date to initiate the same or similar rulemaking, FHWA will initiate a new rulemaking under a new RIN, consistent with the requirements of the Administrative Procedure Act, 5 U.S.C. 553.

Gloria M. Shepherd,
Executive Director, Federal Highway Administration.

[FR Doc. 2025–09726 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 970

[Docket Number FHWA–2025–0015]

RIN 2125–AG21

Rescinding Regulations Regarding Management Systems Pertaining to the National Park Service and the Park Roads and Parkways Program

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT)

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA proposes to rescind the regulations issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the National Park Service and the Park Roads and Parkways Program.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal

holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477–78) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT: Corey Bobba, Office of Federal Lands, (202) 366–9489, corey.bobba@dot.gov; or David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document and all comments received may be viewed online at www.regulations.gov using the docket number listed above. Electronic retrieval assistance and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of **Federal Register**'s website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov.

I. General Discussion

Through this proposed rule, FHWA proposes to rescind the rule issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the National Park Service and the Park Roads and Parkways Program, via 69 FR 9470, amending 23 CFR part 970. This rule provided for the development and implementation of safety, bridge, pavement, and congestion management systems for transportation facilities under National Park Service (NPS) jurisdiction and funded under the Federal Lands Highway Program (FLHP) as required by the Transportation Equity Act for the 21st Century (TEA–21) (Pub. L. 105–178) (June 9, 1998). For the reasons explained below, FHWA has determined that this part is unnecessary and will rescind it in full.

Section 1115(d)(1) of TEA–21 amended the version of 23 U.S.C. 204

that existed at the time to add a paragraph (a)(6) stating: “The Secretary and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, develop by rule safety, bridge, pavement, and congestion management systems for roads funded under the Federal lands highway program.” The roads funded under the FLHP included Park Roads and Parkways (PRP). Through 23 CFR part 970, FHWA addressed the management systems for the NPS and the PRP program. See 69 FR at 9470.

On July 6, 2012, Congress enacted the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112–141). Section 1119(a) of MAP–21 removed the FLHP under 23 U.S.C. 204, replacing that program with the Tribal Transportation Program (23 U.S.C. 202), the Federal Lands Transportation Program (23 U.S.C. 203), and the Federal Lands Access Program (23 U.S.C. 204). In doing so, Congress repealed the previous version of 23 U.S.C. 204(a)(6) and replaced it with a similar provision at 23 U.S.C. 201(c)(5), which has remained unchanged. Under that provision, FHWA “and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, implement safety, bridge, pavement, and congestion management systems for facilities funded under the tribal transportation program and the Federal lands transportation program in support of asset management.”

The FHWA first notes that the current regulations have become outdated due to subsequent statutory changes, and FHWA has issued more up-to-date guidance.¹ For instance, the definition of the Parks roads and parkways program in § 970.104 refers to the “program that is authorized in 23 U.S.C. 204 with funds allocated to the NPS by [FHWA] for each fiscal year as provided in 23 U.S.C. 202(c) and 204.” This refers to the requirements that existed prior to the enactment of MAP–21, where Congress appropriated funds specifically for park roads and parkways as part of the FLHP under 23 U.S.C. 204, which FHWA then allocated pursuant to 23 U.S.C. 202(c).

In considering the changes to be made to 23 CFR part 970, FHWA is guided by the Secretary of Transportation's new policy to reduce regulatory burdens wherever possible. Under that policy, unless a regulatory standard is required by statute, the Secretary proposes eliminating that requirement. In accordance with that policy, FHWA finds it significant that Congress, in

enacting MAP–21, retained the same general requirements for asset management in 23 U.S.C. 201(c)(5) but replaced the phrase “develop by rule” with the word “implement.” To the extent that FHWA and Federal land management agencies agree that safety, bridge, pavement, and congestion management systems are appropriate for certain facilities, FHWA believes such systems can be implemented without the need for regulations. The FHWA seeks comment on any reasons to rescind or not to rescind these regulations.

II. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order (E.O.) 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This proposed rule would rescind outdated regulations regarding asset management. It could result in some cost savings for the NPS, but FHWA does not have the data to estimate the reduction in costs that would result from this NPRM. The Agency requests comment on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rulemaking would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended

¹ <https://highways.dot.gov/federal-lands/transportation>.

by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule would only remove regulations governing management systems that guide the NPS in developing transportation plans and making resource allocation decisions.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this proposed rule pursuant to the NEPA and has

determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This proposed rule would remove requirements regarding safety, bridge, pavement, and congestion management systems that are currently outdated. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian tribes and determined that this proposed rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 970

Bridges, Congestion management, Grant program—transportation, Highways and roads, Management systems, National parks, Pavement management, Public lands, Safety management, Transportation.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, under the authority of 23 U.S.C. 315, FHWA proposes to remove part 970.

PART 970—[REMOVED AND RESERVED]

- 1. Remove and reserve part 970, consisting of §§ 970.100 through 970.214.

[FR Doc. 2025–09729 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 971

[Docket Number FHWA–2025–0016]

RIN 2125–AG22

Rescinding Regulations Regarding Management Systems Pertaining to the Forest Service and the Forest Highway Program

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA proposes to rescind the regulations issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the Forest Service and the Forest Highway Program.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the

comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477–78) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT:

Corey Bobba, Office of Federal Lands, (202) 366–9489, corey.bobba@dot.gov; or David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

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I. General Discussion

Through this proposed rule, FHWA proposes to rescind the rule issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the Forest Service and the Forest Highway Program, via 69 FR 9476, amending 23 CFR part 971. This rule provided for the development and implementation of safety, bridge, pavement, and congestion management systems for transportation facilities providing access to and within the National Forests and Grasslands and funded under the Federal Lands Highway Program (FLHP) as required by the Transportation Equity Act for the 21st Century (TEA–21) (Pub. L. 105–178) (June 9, 1998). For the reasons explained below, FHWA has determined that this part is unnecessary and will rescind it in full.

Section 1115(d)(1) of TEA–21 amended the version of 23 U.S.C. 204 that existed at the time to add a paragraph (a)(6) stating: “The Secretary and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, develop by rule safety, bridge, pavement, and congestion management systems for roads funded under the Federal lands

highway program.” The roads funded under the FLHP included Forest Highways. Through 23 CFR part 971, FHWA addressed the management systems for the Forest Service and the Forest Highway Program. See 69 FR at 9476–77.

On July 6, 2012, Congress enacted the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112–141). Section 1119(a) of MAP–21 removed the FLHP under 23 U.S.C. 204, replacing that program with the Tribal Transportation Program (23 U.S.C. 202), the Federal Lands Transportation Program (23 U.S.C. 203), and the Federal Lands Access Program (23 U.S.C. 204). In doing so, Congress repealed the previous version of 23 U.S.C. 204(a)(6) and replaced it with a similar provision at 23 U.S.C. 201(c)(5), which has remained unchanged. Under that provision, FHWA “and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, implement safety, bridge, pavement, and congestion management systems for facilities funded under the tribal transportation program and the Federal lands transportation program in support of asset management.”

The FHWA first notes that the current regulations have become outdated due to subsequent statutory changes, and FHWA has issued more up-to-date guidance.¹ For instance, the definition of the Forest Highway Program in § 971.104 refers to the “public lands highway funds allocated each fiscal year, as is provided in 23 U.S.C. 202, for projects that provide access to and within the National Forest system, as described in 23 U.S.C. 202(b) and 23 U.S.C. 204.” This refers to the requirements that existed prior to the enactment of MAP–21, where Congress appropriated funds specifically for forest roads as part of the FLHP under 23 U.S.C. 204, which FHWA then allocated pursuant to 23 U.S.C. 202.

In considering the changes to be made to 23 CFR part 971, FHWA is guided by the Secretary of Transportation's new policy to reduce regulatory burdens wherever possible. Under that policy, unless a regulatory standard is required by statute, the Secretary proposes eliminating that requirement. In accordance with that policy, FHWA finds it significant that Congress, in enacting MAP–21, retained the same general requirements for asset management in 23 U.S.C. 201(c)(5) but replaced the phrase “develop by rule” with the word “implement.” To the extent that FHWA and Federal land

management agencies agree that safety, bridge, pavement, and congestion management systems are appropriate for certain facilities, FHWA believes such systems can be implemented without the need for regulations. The FHWA seeks comment on any reasons to rescind or not to rescind these regulations.

II. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order (E.O.) 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This proposed rule would rescind outdated regulations regarding asset management. It could result in some cost savings for the Forest Service, but FHWA does not have the data to estimate the reduction in costs that would result from this NPRM. The Agency requests comment on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rule would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility

¹ <https://highways.dot.gov/federal-lands/transportation>.

analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule would only remove regulations governing management systems that guide the Forest Service in developing transportation plans and making resource allocation decisions.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under

23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This rule would remove requirements regarding safety, bridge, pavement, and congestion management systems that are currently outdated. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this final rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 971

Bridges, Grant program—transportation, Highways and roads, National forests, Public lands, Safety, Transportation.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

■ For the reasons stated in the preamble and under the authority of 23 U.S.C. 204, 315; 42 U.S.C. 7410 *et seq.*; and 49 CFR 1.48, FHWA proposes to remove

and reserve 23 Code of Federal Regulations part 971.

[FR Doc. 2025–09735 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 972

[Docket Number FHWA–2025–0017]

RIN 2125–AG23

Rescinding Regulations Regarding Management Systems Pertaining to the Fish and Wildlife Service and the Refuge Roads Program

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA proposes to rescind the regulations issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the Fish and Wildlife and the Refuge Roads Program.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477–78) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT: Corey Bobba, Office of Federal Lands, (202) 366–9489, corey.bobba@dot.gov; or David Serody, Office of the Chief Counsel, (202) 366–4241, david.serody@dot.gov, Federal Highway

Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

This document and all comments received may be viewed online at www.regulations.gov using the docket number listed above. Electronic retrieval assistance and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of Federal Register's website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov.

I. General Discussion

Through this proposed rule, FHWA proposes to rescind the rule issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the Fish and Wildlife Service and the Refuge Roads Program, via 69 FR 9483, amending 23 CFR part 972. The rule provided for the development and implementation of safety, bridge, pavement, and congestion management systems for transportation facilities serving the National Wildlife Refuge System (Refuge System) funded under the Federal Lands Highway Program (FLHP) as required by the Transportation Equity Act for the 21st Century (TEA-21) (Pub. L. 105-178) (June 9, 1998). For the reasons explained below, FHWA has determined that this part is unnecessary and will rescind it in full.

Section 1115(d)(1) of TEA-21 amended the version of 23 U.S.C. 204 that existed at the time to add a paragraph (a)(6) stating: "The Secretary and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, develop by rule safety, bridge, pavement, and congestion management systems for roads funded under the Federal lands highway program." The roads funded under the FLHP included Refuge Roads. Through 23 CFR part 972, FHWA addressed the management systems for the Fish and Wildlife Service (FWS) and the Refuge Roads programs. See 69 FR 9484.

On July 6, 2012, Congress enacted the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141). Section 1119(a) of MAP-21 removed the FLHP under 23 U.S.C. 204, replacing that program with the Tribal Transportation Program (23 U.S.C. 202), the Federal Lands Transportation Program (23

U.S.C. 203), and the Federal Lands Access Program (23 U.S.C. 204). In doing so, Congress repealed the previous version of 23 U.S.C. 204(a)(6) and replaced it with a similar provision at 23 U.S.C. 201(c)(5), which has remained unchanged. Under that provision, FHWA "and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, implement safety, bridge, pavement, and congestion management systems for facilities funded under the tribal transportation program and the Federal lands transportation program in support of asset management."

The FHWA first notes that the current regulations have become outdated due to subsequent statutory changes, and FHWA has issued more up-to-date guidance.¹ For instance, the definition of the Refuge Roads Program in § 972.104 refers to the "funds allocated each fiscal year, as described in 23 U.S.C. 202(e) and 23 U.S.C. 204(k)." This refers to the requirements that existed prior to the enactment of MAP-21, where Congress appropriated funds specifically for Refuge Roads as part of the FLHP under 23 U.S.C. 204, which FHWA then allocated pursuant to 23 U.S.C. 202.

In considering the changes to be made to 23 CFR part 972, FHWA is guided by the Secretary of Transportation's new policy to reduce regulatory burdens wherever possible. Under that policy, unless a regulatory standard is required by statute, the Secretary proposes eliminating that requirement. In accordance with that policy, FHWA finds it significant that Congress, in enacting MAP-21, retained the same general requirements for asset management in 23 U.S.C. 201(c)(5) but replaced the phrase "develop by rule" with the word "implement." To the extent that FHWA and Federal land management agencies agree that safety, bridge, pavement, and congestion management systems are appropriate for certain facilities, FHWA believes such systems can be implemented without the need for regulations. The FHWA seeks comment on any reasons to rescind or not to rescind these regulations.

II. Rulemaking Analyses and Notices

A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

This proposed rule does not meet the criteria of a "significant regulatory

action" under Executive Order (E.O.) 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders.

This proposed rule would rescind outdated regulations regarding asset management. It could result in some cost savings for the FWS, but FHWA does not have the data to estimate the reduction in costs that would result from this NPRM. The Agency requests comment on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rulemaking would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601-612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rulemaking will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule would only remove regulations governing management systems that guide the Forest Service in

¹ <https://highways.dot.gov/federal-lands/transportation>.

developing transportation plans and making resource allocation decisions.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995 (UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this proposed rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This rulemaking would remove requirements regarding safety, bridge, pavement, and congestion management systems that are currently outdated. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a

government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian Tribes and determined that this rulemaking would not have Tribal implications that require consultation under Executive Order 13175.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 972

Bridges, Congestion management, Grant programs—transportation, Highways and roads, Management systems, Pavement management, Public lands, Safety management, Transportation, Wildlife refuge roads.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, under the authority of 23 U.S.C. 315, FHWA proposes to remove part 972.

PART 972—[REMOVED AND RESERVED]

- 1. Remove and reserve part 972, consisting of §§ 972.100 through 972.214.

[FR Doc. 2025–09723 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 973

[Docket Number FHWA–2025–0018]

RIN 2125–AG24

Rescinding Regulations Regarding Management Systems Pertaining to the Bureau of Indian Affairs and the Indian Reservation Roads Program

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking.

SUMMARY: FHWA proposes to rescind the regulations issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the Bureau of Indian Affairs and the Indian Reservation Roads Program.

DATES: Comments must be received on or before June 30, 2025.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE, Washington, DC 20590, or submit electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit www.regulations.gov.

FOR FURTHER INFORMATION CONTACT: For questions about this proposed rule, please contact Corey Bobba, Office of Federal Lands Highways, (202) 366–9489, corey.bobba@dot.gov. For legal questions, please contact Mr. David Serody, FHWA Office of Chief Counsel, 202–366–4241, or via email at David.Serody@dot.gov. Office hours for FHWA are from 8:00 a.m. to 4:30 p.m., eastern time (E.T.), Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:**Electronic Access and Filing**

This document and all comments received may be viewed online at www.regulations.gov using the docket number listed above. Electronic retrieval assistance and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of Federal Register's website at www.federalregister.gov and the U.S. Government Publishing Office's website at www.GovInfo.gov.

I. General Discussion

Through this proposed rule, FHWA proposes to rescind the rule issued on February 27, 2004, Federal Lands Highway Program; Management Systems Pertaining to the Bureau of Indian Affairs and the Indian Reservation Roads Program, via 69 FR 9490, amending 23 CFR part 973. The rule provided for the development and implementation of safety, bridge, pavement, and congestion management systems for transportation facilities providing access to Indian lands and funded under the Federal Lands Highway Program (FLHP) as required by the Transportation Equity Act for the 21st Century (TEA–21) (Pub. L. 105–178) (June 9, 1998). For the reasons explained below, FHWA has determined that this part is unnecessary and will rescind it in full.

Section 1115(d)(1) of TEA–21 amended the version of 23 U.S.C. 204 that existed at the time to add a paragraph (a)(6) stating: “The Secretary and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, develop by rule safety, bridge, pavement, and congestion management systems for roads funded under the Federal lands highway program.” The roads funded under the FLHP included Indian Reservation Roads. Through 23 CFR part 973, FHWA addressed the management systems for the Bureau of Indian Affairs (BIA) and the Indian Reservation Roads program. See 69 FR 9490–01.

On July 6, 2012, Congress enacted the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112–141). Section 1119(a) of MAP–21 removed the FLHP under 23 U.S.C. 204, replacing that program with the Tribal Transportation Program (23 U.S.C. 202), the Federal Lands Transportation Program (23 U.S.C. 203), and the Federal Lands Access Program (23 U.S.C. 204). In doing so, Congress repealed the previous version of 23 U.S.C. 204(a)(6) and replaced it with a similar provision

at 23 U.S.C. 201(c)(5), which has remained unchanged. Under that provision, FHWA “and the Secretary of each appropriate Federal land management agency shall, to the extent appropriate, implement safety, bridge, pavement, and congestion management systems for facilities funded under the tribal transportation program and the Federal lands transportation program in support of asset management.”

The FHWA first notes that the current regulations have become outdated due to subsequent statutory changes and has been superseded by the Tribal Transportation Program. For instance, the definition of the Indian Reservation Roads Program in § 973.104 refers to the “part of the FLHP established in 23 U.S.C. 204 to address the transportation needs of federally recognized” Indian Tribal Governments. This refers to the requirements that existed prior to the enactment of MAP–21, where Congress appropriated funds specifically for the Indian Reservation Roads Program as part of the FLHP under 23 U.S.C. 204.

In considering the changes to be made to 23 CFR part 973, FHWA is guided by the Secretary of Transportation's new policy to reduce regulatory burdens wherever possible. Under that policy, unless a regulatory standard is required by statute, the Secretary proposes eliminating that requirement. In accordance with that policy, FHWA finds it significant that Congress, in enacting MAP–21, retained the same general requirements for asset management in 23 U.S.C. 201(c)(5) but replaced the phrase “develop by rule” with the word “implement.” To the extent that FHWA and Federal land management agencies agree that safety, bridge, pavement, and congestion management systems are appropriate for certain facilities, FHWA believes such systems can be implemented without the need for regulations. The FHWA seeks comment on any reasons to rescind or not to rescind these regulations.

II. Rulemaking Analyses and Notices**A. Executive Orders 12866 (Regulatory Planning and Review), Executive Order 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures**

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order (E.O.) 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders.

This proposed rule would rescind outdated regulations regarding asset management. It could result in some cost savings for the BIA, but FHWA does not have the data to estimate the reduction in costs that would result from this NPRM. The Agency requests comment on any impacts that could result from removing the provisions identified in this NPRM.

These changes would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impact of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

B. Executive Order 14192 (Unleashing Prosperity Through Deregulation)

This proposed rule is not an E.O. 14192 regulatory action. This rulemaking would not adversely affect, in a material way, any sector of the economy. In addition, these changes would not interfere with any action taken or planned by another agency and would not materially alter the budgetary impacts of any entitlements, grants, user fees, or loan programs. Consequently, a full regulatory evaluation is not required.

C. Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FHWA has concluded and hereby certifies that this rulemaking will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule would only remove regulations governing management systems that guide the BIA in developing transportation plans and making resource allocation decisions.

D. Unfunded Mandates Reform Act

This proposed rule does not impose unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995

(UMRA) (Pub. L. 104–4, 109 Stat. 48) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the proposed rule is not subject to the requirements of sections 202 and 205 of the UMRA.

E. Executive Order 13132 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in E.O. 13132. The FHWA has determined that this action does not have sufficient federalism implications to warrant the preparation of a federalism assessment. The FHWA has also determined that this action does not preempt any State law or State regulation or affect the States' ability to discharge traditional State governmental functions.

F. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

G. National Environmental Policy Act

FHWA has analyzed this proposed rule pursuant to the NEPA and has determined that it is categorically excluded under 23 CFR 771.117(c)(2), which applies to the promulgation of rules, regulations, and directives. Categorically excluded actions meet the criteria for categorical exclusions under 23 CFR 771.117(a) and normally do not require any further NEPA approvals by FHWA. This proposed rule would remove requirements regarding safety, bridge, pavement, and congestion management systems that are currently outdated. FHWA does not anticipate any adverse environmental impacts from this proposed rule, and no unusual circumstances are present under 23 CFR 771.117(b).

H. Executive Order 13175 (Tribal Consultation)

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or

more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FHWA has assessed the impact of this proposed rule on Indian Tribes and determined that since this rulemaking would only remove outdated regulations that deal with a program that has been superseded by the Tribal Transportation Program, this rulemaking would not have Tribal implications that require consultation under Executive Order 13175 or DOT Order 5301.1A.

I. Regulation Identifier Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the spring and fall of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

J. Rulemaking Summary, 5 U.S.C. 553(b)(4)

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 23 CFR Part 973

Bridges, Congestion management, Grant programs—transportation, Highways and roads, Indian reservation roads, Management systems, Pavement management, Public lands, Safety management, Transportation.

Issued in Washington, DC, under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

For the reasons stated in the preamble, under the authority of 23 U.S.C. 315, FHWA proposes to remove part 973.

PART 973—[REMOVED AND RESERVED]

- 1. Remove and reserve part 973, consisting of §§ 973.100 through 973.214.

[FR Doc. 2025–09724 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–22–P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 26

[WT Docket No.13–115; Report No. 3226; FRS 296432]

Petition for Reconsideration of Action in Rulemaking Proceeding

AGENCY: Federal Communications Commission.

ACTION: Petition for Reconsideration.

SUMMARY: Petitions for Reconsideration (Petition) have been filed in the Commission's proceeding by Kara R. Curtis on behalf of Aerospace and Flight Test Radio Coordinating Council, Inc. and by Ari Q. Fitzgerald et al. on behalf of GE HealthCare Technologies Inc.

DATES: Oppositions to the Petition must be filed on or before June 16, 2025. Replies to oppositions to the Petition must be filed on or before June 24, 2025.

ADDRESSES: Federal Communications Commission, 45 L Street NE, Washington, DC 20554.

FOR FURTHER INFORMATION CONTACT:

Mark DeSantis, Wireless Telecommunications Bureau, Mobility Division, (202) 418–0678 or mark.desantis@fcc.gov.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's document, Report No. 3226, released May 16, 2025. The full text of the Petition can 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. 801(a)(1)(A), because no rules are being adopted by the Commission.

Subject: Amendment of Part 2 of the Commission's Rules for Federal Earth Stations Communicating with Non-Federal Fixed Satellite Service Space Stations, ET Docket No. 13–115, Third Report and Order, FCC 24–132, published at 90 FR 11480 on March 7, 2025.

Number of Petitions Filed: 2.

Federal Communications Commission.

Katura Jackson,

Federal Register Liaison Officer.

[FR Doc. 2025–09819 Filed 5–29–25; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration****49 CFR Parts 365, 370, 379, 386, and 390**

[Docket No. FMCSA–2025–0112]

RIN 2126–AC86

Removal of Obsolete References to “Water Carriers”

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to remove all obsolete references to “water carriers” in the FMCSA regulations (FMCSRs). FMCSA does not specifically regulate water carriers except to the extent that such carriers also engage in motor carrier operations. In such cases, the existing FMCSRs provide appropriate coverage of the carrier’s motor carrier operations.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0112 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0112/document>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey L. Secrist, Chief, Registration Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590; (202) 385–2367; jeff.secrist@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
 - D. Comments on the Information Collection
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments**A. Submitting Comments**

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0112), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0112/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act

(5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0112/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/act-system-records-notice>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CFR Code of Federal Regulations
 CMV Commercial motor vehicle
 DOT Department of Transportation
 E.O. Executive Order
 FMCSRs Federal Motor Carrier Safety Regulations
 FHWA Federal Highway Administration
 FR Federal Register
 ICC Interstate Commerce Commission
 ICCTA Interstate Commerce Commission Termination Act
 NPRM Notice of proposed rulemaking
 OMB Office of Management and Budget
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 STB Surface Transportation Board
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

The ICC Termination Act (ICCTA) restructured the regulatory authority previously held by the Interstate Commerce Commission (ICC) and greatly restricted its scope over water carriers. It enacted a broad delegation of jurisdiction to the Secretary of Transportation (the Secretary) and the Surface Transportation Board (STB) over domestic water transportation (*i.e.*, transportation for compensation by water between two States) (49 U.S.C. 13521). Regulation of transportation to and from foreign countries is delegated to the Federal Maritime Commission (see generally 46 U.S.C. subtitle IV, part A; see also *KKK Ltd. v. Regal-Beloit Corp.*, 561 U.S. 89, 118–119 (2010) (dissenting opinion)).

Other provisions enacted as part of the ICCTA greatly limited the regulatory authority over water carriers, and specifically delegated it almost entirely to the STB, the Agency created to succeed the ICC. Rates and practices by water carriers engaged in the “noncontiguous domestic trade” are required to be reasonable (49 U.S.C. 13701). *Noncontiguous domestic trade* is defined as “involving traffic originating in or destined to Alaska, Hawaii, or a territory or possession of the United States,” (49 U.S.C. 13102(26)). The STB has authority to require tariffs to be filed for such transportation in the noncontiguous domestic trade (except for transportation of bulk cargo, forest products, recycled metal scrap, waste paper, and paper waste) and to consider complaints and to provide remedies for unreasonable rates and practices (49 U.S.C. 13702). Water carriers subject to the general jurisdiction have a common carrier obligation, but there is no specific delegation to either the

Secretary or the STB for enforcing compliance. In addition, water carriers may enter into contracts for transportation and, in agreement with shippers, contractually waive any regulatory provisions except those governing registration, insurance, or safety fitness (49 U.S.C. 14101).

The Motor Carrier Safety Improvement Act of 1999 (Pub. L. 106–159, 113 Stat. 1748, Dec. 9, 1999) established FMCSA as a new operating administration within DOT (effective Jan. 1, 2000) to carry out the motor carrier safety and other regulatory responsibilities of the Federal Highway Administration (FHWA) on behalf of the Secretary. This Act made no changes in the water carrier regulatory provisions enacted by ICCTA, however, resulting in the carrying forward of certain obsolete references to water carriers into FMCSA’s commercial regulations.

IV. Background

The term “water carrier” or “water carriers” appears in the FMCSRs in several sections: 49 CFR 365.107T, 370.1, Appendix A to part 372, 379.1, 386.2, Appendix B to part 386 (paragraph (g)(17)), 387.401, and Appendix A to part 390.¹ The term was carried over from FMCSA’s predecessor Agencies, the ICC and FHWA.

FMCSA’s commercial regulations (*e.g.*, operating authority rules) apply to certain for-hire motor carriers. Although there are for-hire water carriers, FMCSA’s regulatory oversight is limited to motor carriers. Because FMCSA has no authority to regulate the activities of water carriers, the references applying FMCSA’s commercial regulations to water carriers are obsolete and should be removed. However, FMCSA has determined that the use of the term in Appendix A to part 372, which relates to commercial zones, is more complex and requires additional study to determine whether it should be removed or retained, so FMCSA is not proposing to change it through this rulemaking. Although the term “water carrier” also appears in §§ 386.2 and 387.401, those references are not obsolete as they are being used to exclude water carriers from the definition of the term *freight forwarder*. Accordingly, this rulemaking proposes that §§ 365.107T, 370.1, 379.1,

¹ FMCSA added a new appendix A to part 390 to assist motor carriers and employers in better understanding which regulations apply to their specific operations. 87 FR 68367, 68370, 68372, 68376, Nov. 15, 2022. The guidance is also available in FMCSA’s guidance portal at <https://www.fmcsa.dot.gov/regulations/applicability-registration-financial-responsibility-and-safety-regulations-motor>.

Appendix B to part 386, and Appendix A to part 390 be amended to remove all references to water carriers.

V. Discussion of Proposed Rulemaking

In this NPRM, FMCSA proposes to remove the words “water carrier” or “water carriers” from §§ 365.107T, 370.1, 379.1, Appendix B to part 386, and Appendix A to part 390. The terms are remnants carried over from FMCSA’s predecessor Agencies and are obsolete, as FMCSA does not have regulatory jurisdiction over water carriers.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries in which they operate, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 365.107T

This section would be amended by removing the term “water carriers” from paragraph (f), to reflect that water carriers do not submit applications for temporary operating authority to FMCSA. On January 17, 2017, FMCSA suspended certain regulations relating to the electronic Unified Registration System and delayed their effective date indefinitely (82 FR 5292). The suspended regulations were replaced by temporary provisions that contain the requirements in place on January 13, 2017. Section 365.107 was one of the sections suspended and § 365.107T, which is currently in effect, was one of the replacement sections added (82 FR 5299).

Section 370.1

This section would be amended by removing the term “water carrier” to reflect that the regulations in part 370 (Principles and Practices for the Investigation and Voluntary Disposition of Loss and Damage Claims and Processing Salvage) are not applicable to water carriers.

Section 379.1

This section would be amended by removing paragraph (a)(2) (which uses the term “water carriers”) and redesignating paragraph (a)(3) as paragraph (a)(2). This change is necessary to reflect that the regulations in part 379 (Preservation of Records) are not applicable to water carriers.

Appendix B to Part 386

This appendix would be amended by removing the words “water carrier” from paragraph (g)(17) to reflect that FMCSA does not have authority to assess civil penalties against water carriers.

Appendix A to Part 390

This appendix would be amended by removing the words “water carrier” from the paragraph under III. Specific Example Scenarios, called “Hotel Related Passenger Transportation.” This change would reflect that, although water carriers are included in the statutory definition of *carrier* at 49 U.S.C. 13102(3), FMCSA’s authority over the entities listed in that statute is limited to motor carriers and freight forwarders.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

The proposed rule would remove language from predecessor Agencies that is not relevant and could be confusing. The term “water carriers” appears in multiple areas of the FMCSRs and could give the false appearance that these entities are subject to these regulations. Removing the term would not alter the applicability of the requirements but would streamline the language in the Code of Federal Regulations (CFR). FMCSA does not expect that any regulated entities would change their behavior as a result of this rulemaking, and therefore the proposed rule would not result in any impacts to regulated entities other than removing unnecessary language from the CFR. It could result in some cost savings by reducing the amount of time to become familiar with the regulations. FMCSA

assumes any realized cost savings would be de minimis. FMCSA does not have data to estimate the reduction in costs that would result from this NPRM. FMCSA requests comment on any impacts that could result from removing the provisions identified in this NPRM.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”²

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.³

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero because it would result in a more streamlined and easy-to-read CFR, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. The cost savings of this rulemaking could not be quantified.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”⁴ is likely to lead to the promulgation of a major rule.⁵ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an

ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁶ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an Agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. This proposed rule would remove unnecessary and potentially confusing regulatory text that is no longer impacting regulated entities and would not impose costs or benefits. It could result in some cost savings by reducing the amount of time necessary to become familiar with the regulations. FMCSA considers any realized cost savings to be de minimis. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s

² Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

³ Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

⁴ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁵ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁶ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1-888-REG-FAIR (1-888-734-3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this rulemaking would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rulemaking has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁷ requires the Agency to assess the privacy impact of a regulation that will

affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁸ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this proposed rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraphs (6)(e), (6)(q), (6)(u), and (6)(bb), which cover regulations pertaining to applications for operating authority and certificates of registration, records preservation, rules of practice for administrative proceedings, and vehicle operation safety standards, respectively.

The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects

48 CFR Part 365

Administrative practice and procedure, Brokers, Buses, Freight forwarders, Maritime carriers, Mexico, Motor carriers, Moving of household goods.

49 CFR Part 370

Freight forwarders, Investigations, Motor carriers.

49 CFR Part 379

Freight forwarders, Maritime carriers, Motor carriers, Moving of household goods, Reporting and recordkeeping requirements.

49 CFR Part 386

Administrative practice and procedure, Brokers, Freight forwarders, Hazardous materials transportation, Highway safety, Highway and roads, Motor carriers, Motor vehicle safety, Penalties.

49 CFR Part 390

Highway safety, Intermodal transportation, Motor carriers, Motor vehicle safety, Reporting and recordkeeping requirements.

Accordingly, FMCSA proposes to amend 49 CFR parts 365, 370, 379, 386, and 390 to read as follows:

PART 365—RULES GOVERNING APPLICATIONS FOR OPERATING AUTHORITY

- 1. The authority citation for part 365 continues to read as follows:

Authority: 5 U.S.C. 553 and 559; 49 U.S.C. 13101, 13301, 13901–13906, 13908, 14708, 31133, 31138, and 31144; 49 CFR 1.87.

- 2. Amend § 365.107T by revising paragraph (f) to read as follows:

§ 365.107T Types of applications.

* * * * *

(f) *Temporary authority (TA) for motor carriers.* These applications require a finding that there is or soon will be an immediate transportation

⁷ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁸ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

need that cannot be met by existing carrier service.

* * * *

PART 370—PRINCIPLES AND PRACTICES FOR THE INVESTIGATION AND VOLUNTARY DISPOSITION OF LOSS AND DAMAGE CLAIMS AND PROCESSING SALVAGE

■ 3. The authority citation for part 370 continues to read as follows:

Authority: 49 U.S.C. 13301 and 14706; and 49 CFR 1.87.

§ 370.1 [Amended]

■ 4. Amend § 370.1 by removing the words “,water carrier,”.

PART 379—PRESERVATION OF RECORDS

■ 5. The authority citation for part 379 continues to read as follows:

Authority: 49 U.S.C. 13301, 14122 and 14123; and 49 CFR 1.87.

§ 379.1 [Amended]

- 6. Amend § 379.1 by:
- a. Adding the word “and” to the end of paragraph (a)(1);
 - b. Removing paragraph (a)(2); and
 - c. Redesignating paragraph (a)(3) as paragraph (a)(2).

PART 386—RULES OF PRACTICE FOR FMCSA PROCEEDINGS

■ 7. The authority citation for part 386 continues to read as follows:

Authority: 28 U.S.C. 2461 note; 49 U.S.C. 113, 1301 note, 31306a; 49 U.S.C. chapters 5, 51, 131–141, 145–149, 311, 313, and 315; and 49 CFR 1.81, 1.87.

■ 8. Amend Appendix B to Part 386 by revising paragraph (g)(17) to read as follows:

Appendix B to Part 386

* * * *

(g) * * *

(17) A motor carrier, freight forwarder, or broker, or their officer, receiver, trustee, lessee, employee, or other person authorized to receive information from them, who discloses information identified in 49 U.S.C. 14908 without the permission of the shipper or consignee is liable for a maximum penalty of \$4,109.

* * * *

PART 390—FEDERAL MOTOR CARRIER SAFETY REGULATIONS; GENERAL

■ 9. The authority citation for part 390 continues to read as follows:

Authority: 49 U.S.C. 113, 504, 508, 31132, 31133, 31134, 31136, 31137, 31144, 31149,

31151, 31502; sec. 114, Pub. L. 103–311, 108 Stat. 1673, 1677; secs. 212 and 217, Pub. L. 106–159, 113 Stat. 1748, 1766, 1767; sec. 229, Pub. L. 106–159 (as added and transferred by sec. 4115 and amended by secs. 4130–4132, Pub. L. 109–59, 119 Stat. 1144, 1726, 1743, 1744), 113 Stat. 1748, 1773; sec. 4136, Pub. L. 109–59, 119 Stat. 1144, 1745; secs. 32101(d) and 32934, Pub. L. 112–141, 126 Stat. 405, 778, 830; sec. 2, Pub. L. 113–125, 128 Stat. 1388; secs. 5403, 5518, and 5524, Pub. L. 114–94, 129 Stat. 1312, 1548, 1558, 1560; sec. 2, Pub. L. 115–105, 131 Stat. 2263; and 49 CFR 1.81, 1.81a, 1.87.

■ 10. In appendix A to part 390, under section III. Specific Example Scenarios, revise “Hotel Related Passenger Transportation” to read as follows:

Appendix A to Part 390—Applicability of the Registration, Financial Responsibility, and Safety Regulations to Motor Carriers of Passengers

* * * *

III. Specific Example Scenarios

* * * *

Hotel Related Passenger Transportation

* * * *

Guidance

This scenario describes for-hire transportation by a CMV as a part of continuous interstate movement, though some exemptions apply. Though the safety regulations apply to transportation in a CMV within a single State if the transportation is a continuation of interstate transportation, the hotel’s van operation is eligible for the limited exception to safety regulation applicability in §§ 390.3T(f)(6) and 390.3(f)(6) based on the size of the vehicle and how compensation is received. The hotel’s van is designed and used to transport 9 to 15 passengers (including the driver), and payment for transportation is not received directly. If the hotel complies with the applicable provisions listed in §§ 390.3T(f)(6) and 390.3(f)(6), then this passenger transportation is compliant with the safety regulations contained in 49 CFR parts 350 through 399. Because the vehicle is a CMV under § 390.5 and the limited exception does not exempt the hotel from USDOT registration requirements, the hotel must register by following the procedures in 49 CFR part 390 subpart E. The hotel’s 15-passenger van is not a CMV under § 383.5, therefore drivers of these vehicles are not required to have CDLs and are not subject to the drug and alcohol testing regulations in 49 CFR part 382.

Operating authority registration under 49 CFR part 365, subpart A, however, is not required. The hotel is providing service subject to the exemption in 49

U.S.C. 13506(a)(8)(A) and § 372.117(a). The hotel’s shuttle transportation of passengers is incidental to transportation by aircraft, limited to the transportation of passengers who have had an immediately prior or will have an immediately subsequent movement by air, and confined to a zone encompassed by a 25-mile radius of the boundary of the airport at which the passengers arrive or depart. The hotel does not meet the exemption requirements of 49 U.S.C. 13506(a)(3) for a motor vehicle owned or operated by or for a hotel and only transporting hotel patrons between the hotel and the “local station of a carrier.”

The definition of carrier within this exemption includes motor carrier and freight forwarder, but does not include air carrier. 49 U.S.C. 13102(3). However, the hotel only needs to meet the requirements of one exemption to not be subject to operating authority registration.

The hotel is providing indirectly compensated, for-hire transportation of passengers in interstate commerce in a vehicle with a seating capacity of 15 and is required under §§ 387.33T and 387.33 to maintain \$1.5 million of financial responsibility.

* * * *

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,
Assistant Administrator.

[FR Doc. 2025–09727 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 383

[Docket No. FMCSA–2025–0118]

RIN 2126–AC92

Commercial Driver’s License Standards; Requirements and Penalties: Applicability to the Exception for Certain Military Personnel

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to amend the Federal Motor Carrier Safety regulations (FMCSRs) to allow dual-status military technicians to qualify for the exception for certain military personnel from commercial driver

license (CDL) standards. This rulemaking responds to a petition for rulemaking submitted by James D. Welch.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0118 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov/docket/FMCSA-2025-0118/document>. Follow the online instructions for submitting comments.
- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- **Hand Delivery or Courier:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- **Fax:** (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Nikki McDavid, Chief, CDL Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 366–0831, nikki.mcdavid@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
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- II. Abbreviations
- III. Legal Basis
- IV. Background
 - A. Military Technicians
 - B. Regulatory History
 - C. Need for Rulemaking
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy

J. E.O. 13175 (Indian Tribal Governments)
K. National Environmental Policy Act of 1969
L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0118), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0118/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic

CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0118/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 United States Code (U.S.C.) 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

AFI Air Force Instruction
ANPRM Advance notice of proposed rulemaking
ART Air Reserve Technician
CBI Confidential Business Information
CDL Commercial Drivers License
CFR Code of Federal Regulations
CMV Commercial motor vehicle
CMVSA Commercial Motor Vehicle Safety Act
DoD Department of Defense
DOT Department of Transportation
ELDT Entry-Level Driver Training
FHWA Federal Highway Safety Administration
FMCSA Federal Motor Carrier Safety Administration
FMCSRs Federal Motor Carrier Safety Regulations
FR Federal Register
NPRM Notice of proposed rulemaking
OMB Office of Management and Budget
PIA Privacy Impact Assessment
PTA Privacy Threshold Assessment
UCMJ Uniform Code of Military Justice
UMRA Unfunded Mandates Reform Act of 1995
U.S.C. United States Code

III. Legal Basis

The Administrator of FMCSA is delegated authority under 49 CFR 1.87 to carry out the functions vested in the Secretary of Transportation (the Secretary) by 49 U.S.C. chapters 311, 313, and 315 as they relate to CMV operators, programs, and safety. The CDL regulations are based primarily on the broad authority of the Commercial Motor Vehicle Safety Act of 1986 (CMVSA or the 1986 Act) (Title XII of Pub. L. 99–570, 100 Stat. 3207–170 (Oct. 27, 1986)), as amended, codified at 49 U.S.C. chapter 313, which established the CDL program. The authority for FMCSA to require an operator of a CMV to obtain a CDL rests on the authority found in 49 U.S.C. 31302. FMCSA, in accordance with 49 U.S.C. 31311 and 31314, has authority to prescribe procedures and requirements for the States to observe in order to issue CDLs (set forth, generally, in 49 CFR part 384).

Section 12013 of the CMVSA allowed the Federal Highway Administration (FHWA), FMCSA's predecessor agency, to “waive, in whole or in part, application of any provision of this title or any regulation issued under this title with respect to class of persons or class of commercial motor vehicles if the Secretary determines that such waiver is not contrary to the public interest and does not diminish the safe operation of commercial motor vehicles” (Pub. L. 99–570, Title XII, 100 Stat. 3207–170, 3207–186 (Oct. 27, 1986), codified at 49 U.S.C. app. 2711). Following statutory amendments,¹ the language of the CMVSA's section 12013—that a waiver must be “not contrary to the public interest” and “not diminish the safe operation of commercial motor vehicles”—has been replaced by the standard that a waiver or exemption must “likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved in the absence of the waiver” (49 U.S.C. 31315(a)) or “absent such exemption” (49 U.S.C. 31315d(b)(1)).

The NPRM is also consistent with the Motor Carrier Safety Act of 1984 (Title II of Pub. L. 98–554, 98 Stat. 2832 (Oct. 30, 1984)), as amended, codified at 49 U.S.C. 31131, *et seq.*; and the Motor Carrier Act of 1935 (49 Stat. 543 (Oct. 9, 1935)), as amended, codified at 49 U.S.C. 31502. The 1984 statute granted the Secretary broad authority to issue

regulations on commercial motor vehicle safety, including regulations to ensure that “commercial motor vehicles are maintained, equipped, loaded, and operated safely” (49 U.S.C. 31136(a)(1)). The NPRM is consistent with the safe operation of CMVs. In accordance with section 31136(a)(2), the amendment proposed in the NPRM will not impose any “responsibilities . . . on operators of commercial motor vehicles [that would] impair their ability to operate the vehicles safely.” This NPRM does not directly address medical standards for drivers (section 31136(a)(3)) or possible physical effects caused by driving CMVs (section 31136(a)(4)). FMCSA does not anticipate that drivers will be coerced (section 31136(a)(5)) if the NPRM results in the issuance of a final rule as it would simply permit certain military personnel to operate subject to the same requirements as other military personnel currently operate. Under 49 U.S.C. 31316(e), the Secretary is authorized to grant waivers from any regulations prescribed under this section.

IV. Background

A. Military Technicians

Military units have long employed civilian technicians to provide day-to-day support such as training, maintenance, and other activities required to support the unit. In the National Defense Authorization Act for Fiscal Year 1996 (Pub. L. 104–106 (Feb. 10, 1996)), Congress authorized the creation of a position known as a dual-status military technician, who are required by law to maintain military status in one of the Army or Air Force Reserve Components as a condition of their civilian employment (10 U.S.C. 10216).

The Army and the Air Force each have two Reserve Components—a National Guard and a Reserve. National Guard technicians work for the adjutants general of the 54 U.S. States, territories, and the District of Columbia in the Army National Guard or the Air National Guard. Reserve technicians work under the oversight of either the Army Reserve Command or Air Force Reserve Command.

Congress also moved to reduce or phase out the employment of non-dual status technicians (10 U.S.C. 10217). Some military technicians are permanent appointments, while others are nonpermanent and generally serve for 1 to 6 years (see *GAO Report to Congressional Committees, Military Personnel: Actions Needed to Improve Workforce Data for Technicians Supporting Mission Readiness* (Apr.

2022)). Army and Air Force Reserve Components may use nonpermanent military technicians to fill vacancies created when permanent military technicians deploy, are fulfilling military training requirements, or are completing education and schooling. Such technicians may also be needed to fill critical vacancies created by attrition and for other staffing requirements.

Since 2017, Air Force Reserve technicians have been required to wear military uniforms while on duty, but wearing the military uniform does not subject Air Force Reserve Technicians to the Uniform Code of Military Justice (UCMJ) (see Air Force Instruction (AFI) 36–128 *Pay Setting and Allowance*, AFI 36–147 *Civilian Conduct and Responsibility*, and AFI 36–2903 *Dress and Personal Appearance of Department of the Air Force Personnel*). Under Army Regulation 670.1(7), Army Reserve technicians who are members of the Army Reserve may opt to wear the uniform while in civil service status but are not required to do so.

B. Regulatory History

In 1988, FHWA published a notice of final disposition that granted waivers from the 1986 Act (CMVSA) to various categories of professionals (53 FR 37313, Sept. 26, 1988). One such category was military personnel. FHWA stated that military vehicles, when operated by military personnel in pursuit of military purposes, are beyond the intended coverage of the CMVSA. The waiver applied to “active duty military personnel and members of the reserves and national guard on active duty, including personnel on full-time national guard duty, personnel on part-time training and national guard military technicians (civilians who are required to wear military uniforms and are subject to the code of military justice).”

In 1993, FHWA published extensive regulatory guidance (58 FR 60734, Nov. 17, 1993). One provision further explained the waiver of CDL requirements for military personnel. Question 19 asked whether waiver of the CDL requirements for military personnel included U.S. Army Reserve technicians. FHWA's guidance was that it did not, because U.S. Reserve technicians failed to meet either of the conditions that would distinguish them from other civilian drivers working for the military. FHWA continued, “These conditions are that they are required to wear military uniforms or are subject to the code of military justice while in their employment as technicians.” Notably, while the 1988 final disposition used the word “and” when

¹ When Title 49, United States Code, was recodified in 1994, the waiver authority in 49 U.S.C. app. 2711 was redesignated as 49 U.S.C. 31315 (Pub. L. 103–272, 108 Stat. 745, 1029, July 5, 1994). Subsequently, the Transportation Equity Act for the 21st Century revised 49 U.S.C. 31315 as “Waivers, exemptions, and pilot programs” (Pub. L. 105–178, 112 Stat. 107, 401, June 9, 1998).

setting out the two conditions that qualified a person for exemption, indicating that the person must both wear a uniform and be subject to the UCMJ, the 1993 guidance used the word “or,” indicating that either condition standing alone would be sufficient. Another guidance question from the same notice, Question 17, also implies that meeting just one prong of the test is enough for the exemption to apply. FHWA answered in the affirmative the question of whether active duty military personnel, not wearing military uniforms, qualify for a waiver from the CDL requirements if the CMVs are rental trucks or leased buses from the General Services Administration, saying drivers do not need to be in military uniforms to qualify for the waivers as long as they are on active duty.

In 1994, FHWA published a regulatory amendment in part 382 on controlled substances and alcohol use and testing (59 FR 7484, Feb. 15, 1994). The preamble of that rule stated that employers who exclusively employ drivers that are not subject to CDL requirements are not subject to the rule. It continued, “Such employers may be Department of Defense (DoD) agencies who only employ active duty military personnel. Those (DoD) agencies that employ civilian and non-active duty drivers will be subject to these rules and must implement FHWA required testing programs for those civilian and non-active duty drivers.”

The provisions of the 1988 notice of final disposition and the 1994 final rule caused some confusion as to which categories of individuals were exempt from the CDL requirements. In 1996, FHWA issued a final rule (61 FR 9546, Mar. 8, 1996), without notice and comment, in part to clarify the CDL exemptions and, by extension, exemptions from alcohol and drug testing requirements. The 1996 final rule codified the exemption in § 383.3 for military personnel, and it added the sentence, “This exception is not applicable to U.S. Reserve technicians.” There is no further information in the preamble to explain the express exclusion of U.S. Reserve technicians from the exemption. However, it is possible that FHWA was applying the same logic as in the 1993 guidance, meaning that U.S. Reserve technicians were excluded because they do not wear military uniforms and are not subject to the UCMJ.

C. Need for Rulemaking

On October 22, 2023, FMCSA received a petition from Mr. James D. Welch, an employee of the United States Air Force Reserve Command,

asking the Agency to amend § 383.3(c). The petition was submitted because, Mr. Welch asserted, the current regulation places an unfair burden on career U.S. Air Force Reserve Technicians, who are required to wear the military uniform in the same manner as National Guard Military Technicians but are not similarly authorized to utilize the CDL exemption. On March 11, 2024, FMCSA granted Mr. Welch’s petition, as it has determined that the petition contained adequate justification to initiate a rulemaking.²

FMCSA has reviewed the existing regulation and proposes to remove the language making the military exception inapplicable to U.S. Reserve Technicians. As noted above, there is conflicting language in the 1988 final disposition and the 1993 guidance. Moreover, since the 1996 rule does not contain any explanation for why FHWA added the language excluding U.S. Reserve technicians, it is unclear whether FHWA was aware of the newly-created dual-status military technician position. The National Defense Authorization Act for Fiscal Year 1996 was enacted on February 10, 1996, while the 1996 FHWA final rule was issued less than a month later, on March 8, 1996. The final rule uses the term “U.S. Reserve technicians,” which is only found in the Agency regulations (now the FMCSRs) and is not defined there, rather than the statutory name for this type of appointment. Mr. Welch also points out that § 383.3(c) is internally contradictory, as it says the exemption is applicable to members of the military reserves but excludes U.S. Reserve technicians who are currently, by law, required as a condition of employment to maintain membership in the military reserves. Mr. Welch states that the required military training is the same for dual-status technicians in the National Guard and the Reserve, and they are held to the same standards.

FMCSA also believes that 49 U.S.C. 31305(d) indicates that dual-status military technicians should be eligible for the military exemption. This statute requires the Secretary to exempt current or former members of the armed forces

and current or former members of one of the reserve components from all or part of a driving test if they have had experience in the armed forces or reserve components driving vehicles similar to a CMV (see section 31305(d)(1)(A)). It also requires the Secretary to ensure these individuals may apply for the exemption while serving in the armed forces or reserve components and for the 1-year period beginning on the date on which they separate from service (See section 31305(d)(1)(B)). It further requires the Secretary to credit the training and knowledge these individuals received in the armed forces or reserve components driving vehicles similar to a CMV for purposes of satisfying minimum standards for training and knowledge. 49 U.S.C. 31305(d)(1)(C). The term “reserve component” specifically includes both the Army Reserve and Air Force Reserve (49 U.S.C. 31305(d)(2)(c)(ii) and (vi)), which are the two commands that employ dual-status military technicians. This requirement was added as part of the Fixing America’s Surface Transportation Act (Pub. L. 114–94, 129 Stat. 1312 (Dec. 4, 2015)).

The clear implication of 49 U.S.C. 31305(d) is that many military personnel, including reservists, will have experience operating CMVs as part of their duties, but are not required to possess a CDL in order to perform those duties. Since this law postdates the exception in § 383.3(c), and since dual-status military technicians are, by definition, members of a military reserve component, any reasons FHWA may have had for excluding the U.S. Reserve technicians appear to be obsolete.

In his petition, Mr. Welch also states that the Air Force Reserve Technician (ART) program is currently experiencing difficulties in hiring and retaining employees, a problem exacerbated by § 383.3(c) because it requires the Air Force Reserve to provide funding for its technicians to obtain CDLs and make possession of a CDL a requirement in the job description. He says most current CDL holders will not apply for ART jobs because they can make more money elsewhere, and Reserve members who receive a CDL through Air Force-provided training will often leave for better paying private sector positions.

V. Discussion of Proposed Rulemaking

FMCSA proposes to remove the phrase “and national guard military technicians (civilians who are required to wear military uniforms)” and the sentence, “This exception is not applicable to U.S. Reserve technicians,”

² On January 13, 2025, FMCSA also published in the *Federal Register* (90 FR 2774) a notice of application for exemption submitted by Mr. Welch, in which he sought an exemption for Air Reserve Technicians (ARTs) working under the U.S. Air Force Reserve Command from the requirement to obtain a CDL in order to operate a CMV. Mr. Welch submitted his exemption request on U.S. Air Force Reserve Command letterhead and with his official title, but he did not indicate whether the applicant for the exemption was the U.S. Air Force Reserve Command or himself in his individual capacity. FMCSA granted the exemption on May 20, 2025. (90 FR 21540).

from 49 CFR 383.3(c) and add *dual-status military technicians*, as defined in 10 U.S.C. 10216, to the list of exempt personnel. This amendment would explicitly allow dual-status military technicians, regardless of whether they are members of either the Reserves or the National Guard, to qualify for the military exception from the CDL standards. It would remove outdated language, improve clarity for stakeholders, and promote greater efficiency for military units employing dual-status military technicians.

FMCSA is not aware of any meaningful safety concerns that would result from this amendment. DoD administers the Defense Traffic Safety Program, which assures adequate training and supervision of military drivers (32 CFR part 210). FMCSA also granted an exemption from the CDL requirements in part 383 for Air Reserve Technicians on May 20, 2025, stating that military training to operate heavy vehicles is thorough, comprehensive, and compatible with the requirements of FMCSA's Entry-Level Driver Training Rule, found at 83 FR 48964. (90 FR 21540). This proposed rule would make permanent the exemption, as well as extend its application to dual-status military technicians employed by the Army. However, FMCSA solicits public comment on this issue.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 383.3 Applicability

In paragraph (c), FMCSA would remove the phrase “and national guard military technicians (civilians who are required to wear military uniforms)” and the sentence “This exception is not applicable to U.S. Reserve technicians.” FMCSA would add the phrase, “dual-status military technicians, as defined in 10 U.S.C. 10216” to the list of exempt personnel.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

The proposed rule would remove the language making the military exception inapplicable to U.S. Reserve Technicians. This would allow the exception that already applies to certain military and Reserve personnel who operate CMVs for military purposes to also apply to U.S. Reserve Technicians operating CMVs for military purposes. The petition for rulemaking states that the ART program is experiencing difficulties in hiring and retaining employees and the current exclusion to the exception further exacerbates these concerns. Under the existing regulations, dual-status military technicians operating under the oversight of either the Army Reserve Command or the Air Force Reserve Command (but not those who are members of the Army National Guard or Air Force National Guard) are required to obtain training prior to receiving their CDL, causing an undue funding burden on the ART program. FMCSA anticipates that this rulemaking would result in cost savings for the ART program, and any similar program administered by the Army Reserve Command, by alleviating the need to receive training at a training provider located listed on FMCSA's training provider registry. The final rule requiring entry-level driver training (ELDT) training (81 FR 88732, Dec. 8, 2016) estimated that the tuition cost would range from \$1,430 for a Class B license to \$2,340 for a Class A license, both in 2014 dollars. Inflating those values to 2024 dollars using the Consumer Price Index for all Urban Consumers, FMCSA anticipates that the avoided training costs for each dual-status military technician driver would

range from \$1,900 to \$3,100. The Reserve Commands may also experience cost savings in the form of reduced fees for CDLs. Lacking data on the number of drivers that would no longer be receiving training each year, FMCSA is unable to quantify the total cost savings associated with this rulemaking. FMCSA does not anticipate that this rulemaking would impact safety. The dual-status military technicians covered by this rulemaking transport items on an installation with multiple layers of safety requirements along preapproved routes.

FMCSA requests comment on the number of drivers that would be impacted by this rulemaking each year, whether they would be considered Class A or Class B drivers, and any additional areas of cost savings associated with the exception provided in this NPRM. FMCSA also requests comment on any safety impacts that may result from the provisions in this rulemaking.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”³

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.⁴

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero as Reserve Command drivers would no longer be required to receive ELDT training or obtain a CDL, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. As discussed above, FMCSA is unable to quantify the cost savings associated with this proposal without additional data on the number and Class of drivers impacted by this rulemaking.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of

³ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

⁴ Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”⁵ is likely to lead to the promulgation of a major rule.⁶ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁷ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses. No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities.

This rulemaking would impact dual-status military technician drivers and the Army Reserve Command and Air Force Reserve Command, which are part of the U.S. Military. Drivers are not considered small entities because they do not meet the definition of a small entity in section 601 of the RFA. Specifically, drivers are considered neither a small business under section 601(3) of the RFA, nor are they considered a small organization under section 601(4) of the RFA. The U.S. Military is also not considered a small entity because it does not meet the definition of small entity in section 601 of the RFA. Therefore, this rulemaking

would not impact a substantial number of small entities.

This rulemaking would result in cost savings for the Reserve Commands by eliminating the need to fund ELDT training for dual-status military technician drivers. FMCSA cannot estimate the total cost savings that would result from this rulemaking, but anticipates that it would not be a significant impact. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or

more in any 1 year. Because this rulemaking would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rulemaking would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Although States would be required to exempt dual-status military technicians operating CMVs for military purposes from CDL requirements, this is a small population of drivers and States are already required to exempt other listed individuals from those requirements. Moreover, States may already consider some dual-status military technicians exempt due to their status as members of Reserve Components, whether in the National Guard, the Army Reserve, or the Air Force Reserve. Therefore, this rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁸ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁹ requires Federal agencies to conduct a Privacy Impact Analysis (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of

⁵ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁶ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁷ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

⁸ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁹ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rulemaking does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, it likely falls under paragraph (6)(z), which covers regulations establishing the minimum qualifications for persons who drive CMVs as, for, or on behalf of motor carriers; and the minimum duties of motor carriers with respect to the qualifications of their drivers. The Agency further believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 383

Administrative practice and procedure, Alcohol abuse, Drug abuse, Drug testing, Highway safety, Motor carriers, Penalties, Safety, Transportation.

Accordingly, FMCSA proposes to amend 49 CFR part 383 to read as follows:

PART 383—COMMERCIAL DRIVER'S LICENSE STANDARDS; REQUIREMENTS AND PENALTIES

■ 1. The authority citation for part 383 continues to read as follows:

Authority: 49 U.S.C. 521, 31136, 31301 *et seq.*, and 31502, secs. 214 and 215 of Pub. L. 106–159, 113 Stat. 1748, 1766, 1767; sec. 1012(b) of Pub. L. 107–56, 115 Stat. 272, 297, sec. 4140 of Pub. L. 109–59, 119 Stat. 1144, 1746; sec. 32934 of Pub. L. 112–141, 126 Stat. 405, 830; sec. 23019 of Pub. L. 117–58, 135 Stat. 429, 777; and 49 CFR 1.87.

■ 2. Amend § 383.3 by revising paragraph (c) to read as follows:

§ 383.3 Applicability.

* * * * *

(c) *Exception for certain military drivers.* Each State must exempt from the requirements of this part individuals who operate CMVs for military purposes. This exception is applicable to active duty military personnel; members of the military reserves; members of the national guard on active duty, including personnel on full-time national guard duty and personnel on part-time national guard training; dual-status military technicians, as defined in 10 U.S.C. 10216; and active duty U.S. Coast Guard personnel.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09720 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Parts 383 and 384

[Docket No. FMCSA–2025–0111]

RIN 2126–AC85

Removal of Self-Reporting Requirement

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to revise its regulations requiring commercial driver's license (CDL) holders to self-report motor vehicle violations to their State of domicile. With the implementation of the exclusive

electronic exchange of violations between State drivers licensing agencies (SDLAs) in 2024, self-reporting is no longer necessary. This action supports the Administration's deregulatory efforts.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0111 using any of the following methods:

• **Federal eRulemaking Portal:** Go to <https://www.regulations.gov/docket/FMCSA-2025-0111/document>. Follow the online instructions for submitting comments.

• **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

• **Hand Delivery or Courier:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

• **Fax:** (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey L. Secrist, Chief, Registration Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590; (202) 385–2367; jeff.secris@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy

J. E.O. 13175 (Indian Tribal Governments)
K. National Environmental Policy Act of 1969
L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0111), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0111/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic

CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0111/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 United States Code (U.S.C.) 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advance notice of proposed rulemaking
CDL Commercial driver's license
CFR Code of Federal Regulations
CMV Commercial motor vehicle
CMVSA Commercial Motor Vehicle Safety Act of 1986
DOT Department of Transportation
EEE Exclusive Electronic Exchange
FHWA Federal Highway Administration
FMCSA Federal Motor Carrier Safety Administration
FMCSRs Federal Motor Carrier Safety Regulations
FR Federal Register
MAP–21 Moving Ahead for Progress in the 21st Century
MCSIA Motor Carrier Safety Improvement Act of 1999
NPRM Notice of proposed rulemaking
OMB Office of Management and Budget
PIA Privacy Impact Assessment
PTA Privacy Threshold Assessment
SDLA State driver licensing agency
UMRA Unfunded Mandates Reform Act of 1995
U.S.C. United States Code

III. Legal Basis

Congress enacted the Commercial Motor Vehicle Safety Act (CMVSA) of 1986 (Pub. L. 99–570, Title XII, 100 Stat. 3207–170, 49 U.S.C. chapter 313) to improve highway safety by ensuring that drivers of large trucks and buses are qualified to operate those vehicles and to remove unsafe and unqualified drivers from the highways. To achieve these goals, the CMVSA established the CDL program and required States to ensure that drivers convicted of certain serious traffic violations are prohibited from operating commercial motor vehicles (CMVs). Although State participation in the CDL program is voluntary, CMVSA created incentives by conditioning certain Federal highway and grant funding on States maintaining a certified CDL program (CMVSA secs. 12010, 12011, codified at 49 U.S.C. 31313, 31314).

One of the CMVSA's CDL program requirements was that States report CDL holders' out-of-State traffic convictions to their licensing States within 10 days of the conviction (CMVSA sec. 12009(a)(9) codified at 49 U.S.C. 31311). The CMVSA also established a requirement for CDL holders to report these same out-of-State traffic convictions to their licensing States within 30 days of the conviction (CMVSA sec. 12003(a)(1), codified at 49 U.S.C. 31303(a)). Congress authorized the Secretary to issue regulations to implement these provisions (CMVSA sec. 12018(a), codified at 49 U.S.C. 31317). The Federal Highway Administration (FHWA), FMCSA's predecessor, subsequently issued regulations, including 49 CFR 383.31(a), which implemented the requirement that CDL holders report out-of-State traffic convictions to their licensing States (52 FR 20574, June 1, 1987). FHWA did not issue regulations implementing the States' reporting requirement at that time.

On July 5, 1994, Congress recodified title 49 of the U.S.C. (Pub. L. 103–272, 108 Stat. 745 (the 1994 Recodification Act)). Among other things, the 1994 Recodification Act clarifies who had the obligation to report CDL holders' out-of-State violations: the State or the driver. The 1994 Recodification Act added language making it explicit that States must report an out-of-State CDL holder's traffic conviction to the licensing State within 10 days of the conviction (108 Stat. 1024, 49 U.S.C. 31311(a)(9)). However, Congress did not repeal the requirement that individual CDL holders report the same information within 30 days of conviction. The Motor Carrier Safety Improvement Act of 1999

(MCSIA) (Pub. L. 106–159, 113 Stat. 1748) amended numerous provisions of title 49 of the U.S.C. related to the licensing and sanctioning of CMV drivers required to hold a CDL and directed the Secretary to amend regulations to correct specific weaknesses in the CDL program. One such provision directed the Secretary to develop a uniform system for the State-to-State electronic transmission of out-of-State CDL holders' traffic conviction information. FMCSA subsequently issued regulations implementing MCSIA and other statutory requirements, including CMVSA section 12009(a)(9). Those regulations included § 384.209, which requires States to report out-of-State CDL holders' traffic convictions to their licensing States as a minimum requirement of maintaining a certified CDL program (67 FR 49742, July 31, 2002).

The FMCSA Administrator has been delegated authority under 49 CFR 1.87(e)(1) to carry out the CMVSA functions vested in the Secretary.

IV. Background

In 2011, as part of a previous regulatory review initiative, a commenter identified as appropriate for review the requirements of §§ 383.31(a) and 384.209, which provided for both individual CDL holders and States with certified CDL programs to report the same information about CDL holders' out-of-State convictions. FMCSA agreed with this suggestion. Although States were not required to participate in FMCSA's CDL certification program at the time, all 50 States and the District of Columbia maintained certified programs, due in part to the financial incentives described in the Legal Authorities section above. Additionally, States can be de-certified and lose their authority to issue CDLs. In practice, this meant that compliance with both §§ 383.31(a) and 384.209 would result in a reporting redundancy.

On August 2, 2012, FMCSA published an NPRM in the **Federal Register** (77 FR 46010), proposing to eliminate this redundant reporting practice by providing that, if a State in which the conviction occurs has a certified CDL program in substantial compliance with FMCSA's regulations, then an individual CDL holder convicted in that State would be considered to be in compliance with his/her out-of-State traffic conviction reporting obligations because the State where the conviction occurred would report the violation to the CDL holder's State of licensure. FMCSA finalized this rulemaking on April 26, 2013 (78 FR 24684). That final rule added current paragraph (d) to

§ 383.31 and added new § 384.409 to specify the means of notification to commercial learner's permit and CDL holders when FMCSA determines that a State is not in substantial compliance, or when FMCSA issues a decertification order prohibiting a State from issuing CDLs.

The final rule went into effect on May 28, 2013. More recently, the Exclusive Electronic Exchange (EEE) federal mandate became effective, requiring that SDLAs implement a system for the exclusive, electronic exchange of driver history record information through the Commercial Driver's License Information System. This includes posting information about convictions, withdrawals, and disqualifications related to commercial drivers. The purpose of this federal mandate is to align FMCSA's regulations with existing statutory requirements set forth in the Moving Ahead for Progress in the 21st Century Act (MAP–21). States were required to achieve substantial compliance with this requirement by August 22, 2024.

V. Discussion of Proposed Rulemaking

FMCSA is proposing to remove the redundant requirement that a CDL holder notify their State of domicile when they are convicted of certain motor vehicle violations. States have been fulfilling this task exclusively using electronic reporting requirements since 2024. FMCSA has determined that it is not necessary to continue to have a regulatory back-up mechanism in place.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

This NPRM proposes changes to § 383.31, Notification of convictions for driver violations. It would delete current paragraph (a), which requires CDL holders who are convicted of certain motor vehicle violations to notify the SDLA in their State of domicile of the violation. As discussed above, this notification now happens at the State/SDLA level, therefore it is redundant to require the CDL holder to also make the notification. Current paragraph (b) would be redesignated as paragraph (a), but the last sentence

would be deleted. Paragraph (c) would be redesignated as paragraph (b) and would be revised to refer only to employer notifications. Current paragraph (d) would be deleted, as it would no longer be necessary.

This NPRM also proposes a minor change to § 384.409, to remove a sentence referencing § 383.31(a).

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

FMCSA is proposing to remove the redundant requirement that a CDL holder notify their State of domicile when they are convicted of certain motor vehicle violations. States have been fulfilling this task exclusively using electronic reporting requirements since 2024. FMCSA has determined that it is not necessary to continue to have a regulatory back-up mechanism in place.

This proposed rule would not result in additional costs on regulated entities, but would result in cost savings for CDL holders, who would no longer be required to notify their SDLA of certain convictions. CDL holders currently submit this information to their State of domicile, and not to FMCSA. As such, FMCSA does not capture the information needed to quantify the reduction in reporting burden. FMCSA requests data or any other information that could assist the Agency in quantifying these costs savings.

This proposed rule would not impact safety because the reporting requirement is redundant, and the notification will continue to occur at the State/SDLA level.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through

Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero as drivers would no longer be required to report violations to their State of domicile, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. FMCSA is unable to quantify the cost savings that would result from this rulemaking.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any

significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses. No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities.

This proposed rule would impact drivers. Drivers are not considered small entities because they do not meet the definition of a small entity in section 601 of the RFA. Specifically, drivers are considered neither a small business under section 601(3) of the RFA, nor are they considered a small organization under section 601(4) of the RFA. Therefore, this rulemaking would not impact a substantial number of small entities.

FMCSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rulemaking would only remove unnecessary, duplicative regulatory requirements from individual CDL holders, who do not qualify as small businesses. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s Small Business and Agriculture Regulatory Enforcement Ombudsman

(Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520). FMCSA has an approved information collection, OMB Control No. 2126–0011 “Commercial Driver Licensing and Testing Standards,” which already accounts for the State transmission of violation data to a CDL holder’s State of domicile, and does not include costs for driver notifications to their SDLAs of licensure. Information on this collection can be found at www.reginfo.gov.

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information (PII).

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this proposed rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in

an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraphs (6)(t)(1) and (2), which cover regulations pertaining to ensuring that States comply with the CMVSA of 1986. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at *regulations.gov*, under the docket number.

List of Subjects

49 CFR Part 383

Administrative practice and procedure, Alcohol abuse, Drug abuse, Drug testing, Highway safety, Motor carriers, Penalties, Safety, Transportation.

49 CFR Part 384

Administrative practice and procedure, Alcohol abuse, Drug abuse, Highway safety, Motor carriers.

Accordingly, FMCSA proposes to amend 49 CFR parts 383 and 384 to read as follows:

PART 383—COMMERCIAL DRIVER'S LICENSE STANDARDS; REQUIREMENTS AND PENALTIES

■ 1. The authority citation for part 383 continues to read as follows:

Authority: 49 U.S.C. 521, 31136, 31301 *et seq.*, and 31502; secs. 214 and 215 of Pub. L. 106–159, 113 Stat. 1748, 1766, 1767; sec. 1012(b) of Pub. L. 107–56, 115 Stat. 272, 297, sec. 4140 of Pub. L. 109–59, 119 Stat. 1144, 1746; sec. 32934 of Pub. L. 112–141, 126 Stat. 405, 830; sec. 23019 of Pub. L. 117–58, 135 Stat. 429, 777; and 49 CFR 1.87.

§ 383.31 Notification of convictions for driver violations.

- 2. Amend § 383.31 by:
 - a. Removing paragraph (a);
 - b. Redesignating paragraphs (b) and (c) as (a) and (b), respectively;
 - c. Removing paragraph (d); and
 - d. Revising newly redesignated paragraph (a) by removing the last sentence.

PART 384—STATE COMPLIANCE WITH COMMERCIAL DRIVER'S LICENSE PROGRAM

■ 3. The authority citation for part 384 continues to read as follows:

Authority: 49 U.S.C. 31136, 31301, *et seq.*, and 31502; secs. 103 and 215 of Pub. L. 106–159, 113 Stat. 1748, 1753, 1767; sec. 32934 of Pub. L. 112–141, 126 Stat. 405, 830; sec. 5524 of Pub. L. 114–94, 129 Stat. 1312, 1560; and 49 CFR 1.87.

§ 384.409 [Amended]

■ 4. Amend § 384.409 by removing the second sentence.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09713 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 390

[Docket No. FMCSA–2025–0121]

RIN 2126–AC95

Accident Reporting: Modification to the Definition of the Term “Medical Treatment”

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to revise the term “medical treatment” for the purpose of accident reporting to incorporate revised regulatory guidance issued by the Agency regarding medical treatment away from the accident scene.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0121 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0121/document>. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Jenny Guarino, Chief, Crash Data

⁶Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

Analytics Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, (202) 366–4143, jenny.guarino@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
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 - B. Guidance Statements and Interpretations
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0121), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0121/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

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FMCSA will consider all comments and material received during the comment period.

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C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to

www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CBI Confidential Business Information
 CFR Code of Federal Regulations
 CMV Commercial motor vehicle
 CT Computed tomography
 DOT Department of Transportation
 FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 NPRM Notice of proposed rulemaking
 OMB Office of Management and Budget
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

The 1935 Motor Carrier Act of 1935 (49 Stat. 543) (the 1935 Act) and the Motor Carrier Safety Act of 1984 (Pub. L. 98–554 Title II, 98 Stat. 2832 (Oct. 30, 1984)) (the 1984 Act), as amended, provide that “[t]he Secretary of Transportation may prescribe requirements for—(1) qualifications and maximum hours of service of employees of, and safety of operation and equipment of, a motor carrier; and (2) qualifications and maximum hours of service of employees of, and standards of equipment of, a private motor carrier, when needed to promote safety of operation” (49 U.S.C. 31502(b)).

Section 114 of the Hazardous Materials Transportation Act (the HazMat Act), (Pub. L. 93–633, Title I (Jan. 3, 1975), codified at 49 U.S.C. chapter 51) directed the Secretary of Transportation to amend 49 CFR 391.23 to specify minimum safety information to be investigated from previous employers when performing employment record investigations on driver candidates and newly hired drivers. Section 114 specified that a motor carrier must investigate a driver’s 3-year accident record, and drug and alcohol history, from employers the driver worked for within the previous three years.

Under § 390.15, carriers are required to keep records of all reportable accidents, as defined in § 390.5T,¹ in an

¹ Section 390.5 of title 49 is currently suspended and replaced by § 390.5T, however the definitions for the listed terms are identical in both sections.

accident register for 3 years. The term *accident* includes “an occurrence involving a commercial motor vehicle (CMV) operating on a highway in interstate or intrastate commerce which results in bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident.”

FMCSA published guidance in 2022 clarifying what is considered medical treatment (87 FR 10895, Feb. 25, 2022). Under section 5203 of the Fixing America’s Surface Transportation Act (Pub. L. 114–94, 129 Stat. 1312, 1535 (Dec. 4, 2015)), FMCSA reviews its guidance at least every 5 years to incorporate guidance, as appropriate.

This rulemaking proposes to revise the definition of *accident* in § 390.5T to incorporate the 2022 guidance. This revision will provide clarity and regulatory certainty to regulated entities on what constitutes a reportable accident, and what does not, under part 390 to ensure operators of CMVs are qualified drivers as required under 49 U.S.C. 31502(b) and section 114 of the HazMat Act.

IV. Background

FMCSA issued revised guidance on February 25, 2022, regarding the definition of accident in § 390.5T. Under § 390.5T *accident* is defined as an occurrence involving a CMV operating on a highway in interstate or intrastate commerce which results in: (1) A fatality, (2) bodily injury to a person who, as a result of the injury, receives medical treatment away from the scene of the accident, or (3) one or more motor vehicles being towed from the scene. The previous guidance considered an x-ray examination and other imaging, such as computed tomography (CT), as medical treatment.

FMCSA revised the guidance to clarify that a person who does not receive treatment for diagnosed injuries or other medical intervention directly related to the accident, has not received *medical treatment* as that term is used in §§ 390.5 or 390.5T. An x-ray or CT is not considered medical treatment. If the person were given prescription medicine or the prescription itself, that would be considered medical treatment for a diagnosed injury. FMCSA proposes to revise the definition of *accident* to eliminate the need for the current legally non-binding guidance, thereby providing increased certainty and clarity for regulated entities.

V. Discussion of Proposed Rulemaking

Accident is defined in § 390.5T as “an occurrence involving a CMV operating on a highway in interstate or intrastate

commerce which results in: (1) A fatality, (2) bodily injury to a person who, as a result of the injury, receives medical treatment away from the scene of the accident, or (3) one or more motor vehicles being towed from the scene.” The current definition does not provide an explanation of what constitutes “medical treatment.” FMCSA revised its guidance in 2022 to clarify that medical treatment did not include diagnostic procedures, such as x-ray or CT.

This rulemaking proposes to revise §§ 390.5 and 390.5T to incorporate the 2022 guidance into the definition of *accident*. A new paragraph (3) would be added to the definition to clarify that medical treatment does not include x-rays or other imaging, such as CT, and a person who does not receive treatment for diagnosed injuries or other medical intervention directly related to the accident, has not received “medical treatment.” These changes are consistent with the 2022 guidance and will provide clarity and regulatory certainty to regulated entities regarding what constitutes an accident that must be recorded and kept under part 390.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

A. Regulatory Provisions

This section-by-section analysis describes the proposed changes in numerical order.

Section 390.5 Definitions

FMCSA proposes to add a new paragraph (3) to the definition of *accident* that explains what does not constitute medical treatment.

Section 390.5T Definitions

FMCSA proposes to add a new paragraph (3) to the definition of *accident* that explains what does not constitute medical treatment.

B. Guidance Statements and Interpretations

This rulemaking proposes to amend a regulation that has associated guidance. Such guidance statements do not have the force and effect of law, are strictly advisory, and are not meant to bind the public in any way. Conformity with guidance statements is voluntary. Guidance is intended only to provide information to the public regarding existing requirements under the law or

FMCSA policies. A guidance statement does not alter the substance of a regulation.

On February 25, 2022, FMCSA issued guidance revising Question 27 for §§ 390.5 and 390.5T to address the meaning of the term “medical treatment” as it used in the definition of *accident*.² FMCSA intends to rescind this guidance as no longer necessary upon publication of a final rule eliminating the provision to which the guidance relates.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

FMCSA proposes to amend the FMCSRs to revise the use of the term “medical treatment” for the purpose of accident reporting. FMCSA revised its guidance in 2022 to clarify that medical treatment did not include diagnostic procedures. This rulemaking proposes to revise §§ 390.5 and 390.5T to incorporate the 2022 guidance into the definition of *accident*. The guidance does not have the force or effect of law and is voluntary only. FMCSA anticipates that some carriers involved in accidents are already following the guidance, but that some may not be aware of the guidance or may choose not to follow it. In the event that this NPRM would adjust motor carrier reporting burdens, it would amount to a reduction in reporting as those incidents that involve diagnostic procedures would no longer be reported as accidents. The Agency seeks input on the extent to which codifying the

² The 2022 guidance was published in the *Federal Register* (87 FR 10895) and can be found at <https://www.federalregister.gov/documents/2022/02/25/2022-03997/accident-reporting-change-to-regulatory-guidance-concerning-the-use-of-the-term-medical-treatment>.

existing guidance would result in a decrease in burden in carriers' reporting.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for "each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination."³

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.⁴

An E.O. 14192 deregulatory action is defined as "an action that has been finalized and has total costs less than zero." This proposed rulemaking is expected to have total costs less than zero as some carriers would realize a reduction in accident reporting, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. The Agency seeks comment regarding the extent to which the codification of the existing guidance would result in a decrease in burden to carriers relative to the baseline.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule "under this part"⁵ is likely to lead to the promulgation of a major rule.⁶ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

³ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

⁴ Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled "Unleashing Prosperity Through Deregulation."* Memorandum M–25–20. March 26, 2025.

⁵ Part B of Subtitle VI of Title 49, United States Code, i.e., 49 U.S.C. chapters 311–317.

⁶ A major rule means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁷ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. FMCSA anticipates that this proposed rule would not impact any regulated entities because they are already following the proposed provisions.

Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these

⁷ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has "substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government."

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁸ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

⁸ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

The E-Government Act of 2002,⁹ requires Federal agencies to conduct a Privacy Impact Analysis (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this proposed rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rulemaking does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680, Mar. 1, 2004), Appendix 2. Specifically, paragraphs (6)(q) and (6)(z), which cover regulations pertaining to records preservation and minimum qualifications for CMV drivers, respectively. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be

found at *regulations.gov*, under the docket number.

List of Subjects in 49 CFR Part 390

Highway safety, Intermodal transportation, Motor carriers, Motor vehicle safety, Reporting and recordkeeping requirements.

Accordingly, FMCSA proposes to amend 49 CFR part 390 to read as follows:

PART 390—FEDERAL MOTOR CARRIER SAFETY REGULATIONS; GENERAL

■ 1. The authority citation for part 390 continues to read as follows:

Authority: 49 U.S.C. 113, 504, 508, 31132, 31133, 31134, 31136, 31137, 31144, 31149, 31151, 31502; sec. 114, Pub. L. 103–311, 108 Stat. 1673, 1677; secs. 212 and 217, Pub. L. 106–159, 113 Stat. 1748, 1766, 1767; sec. 229, Pub. L. 106–159 (as added and transferred by sec. 4115 and amended by secs. 4130–4132, Pub. L. 109–59, 119 Stat. 1144, 1726, 1743, 1744), 113 Stat. 1748, 1773; sec. 4136, Pub. L. 109–59, 119 Stat. 1144, 1745; secs. 32101(d) and 32934, Pub. L. 112–141, 126 Stat. 405, 778, 830; sec. 2, Pub. L. 113–125, 128 Stat. 1388; secs. 5403, 5518, and 5524, Pub. L. 114–94, 129 Stat. 1312, 1548, 1558, 1560; sec. 2, Pub. L. 115–105, 131 Stat. 2263; and 49 CFR 1.81, 1.81a, 1.87.

■ 2. Amend § 390.5 by:
■ a. Lifting the suspension of the section;
■ b. Revising the definition of “accident” and adding the definition of “medical treatment”; and
■ c. Suspending the section indefinitely.
The revision and addition read as follows:

§ 390.5 Definitions.
* * * * *

Accident means—
(1) Except as provided in paragraphs (2) and (3) of this definition, an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in:

- (i) A fatality;
- (ii) Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
- (iii) One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

(2) The term accident does not include:

- (i) An occurrence involving only boarding and alighting from a stationary motor vehicle; or

- (ii) An occurrence involving only the loading or unloading of cargo.

* * * * *

Medical treatment does not include an x-ray examination or other imaging such as computed tomography. A person who does not receive treatment for diagnosed injuries or other medical intervention directly related to the accident has not received “medical treatment.” Medical treatment does include being given prescription medication (or the prescription itself).

* * * * *

■ 3. Amend § 390.5T by revising the definition of “accident” and adding the definition of “medical treatment” to read as follows:

§ 390.5T Definitions.
* * * * *

Accident means—

(1) Except as provided in paragraphs (2) and (3) of this definition, an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in:

- (i) A fatality;
- (ii) Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
- (iii) One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

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* * * * *

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* * * * *

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,
Assistant Administrator.

[FR Doc. 2025–09732 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910-EX-P

⁹Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration****49 CFR Part 391****[Docket No. FMCSA–2025–0113]****RIN 2126–AC87****Qualifications of Drivers; Vision Standards Grandfathering Provision**

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to amend the Federal Motor Carrier Safety Regulations to remove the grandfathering provision under the physical qualifications standards for interstate drivers operating under the previously administered vision waiver study program, as this regulation is now obsolete. The waiver study program was terminated prior to the adoption of rules in 1998 implementing the Transportation Equity Act for the 21st Century provision concerning waivers, exemptions and pilot programs.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0113 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0113/document>. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–2551; fmcsamedical@dot.gov. Office hours are from 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions on viewing or

submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
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individuals/privacy/privacy-act-system-records-notices. The comments are posted without edits and are searchable by the name of the submitter.

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 DOT Department of Transportation
 FHWA Federal Highway Administration
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 FR Federal Register
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 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(a) and 31502(b)—delegated to the Agency by 49 CFR 1.87(f) and (i), respectively—to establish minimum qualifications, including physical qualifications, for individuals operating commercial motor vehicles (CMVs) in interstate commerce. Section 31136(a)(3) requires specifically that the Agency's safety regulations ensure that the physical condition of CMV drivers is adequate to enable them to operate their vehicles safely and that certified medical examiners (MEs) trained in physical and medical examination standards perform the physical examinations required of such drivers.

In addition to the statutory requirements specific to the physical qualifications of CMV drivers, section 31136(a) requires the Secretary of Transportation (Secretary) to issue regulations on CMV safety, including regulations to ensure that CMVs “are maintained, equipped, loaded, and operated safely” (section 31136(a)(1)). The remaining statutory factors and requirements in section 31136(a), to the extent they are relevant, are also satisfied here. The proposed rule would not impose any “responsibilities . . . on operators of [CMVs that would] impair their ability to operate the vehicles safely” (section 31136(a)(2)), or “have a deleterious effect on the physical condition” of CMV drivers (section 31136(a)(4)). FMCSA also does not anticipate that drivers would be coerced to operate a vehicle because of this rulemaking (section 31136(a)(5)).

Finally, prior to prescribing any regulations, FMCSA must consider their “costs and benefits” (49 U.S.C. 31136(c)(2)(A) and 31502(d)). Those factors are discussed in the Regulatory Analyses section of this NPRM.

IV. Background

FMCSA's mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. As discussed above, FMCSA is authorized by statute to establish minimum physical qualification standards for drivers of CMVs operating in interstate commerce. Physical qualification requirements date back to 1937, as implemented by the ICC's Bureau of Motor Carrier Safety. (2 FR 113, Jan. 22, 1937). Regulations setting forth the physical qualification standards are currently found in 49 CFR part 391, with the vision requirements at 49 CFR 391.41(b)(10).

The Federal Highway Administration (FHWA), which administered the physical qualification standards for CMV drivers prior to the transfer of this function to FMCSA, revised the vision standard in 1970 (35 FR 6458, 6463, Apr. 22, 1970). Although MEs who are knowledgeable about the on-the-job functions performed by a commercial driver make the determination about a driver's qualifications and whether the driver has a condition that would interfere with the operation of a CMV for most of the 13 physical qualification standards, FHWA's vision standard was absolute and provided no discretion to the ME. Thus, any individual who did not meet the vision standard in its entirety could not be physically qualified to drive a CMV in interstate commerce.

In July 1992, FHWA announced its decision to issue waivers of the vision requirements and published the final criteria for the vision waiver study program (57 FR 31458, July 16, 1992). Under the vision waiver study program, FHWA issued waivers to drivers following an individual determination of each driver's capability to operate a CMV safely. On August 2, 1994, the United States Court of Appeals for the District of Columbia Circuit found that FHWA's determination that the vision waiver study program would not adversely affect the safe operation of CMVs lacked empirical support in the record (*Advocates for Highway and Auto Safety v. FHWA*, 28 F.3d 1288, 1294 (D.C. Cir. 1994)). Accordingly, the court found that FHWA failed to meet the exacting statutory requirements to grant a waiver. Consequently, the court concluded that FHWA's adoption of the waiver program was contrary to law and vacated and remanded the decision to FHWA.

On November 17, 1994, FHWA published notice of its final determination to continue the vision waiver study program through March 31, 1996, and announced a change in

the research plan (59 FR 59386). On March 26, 1996, FHWA issued a rule to allow those drivers participating in the vision waiver study program and holding valid waivers from the vision standard to continue to operate in interstate commerce after March 31, 1996 (61 FR 13338). FHWA amended 49 CFR part 391 by adding a new provision at § 391.64 to grant grandfather rights to these drivers, subject to certain conditions.

Following the enactment of the Transportation Equity Act for the 21st Century (TEA-21) (Pub. L. 105-178, 112 Stat. 107, 401, June 9, 1998), which made amendments to the statutes governing exemptions, FHWA established a current Federal vision exemption program on December 8, 1998 (63 FR 67600). FHWA, and later FMCSA, monitored the safety performance of drivers in the vision waiver study and the current exemption programs continuously. Based on the experience with the vision waiver study and exemption programs, FMCSA determined that the safety performance of individuals in these programs is at least as good as that of the general population of CMV drivers. Therefore, in 2022, FMCSA amended its regulations to permit an individual who does not satisfy, with the worse eye, either the existing distant visual acuity standard with corrective lenses or the field of vision standard, or both, to be physically qualified to operate a CMV in interstate commerce if the individual satisfies the new alternative vision standard found at § 391.44, along with FMCSA's other physical qualification standards and other requirements. (87 FR 3390, Jan. 21, 2022). The 2022 rule eliminated the need for both the vision exemption program that then existed and the grandfather provision in § 391.64 for drivers operating under the previously administered vision waiver study program.

The grandfathering provision remained in effect until March 22, 2023. After that date, all drivers were required meet the new alternative vision standard and all Medical Examiner Certificates, Form MCSA-5876, issued under § 391.64 were voided. As the grandfathering provision no is longer applicable to any drivers, FMCSA has determined it should now be removed.

V. Discussion of Proposed Rulemaking

FMCSA proposes to remove 49 CFR 391.64(b), which set out the requirements for participants in the vision waiver study program to remain grandfathered into that program until March 22, 2023. This change will not affect any current CMV drivers because,

under the 2022 final rule, all drivers have been required to satisfy the alternative vision standard set out at 49 CFR 391.44 since March 22, 2023.

While the 2022 final rule amended 49 CFR 391.64(b) to include the date the provisions of that paragraph would no longer be in effect, it did not contain any instructions for the removal of those provisions from the Code of Federal Regulations (CFR). Thus, this proposed rulemaking would remove the obsolete language from FMCSA's regulations.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 391.64 Grandfathering for certain drivers who participated in a vision waiver study program.

FMCSA would remove 49 CFR 391.64 (b). As paragraph (a) is currently reserved, the title of the section would be amended to indicate that the entire section is now reserved.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

This proposed rule would remove obsolete language that is no longer relevant. FMCSA does not expect that any regulated entities would change their behavior as a result of this proposed rule, and therefore the proposed rule would not result in any impacts to regulated entities other than

removing unnecessary language from the CFR. It could result in some cost savings by reducing the amount of time to become familiar with the regulations. FMCSA assumes any realized cost savings to be de minimis. FMCSA does not have data to estimate the reduction in costs that would result from this NPRM. FMCSA requests comment on any impacts that could result from removing the provisions identified in this NPRM.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, Mar. 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This rulemaking is expected to have total costs less than zero as it is removing unnecessary language from and streamlining the CFR, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. The cost savings of this rulemaking could not be quantified.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in

the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. This proposed rule would remove obsolete regulatory text that is no longer impacting regulated entities and would not impose costs or benefits. Therefore, it would not impact a substantial number of small entities. It could result in some cost savings by reducing the amount of time necessary to become familiar with the regulations. FMCSA considers any realized cost savings to be de minimis. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20, March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1-888-REG-FAIR (1-888-734-3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this proposed rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraphs (6)(b), which covers regulations that are

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

procedural or technical in nature, and (6)(z)(1), which covers the minimum qualifications for persons who drive CMVs. The Agency also believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 391

Motor carriers, Reporting and recordkeeping requirements, Safety, Transportation.

Accordingly, FMCSA proposes to amend 49 CFR part 391 to read as follows:

PART 391—QUALIFICATIONS OF DRIVERS AND LONGER COMBINATION VEHICLE (LCV) DRIVER INSTRUCTORS

■ 1. The authority citation for part 391 continues to read as follows:

Authority: 49 U.S.C. 504, 508, 31133, 31136, 31149, 31502; sec. 4007(b), Pub. L. 102–240, 105 Stat. 1914, 2152; sec. 114, Pub. L. 103–311, 108 Stat. 1673, 1677; sec. 215, Pub. L. 106–159, 113 Stat. 1748, 1767; sec. 32934, Pub. L. 112–141, 126 Stat. 405, 830; secs. 5403 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1548, 1560; sec. 2, Pub. L. 115–105, 131 Stat. 2263; and 49 CFR 1.87.

§ 391.64 [Removed and Reserved]

■ 2. Remove and reserve § 391.64. Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09707 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 392

[Docket No. FMCSA–2021–0050]

RIN 2126–AC39

Railroad Grade Crossings; Stopping Required: Exception for Railroad Grade Crossing Equipped With Active Warning Device Not in Activated State

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to amend the regulations related to driving a commercial motor vehicle (CMV) at railroad grade crossings. Currently, drivers of certain CMVs (e.g., buses transporting passengers and CMVs transporting certain hazardous materials) are required to stop before crossing a railroad track unless an exception applies, such as when the crossing is controlled by a functioning highway traffic signal transmitting a green indication. The Agency proposes to add a similar exception for a railroad grade crossing equipped with an active warning device that is not in an activated state (e.g., flashing lights or crossing gates down, indicating the arrival of a train).

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2021–0050 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2021-0050/document>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Ms. Melissa Williams, Hazardous Materials Division, Office of Enforcement and Compliance, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave. SE, Washington, DC 20590–0001, (202) 366–4163, melissa.williams@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
 - D. Comments on the Information Collection

- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2021–0050), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2021-0050/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and

that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2021-0050/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advanced notice of proposed rulemaking
 DOT Department of Transportation
 FHWA Federal Highway Administration
 FMCSA Federal Motor Carrier Safety Administration

FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 FRA Federal Railroad Administration
 HM Hazardous material
 ICC Interstate Commerce Commission
 NASS GES National Automotive Sampling System General Estimates System
 NHTSA National Highway Traffic Safety Administration
 NPRM Notice of proposed rulemaking
 OMB Office of Management and Budget
 PDO Property Damage Only
 PIA Privacy Impact Analysis
 PTA Privacy Threshold Assessment
 RFA Regulatory Flexibility Analysis
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

This NPRM is based on the Motor Carrier Act of 1935 (1935 Act), 49 Stat. 543, as amended, and the Motor Carrier Safety Act of 1984 (1984 Act), Title II of Public Law 98–554, 98 Stat. 2832 (Oct. 30, 1984), as amended. The 1935 Act, as amended, provides that the Secretary of Transportation (the Secretary) may prescribe requirements for—(1) qualifications and maximum hours of service of employees of, and safety of operation and equipment of, a motor carrier; and (2) qualifications and maximum hours of service of employees of, and standards of equipment of, a motor private carrier, when needed to promote safety of operation” (49 U.S.C. 31502(b)(1), (2)). This NPRM is directly related to safe motor carrier operations.

The NPRM is also based on the authority of the 1984 Act, as amended, which is codified at 49 U.S.C. 31136(a) and provides broad concurrent authority to regulate drivers, motor carriers, and vehicle equipment. It requires the Secretary to “prescribe regulations on commercial motor vehicle safety,” including “minimum safety standards for commercial motor vehicles.” Section 31136(a) requires that: “At a minimum, the regulations shall ensure that—(1) commercial motor vehicles are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on operators of commercial motor vehicles do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely . . . ; (4) the operation of commercial motor vehicles does not have a deleterious effect on the physical condition of the operators; and (5) an operator of a commercial motor vehicle is not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a commercial motor vehicle in violation of a regulation promulgated under this

section . . .” (49 U.S.C. 31136(a)(1)–(5)). This NPRM is based on section 31136(a)(1) because it proposes amendments related to the safe operation of CMVs at railroad grade crossings, but does not implicate the driver-centered requirements of section 31136(a)(2) through (4), as it removes a driver responsibility (to stop at railroad grade crossings in certain circumstances), does not touch on operators’ physical condition, and makes a change that would not impact the physical condition of the operator. Because the proposed rule would provide another exception to the general requirement for buses and commercial motor vehicles transporting specified types of hazardous materials (HM) to stop at every grade crossing, the Agency believes the rule would be welcomed by the motor carrier industry, ensuring that drivers would not face a risk of coercion under section 31136(a)(5) to violate it. Before prescribing regulations under these authorities, FMCSA must consider their costs and benefits (49 U.S.C. 31136(c)(2)(A) and 31502(d)). These factors are addressed below.

IV. Background

Railroad Grade Crossings and CMVs

FMCSA was established within DOT on January 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 113). The primary mission of FMCSA is to reduce crashes, injuries, and fatalities involving CMVs, e.g., large trucks and buses. The improvement of CMV safety at railroad grade crossings is part of that mission.

FMCSA has several regulations in 49 CFR part 392 related to how CMVs interact with railroad grade crossings that are intended to lower the potential for CMV and train collisions, including § 392.10, which generally requires buses transporting passengers and CMVs transporting specified HM to stop at railroad grade crossings.

The Federal Railroad Administration (FRA) defines the term *Highway-rail grade crossing* in 49 CFR 234.5 as “a location where a public highway, road, street, or private roadway, including associated sidewalks and pathways, crosses one or more railroad tracks at grade.” FMCSA did not define that term or the similar term “railroad grade crossing” when it established the requirements in § 392.10. It should be noted that, because of the way *highway* is defined in § 390.5T (which applies to all of subchapter B, unless specifically defined elsewhere), FMCSA’s regulations on railroad grade crossings do not apply to private roadways unless they are “open to public travel.”

There are approximately 243,000 railroad grade crossings in the United States.¹ FRA estimates that roughly 51 percent of public crossings, where the vast majority of traffic occurs, are equipped with “active” warning devices (such as automatic gates, bells, or flashing light signals) to alert drivers of an approaching train, while 43 percent are equipped with “passive” warning signs and markings.²

V. Discussion of Proposed Rulemaking

FMCSA has several regulations in 49 CFR part 392 related to how CMVs interact with railroad grade crossings, including § 392.10, which generally requires buses carrying passengers and CMVs carrying specified HM to stop at railroad grade crossings. Specifically, § 392.10(a) requires drivers of buses carrying passengers and CMVs transporting certain types of HM to stop between 50 and 15 feet of a grade crossing, to look and listen for approaching trains, and, when safe, to cross the tracks without shifting gears.

Exceptions to the stopping requirement are found at § 392.10(b). The exceptions are situations in which vehicles required to stop under § 392.10(a) need not stop. These exceptions include: (1) a streetcar crossing or a railroad switching spur; (2) a grade crossing when directed to proceed by a police officer or flagman; (3) a “grade crossing controlled by a functioning highway traffic signal transmitting a green indication, which, under local law, permits the commercial motor vehicle to proceed across the railroad tracks without slowing or stopping”; (4) an abandoned grade crossing marked as such; or (5) an industrial or spur line grade crossing marked with an “Exempt” sign. It should be noted that the exception under § 392.10(b)(3) is limited to traffic signals “transmitting a green indication,” a requirement that corresponds to very few railroad grade crossings currently installed in this country. Railroad grade crossings equipped with active warning devices generally use a flashing red light to indicate a train is approaching. Motorists are required by local traffic laws to stop when the flashing red light is activated. However, when the flashing red light is not activated, local traffic laws allow motorists to proceed through the crossing without stopping.

FMCSA proposes to add an exception to § 392.10(b) for railroad grade crossings equipped with an active warning device. The exception would

¹ Agency communication with FRA.

² Agency communication with FRA.

allow CMVs subject to § 392.10(a) to proceed if the device is not activated. A crossing is in an activated state when, for example, the lights on the warning device are flashing or the crossing gates (if equipped) are in the down position to warn the driver that one or more trains are arriving. FMCSA believes it would be appropriate to permit a CMV to proceed through an active warning device equipped railroad grade crossing without stopping where the warning device is not in activated state, because local law allows vehicles to proceed across the railroad tracks without slowing or stopping. An active warning device exception would therefore be similar to existing exceptions for a police officer or flagman directing traffic to proceed or for a highway traffic signal transmitting a green signal which, under local law, permits vehicles to proceed without slowing or stopping as described in § 392.10(b), paragraphs (2) and (3).

The NPRM would mainly affect drivers of buses carrying passengers and CMVs transporting certain types of HM currently required to stop at crossings unless there is an exception allowing it to proceed. This would add an additional exception and therefore reduce the number of required stops for these CMVs. The number of stops avoided is impossible to estimate. There are no data on the number of times buses and CMVs transporting specified types of HM encounter grade crossings. In any case, that number would fluctuate with economic demand for bus service and hazardous materials transportation. The Agency requests comment on sources of information and data that could be used to quantify the benefits of this rulemaking.

The Agency also requests comment on whether § 392.11 Railroad grade crossings; slowing down required could be eliminated to further streamline the regulations without impacting safety.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries in which they operate, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 392.10 Railroad Grade Crossings; Stopping Required

FMCSA proposes to add paragraph (b)(6), which would allow drivers of

certain CMVs to proceed across a railroad grade crossing equipped with an active warning device that is not in an activated state, which, under local law, permits all vehicles including CMVs to proceed across the railroad tracks without slowing or stopping.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

Stopping at railroad grade crossings, as required by § 392.10(a) for buses carrying passengers and CMVs transporting certain types of HM, generally prevents crashes between those vehicles and trains. However, the requirement for buses and CMVs transporting certain kinds of HM to stop at railroad grade crossings, especially on high-speed divided highways, is a potential crash risk because stopping is not expected by drivers of other motor vehicles, making buses and CMVs transporting certain kinds of HM vulnerable to rear-end crashes while slowing or stopping.

With this NPRM, FMCSA is pursuing a more streamlined and risk-informed regulatory approach that is performance-based and focuses on desired, measurable outcomes, rather than the current prescriptive regulation of § 392.10. The amendments to § 392.10 would allow the CMVs listed in that section to proceed through an active-warning device-equipped crossing without slowing or stopping where the warning device is not in activated state, which, under local law, permits all vehicles including CMVs to proceed across the railroad tracks without slowing or stopping.

This proposed rule would primarily affect drivers of buses carrying passengers and CMVs transporting certain types of HM, who are currently

required by § 392.10 to stop at virtually all grade crossings. Removal of the mandatory stop requirement for such buses and CMVs transporting certain types of HM could result in cost savings if these drivers are able to avoid unnecessary stops and thus improve efficiency of operation. FMCSA is unable to estimate any cost savings that could result from this rulemaking as there are no data on the number of times buses and CMVs transporting certain types of HM encounter grade crossings.

With this proposed rulemaking, FMCSA is pursuing a more streamlined and risk-informed regulatory approach that is performance-based and focuses on desired, measurable outcomes, rather than the current prescriptive regulatory requirements. Further, it acknowledges increased adoption and technological advances made in active traffic control devices at railroad grade crossings since the promulgation of the prescriptive stopping requirement in 1938. This proposed rule would not result in any new costs but could result in cost savings for those drivers that would no longer be required to stop at railroad grade crossings by allowing for a continuous flow of traffic at railroad grade crossings.

Further, the proposed changes could also potentially mitigate rear-end crash risk for buses and CMVs transporting certain types of HM by allowing for a predictable and flow of traffic at railroad grade crossings.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”³

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.⁴

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero as drivers of buses and CMVs transporting certain types of HM would

³ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

⁴ Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

be allowed to operate their vehicles more efficiently, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. The cost savings of this rulemaking could not be quantified.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”⁵ is likely to lead to the promulgation of a major rule.⁶ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) (RFA), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁷ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses. No regulatory flexibility analysis is required, however, if the head of an Agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities.

This proposed rule would impact drivers. Drivers are not considered small entities because they do not meet the definition of a small entity in Section 601 of the RFA. Specifically, drivers are considered neither a small business

under Section 601(3) of the RFA, nor are they considered a small organization under Section 601(4) of the RFA. Therefore, this proposed rule would not impact a substantial number of small entities.

This proposed rule could result in cost savings to drivers, but FMCSA does not anticipate the cost savings to be significant. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this rulemaking would not result in such an

expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rulemaking has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁸ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁹ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA’s Privacy Officer for review and preliminary adjudication and to DOT’s Privacy Officer for review and final adjudication.

⁸ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁹ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

⁵ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁶ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁷ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraphs (6)(bb) and (dd), which cover regulations pertaining to vehicle operation safety standards and regulations concerning rules of the road, traffic services, and marking of intelligent transportation systems, respectively. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found in the Abstract section of the Department's Unified Agenda entry for this rulemaking at <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=202410&RIN=2126-AC39>.

List of Subjects in 49 CFR Part 392

Alcohol abuse, Drug abuse, Highway safety, Motor carriers.

Accordingly, FMCSA proposes to revise 49 CFR part 392 to read as follows:

PART 392—DRIVING OF COMMERCIAL MOTOR VEHICLES

■ 1. The authority citation for part 392 continues to read as follows:

Authority: 49 U.S.C. 504, 13902, 31136, 31151, 31502; Section 112 of Pub. L. 103–311, 108 Stat. 1673, 1676 (1994), as amended by sec. 32509 of Pub. L. 112–141, 126 Stat. 405–805 (2012); and 49 CFR 1.87.

■ 2. Amend § 392.10 by adding paragraph (b)(6) to read as follows:

§ 392.10 Railroad grade crossings; stopping required.

* * * * *

(b) * * *

(6) A railroad grade crossing equipped with an active warning device that is not in an activated state (*e.g.*, flashing lights or crossing gates down, indicating the arrival of a train), which, under local law, permits the commercial motor vehicle to proceed across the railroad tracks without slowing or stopping.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09716 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration****49 CFR Parts 392 and 393**

[Docket No. FMCSA–2025–0111]

RIN 2126–AC85

Parts and Accessories Necessary for Safe Operation; Liquid-Burning Flares

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to remove references to liquid-burning flares from the warning device requirements in the Federal Motor Carrier Safety Regulations (FMCSRs). This proposed revision would remove outdated language referring to warning devices that FMCSA believes are no longer used.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0111 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov/docket/FMCSA-2025-0111/document>. Follow the online instructions for submitting comments.

- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey

Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

- **Fax:** (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–9209; David.Sutula@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments**A. Submitting Comments**

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0111), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/>

FMCSA-2025-0111/document, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0111/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CFR Code of Federal Regulations
 CMV Commercial motor vehicle
 DOT Department of Transportation
 FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 NPRM Notice of proposed rulemaking
 OMB Office of Management and Budget
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

FMCSA’s authority to promulgate regulations governing Parts and Accessories Necessary for Safe Operation (49 CFR part 393) and many of the regulations on Driving Commercial Motor Vehicles (49 CFR part 392) rests on the requirement in 49 U.S.C. 31136(a) that the Department of Transportation “shall prescribe minimum safety standards for commercial motor vehicles. At a minimum, the regulations shall ensure that—(1) commercial motor vehicles are maintained, equipped, loaded, and operated safely.” The provisions of 49 U.S.C. 31136(a)(2) through (5) are not applicable to part 393 and most are not directly applicable to part 392.

To ensure that commercial motor vehicles are “equipped” and “operated safely,” as required by 49 U.S.C. 31136(a)(1), FMCSA requires that vehicles stopped at roadside for reasons other than normal traffic stops be made visible to on-coming traffic through the placement of specified warning devices at designated locations. “Liquid-burning flares” as specified in 49 CFR 392.22(b)(2)(i)–(ii) are the subject of this rulemaking. The technical requirements for these flares are specified in 49 CFR 393.95(j); their number are specified in 49 CFR 393.95(f)(2); their placement is specified in 49 CFR 392.22(b)(2)(i) and

(ii); and certain limitations on their use are outlined in 49 CFR 393.95(g).

Because these flares are no longer used and for the reasons discussed below, FMCSA has determined that the provisions dealing with “liquid-burning flares” are not needed to ensure that commercial motor vehicles (CMVs) are “equipped” or “operated safely.”

IV. Background

Sections 392.22 and 393.95 require specific warning devices on CMVs. Section 393.95(f) requires CMVs to be equipped with bidirectional emergency reflective triangles, or either fusees or liquid-burning flares. Other warning devices may be used in addition to, but not in lieu of, the required warning devices. When there is a stopped CMV on the traveled portion or the shoulder of a highway for any cause other than necessary traffic stops, these warning devices must be placed as required by § 392.22.

The reference to liquid-burning flares dates back to the original FMCSRs issued by the Interstate Commerce Commission’s Bureau of Motor Carrier Safety in 1936. Therefore, these devices may have been commonly used approximately 90 years ago but the introduction of bi-directional warning triangles and fusees have become the preferred approach for signaling motorists of the presence of a disabled commercial motor vehicle.

V. Discussion of Proposed Rulemaking

Liquid-burning flares are an outdated warning device that FMCSA believes are no longer used on CMVs. Accordingly, FMCSA is proposing to remove liquid-burning flares from the list of acceptable warning devices in §§ 392.22 and 393.95. This proposed revision would remove this outdated warning device from the FMCSRs and conform regulatory requirements with the current real-world practice of using either bidirectional emergency reflective triangles or fusees.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 392.22 *Emergency Signals; Stopped Commercial Motor Vehicles*

FMCSA proposes to remove references to liquid-burning flares in paragraphs (b)(2)(i) and (ii).

Section 393.95 *Emergency Equipment on All Power Units*

FMCSA proposes to remove references to liquid-burning flares in paragraphs (f)(2), (g), and (j). UL No. 912, Highway Emergency Signals, Fourth Edition, July 30, 1979, is referenced in the amendatory text of this document but has already been approved for paragraph (j). No changes are proposed to the material incorporated by reference.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

This proposed rule would remove obsolete language that is no longer relevant. FMCSA does not expect that any regulated entities would change their behavior as a result of this rule, and therefore the proposed rule would not result in any impacts to regulated entities other than removing unnecessary language from the CFR. It could result in some cost savings by reducing the amount of time to become familiar with the FMCSRs. FMCSA assumes any realized cost savings to be de minimis. FMCSA does not have data to estimate the reduction in costs that would result from this NPRM. FMCSA requests comment on any impacts that could result from removing the provisions identified in this NPRM.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each

new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by the Office of Management and Budget (OMB) (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently

owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

This proposed rule would remove obsolete regulatory text that is no longer impacting regulated entities and would not impose costs or benefits. It could result in some cost savings by reducing the amount of time necessary to become familiar with the FMCSRs. FMCSA considers any realized cost savings to be de minimis. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on

collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA’s Privacy Officer for review and preliminary adjudication and to DOT’s Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects

49 CFR Part 392

Alcohol abuse, Drug abuse, Highway safety, Motor carriers.

49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to revise 49 CFR chapter III, parts 392 and 393 to read as follows:

PART 392—DRIVING OF COMMERCIAL MOTOR VEHICLES

■ 1. The authority citation for part 392 continues to read as follows:

Authority: 49 U.S.C. 504, 13902, 31136, 31151, 31502; Section 112 of Pub. L. 103–311, 108 Stat. 1673, 1676 (1994), as amended by sec. 32509 of Pub. L. 112–141, 126 Stat. 405–805 (2012); and 49 CFR 1.87.

■ 2. Amend § 392.22 by revising paragraphs (b)(2)(i) and (ii) to read as follows:

§ 392.22 Emergency signals; stopped commercial motor vehicles.

* * * * *

(b) * * *

(2) * * *

(i) *Fusees.* The driver of a commercial motor vehicle equipped with only fusees shall place a lighted fusee at each of the locations specified in paragraph (b)(1) of this section. There shall be at least one lighted fusee at each of the prescribed locations, as long as the commercial motor vehicle is stopped. Before the stopped commercial motor vehicle is moved, the driver shall extinguish and remove each fusee.

(ii) *Daylight hours.* Except as provided in paragraph (b)(2)(iii) of this section, during the period lighted lamps are not required, three bidirectional reflective triangles or three lighted fusees shall be placed as specified in paragraph (b)(1) of this section within a time of 10 minutes. In the event the driver elects to use only fusees in lieu of bidirectional reflective triangles or red flags, the driver must ensure that at least one fusee remains lighted at each of the prescribed locations as long as the commercial motor vehicle is stopped or parked.

* * * * *

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

■ 3. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Pub. L. 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

■ 4. Amend § 393.95 by revising paragraphs (f)(2), (g), and (j) to read as follows:

§ 393.95 Emergency equipment on all power units.

* * * * *

(f) * * *

(2) At least 6 fusees. The vehicle must have as many additional fusees as are necessary to satisfy the requirements of § 392.22.

* * * * *

(g) *Restrictions on the use of flame-producing devices.* Fusees or any other signal produced by a flame shall not be carried on any commercial motor

⁶Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

vehicle transporting Division 1.1, 1.2, 1.3 (explosives) hazardous materials; any cargo tank motor vehicle used for the transportation of Division 2.1 (flammable gas) or Class 3 (flammable liquid) hazardous materials whether loaded or empty; or any commercial motor vehicle using compressed gas as a motor fuel.

* * * * *

(j) *Requirements for fusees.* Each fusee shall be capable of burning for 30 minutes. Fusees shall conform to the requirements of Underwriters Laboratories, Inc., UL No. 912, Highway Emergency Signals, Fourth Edition, July 30, 1979, (with an amendment dated November 9, 1981). (See § 393.7 for information on the incorporation by reference and availability of this document.) Each fusee shall be marked with the UL symbol in accordance with the requirements of UL 912.

* * * * *

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,
Assistant Administrator.

[FR Doc. 2025–09710 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA–2025–0117]

RIN 2126–AC91

Parts and Accessories Necessary for Safe Operation; Fuel Tank Overfill Restriction

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to remove the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that a liquid fuel tank manufactured on or after January 1, 1973, be designed and constructed so that it cannot be filled, in a normal filling operation, with a quantity of fuel that exceeds 95 percent of the tank's liquid capacity. This proposal is in response to a petition for rulemaking from the Commercial Vehicle Safety Alliance (CVSA). The proposed change would remove an unnecessary and outdated requirement from the FMCSRs.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0117 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0117/document>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–9209; David.Sutula@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0117), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0117/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as

CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0117/document> and choose the document to review. To view comments, click this NPRM, then click "Browse Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advance Notice of Proposed Rulemaking
 CMV Commercial Motor Vehicle
 CVSA Commercial Vehicle Safety Alliance
 DOT Department of Transportation
 FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 NPRM Notice of Proposed Rulemaking
 U.S.C. United States Code

III. Legal Basis

The provision now codified at 49 CFR 393.67(c)(12) was adopted over 50 years ago on the basis of the Motor Carrier Safety Act of 1935. As a result of subsequent recodifications of title 49, United States Code (U.S.C.), that authority is now found at 49 U.S.C. 31502(b), which authorizes the Secretary of Transportation to prescribe requirements for, among other things, the "safety of operation and equipment" of a motor carrier and the "standards of equipment" of a motor private carrier (49 U.S.C. 31502(b)(1) and (2)).

Under 49 U.S.C. 31136(a), DOT is required to "prescribe minimum safety standards for commercial motor

vehicles. At a minimum, the regulations shall ensure that—(1) commercial motor vehicles are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on operators of commercial motor vehicles do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely . . . ; (4) the operation of commercial motor vehicles does not have a deleterious effect on the physical condition of the operators; and (5) an operator of a commercial motor vehicle is not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a commercial motor vehicle in violation of a regulation promulgated under this section [which is the basis for much of the FMCSRs], or chapter 51 or chapter 313 of this title."

This NPRM is based on the authority of 49 U.S.C. 31136(a)(1) to ensure that commercial motor vehicles (CMVs) are equipped and operated safely. It does not implicate the driver-centered requirements of 49 U.S.C. 31136(a)(2) through (4). Because this NPRM would remove a requirement otherwise applicable to motor carriers, there is no obvious risk of coercion related to this proposed rule to which a driver might be subjected.

While 49 U.S.C. 31502(b) and 31136(a)(1) authorize FMCSA to promulgate the rules in 49 CFR part 393 (Parts and Accessories Necessary for Safe Operation), they also allow the agency to remove regulations that are no longer needed for the safe operation of CMVs. For the reasons explained below, FMCSA believes 49 CFR 393.67(c)(12)(i) is obsolete and should be rescinded.

IV. Background

Requirements that CMVs be equipped with various parts and accessories are established in 49 CFR part 393, "Parts and Accessories Necessary for Safe Operation." Particularly, § 393.67 sets out requirements for liquid fuel tanks on CMVs. Section 393.67(c) contains the requirements for the construction of liquid fuel tanks.

On April 5, 2023, CVSA submitted a petition for rulemaking requesting a revision to § 393.67 to remove the requirement in paragraph (c)(12)(i) that a liquid fuel tank manufactured on or after January 1, 1973, be designed and constructed so that it cannot be filled, in a normal filling operation, with a quantity of fuel that exceeds 95 percent of the tank's liquid capacity. FMCSA grants the petition and addresses the revision requested through this rulemaking.

V. Discussion of Proposed Rulemaking

CVSA's petition requesting FMCSA remove paragraph (i) from § 393.67(c)(12) stated that the current language is outdated and no longer applicable to the current state of the industry.

CVSA stated that liquid fuel tanks are now manufactured with a vented cap, which allow 100 percent fill, based on the positioning of the filler neck and vented cap, with no resulting issues. Additionally, CVSA stated that removing paragraph (c)(12)(i) would harmonize the FMCSRs with Canadian regulations, which would be beneficial to motor carriers who operate across international borders. Finally, CVSA stated that this change would eliminate the need for motor carriers who are operating vehicles that allow 100 percent fill to request an exemption from the Agency to operate in the United States.

FMCSA agrees with CVSA's position that the current language in § 393.67(c)(12)(i) is outdated and no longer applicable. This revision retains the overfill restriction in § 393.67(c)(12)(ii) that tanks must be designed and constructed so that, when the tank is filled, normal expansion of the fuel will not cause fuel spillage. The Agency is therefore proposing to remove the requirements in § 393.67(c)(12)(i).

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 393.67 Liquid Fuel Tanks

FMCSA proposes to remove paragraph (c)(12)(i) and incorporate the language from (c)(12)(ii) into (c)(12).

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and

Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

The proposed rule would remove the requirement that liquid fuel tanks manufactured on or after January 1, 1973, are designed and constructed so that they cannot be filled, in a normal filling operation, with a quantity of fuel that exceeds 95 percent of the tank's liquid capacity. FMCSA has determined that this requirement is unnecessary for safety, as modern liquid fuel tanks are equipped with vented caps that safely accommodate a 100 percent fill. This proposed rule would also lead to a decrease in the number of exemption requests from motor carriers currently using tanks that exceed the 95 percent fill limit, resulting in cost savings by removing the need to submit these exemption requests. Furthermore, this proposed change would align the FMCSRs with existing Canadian regulations, thereby simplifying operations for affected motor carriers operating across borders. FMCSA requests comment on the number of entities that submit exemption requests for liquid fuel tanks exceeding the current 95 percent limit.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), *Unleashing Prosperity Through Deregulation*, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered

an E.O. 14192 deregulatory action upon issuance of a final rule.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an Agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. This proposed rulemaking would remove an outdated and unnecessary requirement for liquid fuel tanks manufactured on or after January 1, 1973. FMCSA expects that the number of exemption requests would decrease resulting in de minimis cost savings. The Agency requests data or any other information that could assist in quantifying these costs savings.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the

relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at *regulations.gov*, under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

■ 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Pub. L. 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

■ 2. Amend § 393.67 by revising paragraph (c)(12) to read as follows:

§ 393.67 Liquid fuel tanks.

* * * * *

(c) * * *

(12) *Overfill restriction.* A liquid fuel tank manufactured on or after January 1, 1973, must be designed and constructed so that when the tank is filled, normal expansion of the fuel will not cause fuel spillage.

* * * * *

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09719 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration****49 CFR Part 393**

[Docket No. FMCSA–2025–0108]

RIN 2126–AC82

Parts and Accessories Necessary for Safe Operation; Retroreflective Sheeting on Semitrailers and Trailers

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to rescind the requirements for retroreflective sheeting on semitrailers and trailers manufactured prior to December 1, 1993, which is the compliance date for the National Highway Traffic Safety Administration's (NHTSA) conspicuity rules applicable to trailer manufacturers. The retrofitting requirements were adopted by the Federal Highway Administration (FHWA) on March 31, 1999, and require that motor carriers engaged in interstate commerce install retroreflective tape or reflex reflectors on the sides and rear of semitrailers and trailers that were manufactured prior to December 1, 1993, have an overall width of 2,032 mm (80 inches) or more, and a gross vehicle weight rating of 4,536 kg (10,001 pounds) or more. With the passage of more than 30 years since the NHTSA requirements were implemented, FMCSA believes the vast majority of trailers currently in use on the Nation's highways were manufactured after 1993 so the retrofitting rule is no longer necessary. This proposal would eliminate obsolete regulatory text without compromising safety.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–YEAR–XXXX using any of the following methods:

• *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0108/document>. Follow the online instructions for submitting comments.

⁶Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

- *Mail*: Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier*: Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

- *Fax*: (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–9209; *David.Sutula@dot.gov*. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- VI. Discussion of Proposed Rulemaking
- VII. International Impacts
- VIII. Section-by-Section Analysis
- IX. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0108), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use

only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0108/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

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C. Privacy

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II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CBI Confidential Business Information
 CFR Code of Federal Regulations
 DOT Department of Transportation
 FHWA Federal Highway Administration
 FR Federal Register
 NHTSA National Highway Traffic Safety Administration
 NPRM Notice of proposed rulemaking
 OMB Office of Management and Budget
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

This rulemaking is based on the authority of the Motor Carrier Act of 1935 (49 Stat. 543) (the 1935 Act) and the Motor Carrier Safety Act of 1984, (Title II of Pub. L. 98–554, 98 Stat. 2832) (the 1984 Act).

The 1935 Act, as amended, provides that “[t]he Secretary of Transportation may prescribe requirements for—(1) qualifications and maximum hours of service of employees of, and safety of operation and equipment of, a motor carrier; and (2) qualifications and maximum hours of service of employees of, and standards of equipment of, a private motor carrier, when needed to promote safety of operation” (49 U.S.C. 31502(b)).

This NPRM would rescind obsolete regulatory requirements concerning the retrofitting of conspicuity material on trailers manufactured before December 1993. The Agency would rescind a rule for which the adoption and enforcement of is authorized by the 1935 Act.

The 1984 Act provides concurrent authority to regulate drivers, motor

carriers, and vehicle equipment. It requires the Secretary to “prescribe regulations on commercial motor vehicle safety.” The regulations shall prescribe minimum safety standards for CMVs. At a minimum, the regulations shall ensure that: (1) CMVs are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on operators of CMVs do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of CMVs is adequate to enable them to operate vehicles safely; (4) the operation of CMVs does not have a deleterious effect on the physical condition of the operators; and (5) drivers are not coerced by motor carriers, shippers, receivers, or transportation intermediaries to operate a vehicle in violation of a regulation promulgated under 49 U.S.C. 31136 (which is the basis for much of the FMCSRs) or 49 U.S.C. chapters 51 or 313 (49 U.S.C. 31136(a)).

This proposed rule would eliminate an obsolete regulation concerning parts and accessories necessary for the safe operation of CMVs. It is based on section 31136(a)(1) because it deals retroreflective material on trailers manufactured before December 1, 1993. The NPRM does not implicate the driver-centered requirements of sections 31136(a)(2) through (4). As the amendment proposed by this proposed rule pertains only to trailers which are unlikely to be in operation on the Nation’s highways, FMCSA believes there will be stakeholder support for this initiative and that it is unlikely CMV drivers would be exposed to greater risk of being coerced to operate trailers that lack conspicuity treatments.

Before prescribing any such regulations, FMCSA must consider the “costs and benefits” of any proposal (49 U.S.C. 31136(c)(2)(A) and 31502(d)). As discussed in greater detail in the “Regulatory Analyses” section, FMCSA has determined that this proposed rule is not a significant regulatory action.

IV. Background

History of Conspicuity Retrofitting Requirement

On January 19, 1994, FHWA published in the **Federal Register** (59 FR 2811) an advance notice of proposed rulemaking (ANPRM) requesting comments on issues related to the application of conspicuity treatments to trailers manufactured prior to the effective date of the NHTSA’s final rule on trailer conspicuity.

On August 6, 1996, FHWA published a subsequent notice (61 FR 40781)

announcing that the Agency had completed its review of the comments received in response to the ANPRM and that it would issue an NPRM.

On June 19, 1998, FHWA published an NPRM (63 FR 33611) to require motor carriers to install retroreflective tape or reflex reflectors within 2 years of the effective date of the final rule. Although FHWA drafted the NPRM prior to the enactment of the Transportation Equity Act for the 21st Century (TEA–21), which included a provision concerning retrofitting of trailers with conspicuity material, the agency reviewed section 4025 of TEA–21 prior to publishing the NPRM. FHWA considered the NPRM to be consistent with the statutory criteria. The final rule adopted on March 31, 1999, fulfilled the requirements of TEA–21.

As stated above, the passage of more than 30 years since the implementation of NHTSA’s requirements applicable to manufacturers have made the retrofitting requirements of 49 Code of Federal Regulations (CFR) 393.13 obsolete.

V. Discussion of Proposed Rulemaking

FMCSA would amend the FMCSRs to rescind the rules requiring the retrofitting of certain semitrailers and trailers with retroreflective sheeting. The semitrailers and trailers subject to the retrofitting requirements were all manufactured more than 30 years ago. Trailers manufactured on or after December 1, 1993, are required to be maintained to meet the NHTSA standards applicable at the time of manufacture. Accordingly, FMCSA’s cross reference to NHTSA’s requirements ensure that motor carriers will continue to be held accountable for compliance, regardless of how many years the vehicles are used in interstate commerce. However, the Agency believes the vehicles manufactured before December 1993 are long past their useful service life as are the corresponding retrofitting requirements the Agency now seeks to rescind.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

FMCSA would amend 49 CFR part 393 to rescind § 393.13 concerning retroreflective sheeting on trailers and semi-trailers manufacture before

December 1, 1993. Motor carriers operating trailers manufactured on and after December 1, 1993, would continue to be required to maintain the retroreflective sheeting on those vehicles. However, the obsolete regulatory text concerning trailers and semitrailers manufactured before December 1993 would be eliminated given that it is unlikely these vehicles are still in operation.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

Section 393.13 currently requires trailers and semitrailers manufactured before December 1, 1993, be equipped with retroreflective sheeting that meet NHTSA’s requirements for trailers built on or after that date. This proposed rule would eliminate the requirement for retrofitting now that the majority, if not all, of these trailers are no longer in operation. FMCSA does not expect that any regulated entities would change their behavior as a result of this rulemaking, and therefore the proposed rule would not result in any impacts to regulated entities other than removing unnecessary language from the CFR. It could result in some cost savings by reducing the amount of time to become familiar with the FMCSRs. FMCSA assumes any realized cost savings to be de minimis. FMCSA considers this to be deregulatory in nature as it would result in a more streamlined CFR. FMCSA does not have data to estimate the reduction in costs that would result from this NPRM. FMCSA requests comment on any impacts that could result from removing the provisions identified in this NPRM.

The Agency does not expect this proposed rule to result in benefits

beyond the baseline established in the FMCSRs.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by the Office of Management and Budget (OMB) (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero because it would result in a more streamlined and easy to read CFR, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. The cost savings of this rulemaking could not be quantified.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an ANPRM or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the

Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. FMCSA has determined that this proposed rule would not have a significant impact on the affected entities. This proposed rule would rescind obsolete regulatory requirements concerning retroreflective sheeting on trailers manufactured before December 1, 1993. Because most, if not all, of these trailers and semitrailers are no longer in operation, FMCSA does not expect the proposed rule to have a significant economic impact on a substantial number of small entities. FMCSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included.

Consequently, I certify that the proposed action will not have a significant economic impact on a substantial number of small entities. FMCSA invites comment from members of the public who believe there will be a significant impact either on small businesses or on governmental jurisdictions with a population of less than 50,000.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions

concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of UMRA) for State, local, and Tribal governments, or the private sector of the adjusted inflationary amount or more in any 1 year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of UMRA.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rulemaking has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information (PII).

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this proposed rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not

have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at *regulations.gov*, under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

■ 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Pub. L. 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

§ 393.13 [Removed and Reserved]

■ 2. Section 393.13 is removed and reserved.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09705 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA–2025–0122]

RIN 2126–AC96

Parts and Accessories Necessary for Safe Operation; License Plate Lamps

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to provide an exception from the lamp and reflective device requirements for license plate lamps on the rear of truck tractors while towing a trailer. This proposed change would remove an unnecessary regulatory requirement without impacting safety.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0122 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov/docket/FMCSA-2025-0122/document>. Follow the online instructions for submitting comments.

- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

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 - D. Regulatory Flexibility Act

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

E. Assistance for Small Entities
 F. Unfunded Mandates Reform Act of 1995
 G. Paperwork Reduction Act
 H. E.O. 13132 (Federalism)
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 L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

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II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CMV Commercial motor vehicle
 DOT Department of Transportation
 FR Federal Register
 NPRM Notice of proposed rulemaking
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 UMRA The Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

Under 49 U.S.C. 31136(a), DOT is required to “prescribe minimum safety standards for commercial motor vehicles. At a minimum, the regulations shall ensure that—(1) commercial motor vehicles are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on operators of

commercial motor vehicles do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely . . . ; (4) the operation of commercial motor vehicles does not have a deleterious effect on the physical condition of the operators; and (5) an operator of a commercial motor vehicle is not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a commercial motor vehicle in violation of a regulation promulgated under this section, or chapter 51 or chapter 313 of this title.”

This NPRM is based on the authority of 49 U.S.C. 31136(a)(1) to ensure that commercial motor vehicles (CMVs) are equipped and operated safely. It does not implicate the driver-centered requirements of 49 U.S.C. 31136(a)(2) through (4). Because this NPRM would create an exception to a requirement for vehicle lighting that would otherwise apply to motor carriers, there is no obvious risk of coercion related to this proposed rule to which a driver might be subjected.

Additionally, the Administrator of FMCSA is delegated authority under 49 CFR 1.87 to carry out the functions vested in the Secretary of Transportation by 49 U.S.C. chapters 311, 313, and 315 as they relate to CMV operators, programs, and safety.

For the reasons explained below, FMCSA believes that allowing an additional exception to the requirement for rear license plate lamps in Footnote 11 to Table 1 of 49 CFR 393.11 would not adversely affect CMV safety.

IV. Background

Requirements for CMVs to be equipped with various parts and accessories are established in 49 CFR part 393, “Parts and Accessories Necessary for Safe Operation”. Specifically, § 393.11 contains requirements for lamps and reflective device. Table 1 to § 393.11 specifies the requirements for lamps, reflective devices, and associated equipment by the type of commercial motor vehicle. Currently, Table 1 to § 393.11 specifies that CMVs, except those with projecting loads, must have a rear license plate lamp that is white and illuminates the plate from the top or the sides. Footnote 11 to Table 1 states that these rear license plate lamps must be illuminated when the headlamps are illuminated. Footnote 11 also contains an exception from the rear license plate lamp requirement for vehicles that do not display a rear license plate.

V. Discussion of Proposed Rulemaking

FMCSA proposes to add another exception to footnote 11 for license plate lamps on the rear of truck tractors while towing a trailer. In the July 22, 2016, final rule that added the exception for vehicles that do not display a rear license plate (81 FR 47722), the Agency, in response to comments requesting an explanation of the safety benefits of rear license plate lamps, pointed out that license plate lamps are not intended to enhance safety in a manner similar to the other required lamps and conspicuity treatments, and eliminating the requirement for a rear license plate lamp when no license plate is required would not reduce safety to the motoring public.

Similar to vehicles without rear license plates, truck tractors towing a trailer do not have a visible license plate on the truck tractor itself. The truck tractor license plate would be blocked from view by the trailer, which would have a visible rear license plate when required by law. Table 1 to § 393.11 requires semitrailers and full trailers to have rear license plate lamps. Requiring both the truck tractor and the trailer it is towing to both have operating rear license plate lamps, when only the trailer's license plate is visible, is redundant and unnecessary. Therefore, FMCSA proposes to add an exception to footnote 11 for license plate lamps on the rear of truck tractors while towing a trailer to remove this unnecessary regulatory requirement.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 393.11 Lamps and Reflective Devices

FMCSA proposes to revise footnote 11 to Table 1 by adding truck tractors towing a trailer to the exception from the requirement for a rear license plate lamp to be illuminated.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

This proposed rulemaking would add an exception to for license plate lamps on the rear of truck tractors while towing a trailer. Consequently, truck tractor owners would realize cost savings by no longer needing to retrofit their rear license plates with lamps when towing a trailer. FMCSA does not have information to estimate the cost savings for the owners of trucks who would no longer install license plate lamps on the rear of their truck tractors while towing a vehicle. FMCSA believes the cost savings and the number of affected entities would be minimal as some of these truck tractors would likely operate without a trailer in some instances, meaning that the owners would opt to have the lamps installed. FMCSA requests comment and data on the cost to install rear license plate lamps and the number of affected entities.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by the OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192

deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the proposed rule will not

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation.* 90 FR 9065–9067. Feb. 6, 2025.

have a significant economic impact on a substantial number of small entities. This proposed rulemaking would add an exception for license plate lamps on the rear of truck tractors while towing a trailer. This would result in minimal cost savings for owners of trucks who would have otherwise retrofitted their truck tractors with rear license plate lamp when towing a trailer. As some truck tractors would be operated with and without a trailer in certain instances, FMCSA believes the number of affected entities would be minimal as the owners of these trucks would likely continue to maintain and install rear license plate lamps. FMCSA requests comment and data to develop estimates of cost savings for affected truck tractor owners.

Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA)

requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A proposed rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rulemaking would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this proposed

rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rulemaking does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6) (bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

■ 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Public Law 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Public Law 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

■ 2. Amend § 393.11 by revising footnote 11 in table 1 to read as follows:

§ 393.11 Lamps and reflective devices.

* * * * *

TABLE 1 OF § 393.11—REQUIRED LAMPS AND REFLECTORS ON COMMERCIAL MOTOR VEHICLES

Item on the vehicle	Quantity	Color	Location	Position	Height above the road surface in millimeters (mm) (with English units in parenthesis) measured from the center of the lamp at curb weight	Vehicles for which the devices are required
Tail lamps. See footnotes #5 and 11.	2	Red	Rear	One lamp on each side of the vertical centerline at the same height and as far apart as practicable.	Both on the same level between 381 mm (15 inches) and 1,829 mm (72 inches).	A, B, C, D, E, F, G, H
License plate lamp (rear). See footnote #11.	1	White	At rear license plate to illuminate the plate from the top or sides.		No requirements	A, B, C, D, F, G

* * * * *

Footnote—5 Each converter dolly, when towed singly by another vehicle and not as part of a full trailer, shall be equipped with one stop lamp, one tail lamp, and two reflectors (one on each side of the vertical centerline, as far apart as practicable) on the rear. Each converter dolly shall be equipped with rear turn signals and vehicular hazard warning signal flasher lamps when towed singly by another vehicle and not as part of a full trailer, if the converter dolly obscures the turn signals at the rear of the towing vehicle.

* * * * *

Footnote—11 To be illuminated when headlamps are illuminated. No rear license plate lamp is required on vehicles that do not display a rear license plate or on the rear of truck tractors while towing a trailer.

* * * * *

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09733 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA–2025–0120]

RIN 2126–AC94

Parts and Accessories Necessary for Safe Operation; Auxiliary Fuel Tanks

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to add an exception to the prohibition on gravity and syphon feeds for auxiliary pumps with a fuel tank capacity of less than 5 gallons mounted on the trailer chassis frame or trailer bed, for purposes other than operation of the motor vehicle, that are operational only when the motor vehicle is not in motion. This proposal is in response to a petition for rulemaking from the Truck Trailer Manufacturers Association (TTMA). The proposed change would provide relief from a regulatory requirement without impacting safety.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0120 using any of the following methods:

• *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0120/document>. Follow the online instructions for submitting comments.

• *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

• *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

• *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590 0001; (202) 366–9209; David.Sutula@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION:

FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background

- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0120), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0120/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as

CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0120/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advanced notice of proposed rulemaking
 CMV Commercial motor vehicle
 DOT Department of Transportation
 FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 NPRM Notice of proposed rulemaking
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment

TTMA Truck Trailer Manufacturers Association
 UMRA The Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

The provisions of 49 CFR 393.65 were adopted over 50 years ago on the basis of the Motor Carrier Act of 1935. As a result of subsequent recodifications of title 49, United States Code (U.S.C.), that authority is now found at 49 U.S.C. 31502(b), which authorizes the Secretary of Transportation (the Secretary) to prescribe requirements for, among other things, the “safety of operation and equipment” of a motor carrier and the “standards of equipment” of a motor private carrier (49 U.S.C. 31502(b)(1) and (2)).

The Motor Carrier Safety Act of 1984 required the Secretary to “prescribe minimum safety standards for commercial motor vehicles. At a minimum, the regulations shall ensure that—(1) commercial motor vehicles are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on operators of commercial motor vehicles do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely . . . ; (4) the operation of commercial motor vehicles does not have a deleterious effect on the physical condition of the operators; and (5) an operator of a commercial motor vehicle is not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a commercial motor vehicle in violation of a regulation promulgated under this section [which is the basis for much of the FMCSRs], or chapter 51 or chapter 313 of this title.”

This NPRM is based on the authority of 49 U.S.C. 31136(a)(1) to ensure that commercial motor vehicles (CMVs) are equipped and operated safely. It does not implicate the driver-centered requirements of 49 U.S.C. 31136(a)(2) through (4). Because this NPRM would remove a restriction that would otherwise apply to certain motor carriers, there is no obvious risk of coercion related to this rulemaking to which a driver might be subjected.

While 49 U.S.C. 31502(b) and 31136(a)(1) authorize FMCSA to promulgate the rules in 49 CFR part 393, they also allow the Agency to remove or modify regulations that are not needed for the safe operation of CMVs. For the reasons explained below, FMCSA believes that allowing an exception to § 393.65(d)—prohibiting fuel from being

supplied by gravity or syphon feed directly to the carburetor or injector—would not adversely affect CMV safety under the circumstances specified in this NPRM.

IV. Background

Requirements that CMVs to be equipped with various parts and accessories are established in 49 CFR part 393. Specifically, § 393.65 contains requirements for fuels systems on CMVs and paragraph (d) prohibits supplying fuel by gravity or syphon feed directly to the carburetor or injector.

On December 21, 2018, TTMA submitted a petition for rulemaking (TTMA petition) requesting a revision to § 393.65(d) to allow an exception for auxiliary fuel tanks. FMCSA granted the TTMA petition on March 17, 2023, and the revision requested in that petition is addressed by this rulemaking.

V. Discussion of Proposed Rulemaking

The TTMA petition requested that FMCSA add an exception to § 393.65 for fuel tanks on auxiliary equipment. TTMA mentioned in their petition that carriers were modifying their trailers in some cases to accommodate a gasoline-powered auxiliary pump for use other than powering the CMVs. These pumps are often employed for specific purposes at a remote site. Gasoline-powered auxiliary pumps come with an integrated fuel tank which often feeds fuel to the pump motor either by gravity or by syphon method. To comply with the prohibition on gravity or syphon feeds in § 393.65(d) carriers will often modify the trailer by installing a fuel tank with a fuel pump along with associated top mountings and fuel lines separately to operate the auxiliary pump. TTMA expressed concern regarding the structural integrity of the fuel tank attachments and the prohibitive costs associated with making such modifications for the sole purpose of compliance with § 393.65(d).

TTMA asserted that after-market installation of fuel tanks is detrimental to safety. TTMA also observed that siphon or gravity feeds could create a hazard by supplying a continuous flow of fuel to an engine in a vehicle that had caught fire, which would be mitigated if there was a limit on the size of siphon or gravity feed fuel tanks. For those reasons, TTMA petitioned the Agency to include language to limit the size of the fuel tank and to allow for installation of gasoline-powered auxiliary pumps with either syphon or gravity method. TTMA believes, that limiting the size of the fuel tank providing fuel by gravity or syphon feed to less than 5 gallons

would improve safety while limiting any fire hazards.

FMCSA agrees with TTMA's conclusions and believes that the requested exception will provide regulatory relief while addressing safety concerns associated with the existing process of aftermarket installations. Accordingly, FMCSA is proposing to add an exception to the prohibition on gravity and syphon feeds in § 393.65(d) for auxiliary pumps with a fuel tank capacity of less than 5 gallons mounted on the trailer chassis frame or trailer bed for purposes other than operation of the motor vehicle that are operational only when the motor vehicle is not in motion.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 393.65 All Fuel Systems

FMCSA proposes to add new paragraphs (d)(1) and (2) which would provide for an exception from the prohibition in paragraph (d).

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

This proposed rule would add an exception to the prohibition on gravity and syphon feeds for auxiliary pumps with a fuel tank capacity of less than 5 gallons mounted on the trailer chassis frame or trailer bed when the motor

vehicle is not in motion. This proposed change would have no impact on safety. The prohibition against gravity or syphon feeds is primarily intended to prevent the continuous fueling of any fires that may occur. As the exception only applies when the vehicle is not in motion and only for fuel tanks with a capacity of 5 gallons or less, mounted on the trailer chassis frame or trailer, the risk of fire is mitigated. The proposed rule would have the benefit of producing cost savings for the owners of eligible auxiliary pumps by eliminating the need for costly and burdensome upgrades to comply with the current requirement.

FMCSA requests comment on the cost of replacing existing auxiliary pumps with those that would be eligible for the exception.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A major rule means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or

proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an Agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. This proposed rule would add an exception to the prohibition on gravity and syphon feeds for auxiliary pumps with a fuel tank capacity of less than 5 gallons mounted on the trailer chassis frame or trailer bed when the motor vehicle is not in motion. By extending this regulatory relief, owners of eligible auxiliary pumps with a fuel pump capacity of less than 5 gallons would experience cost savings. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental

jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rulemaking would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rulemaking does not have sufficient federalism implications

to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical

local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at *regulations.gov*, under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

- 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Pub. L. 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

- 2. Amend § 393.65 by revising paragraph (d) to read as follows:

§ 393.65 All fuel systems.

* * * * *

(d) *Gravity or syphon feed prohibited.*
A fuel system must not supply fuel by gravity or syphon feed directly to the carburetor or injector, except:

(1) When an auxiliary pump with a fuel tank capacity of less than 5 gallons is mounted on the trailer chassis frame or trailer bed for purposes other than operation of the motor vehicle; and

(2) The auxiliary pump shall be operational only when the motor vehicle is not in motion.

* * * * *

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09731 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA–2025–0119]

RIN 2126–AC93

Parts and Accessories Necessary for Safe Operation; Brakes on Portable Conveyors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to add an exception for portable conveyors used in aggregate industry operations, and manufactured before 2010, from the requirements that each commercial motor vehicle (CMV) be equipped with brakes acting on all wheels, provided certain conditions are satisfied. This proposal is in response to a petition for rulemaking from the Michigan Aggregates Association (MAA). The proposed change would provide relief from a regulatory requirement for certain portable conveyors without impacting safety.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0119 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0119/document>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590 0001; (202) 366–9209; David.Sutula@dot.gov. If you have questions on viewing or submitting

material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0119), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0119/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0119/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/>

individuals/privacy/privacy-act-system-records-notices. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advanced notice of proposed rulemaking
 CMV Commercial motor vehicle
 DOT Department of Transportation
 FMCSA Federal Motor Carrier Safety Administration
 FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 MAA Michigan Aggregates Association
 MPH Miles per hour
 NPRM Notice of proposed rulemaking
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 UMRA The Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

Under 49 U.S.C. 31136(a), DOT is required to “prescribe minimum safety standards for commercial motor vehicles. At a minimum, the regulations shall ensure that—“(1) commercial motor vehicles are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on operators of commercial motor vehicles do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely . . . ; (4) the operation of commercial motor vehicles does not have a deleterious effect on the physical condition of the operators; and (5) an operator of a commercial motor vehicle is not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a commercial motor vehicle in violation of a regulation promulgated under this section [which is the basis for much of the FMCSRs], or chapter 51 or chapter 313 of this title.”

This NPRM is based on the authority of 49 U.S.C. 31136(a)(1) to ensure that CMVs are equipped and operated safely. It does not implicate the driver-centered requirements of 49 U.S.C. 31136(a)(2) through (4). Because this NPRM would create an exception to a requirement for brakes, there is no obvious risk of coercion related to this proposed rule to which a driver might be subjected.

Commercial motor vehicles are defined in 49 CFR 390.5 to include “any self-propelled or towed motor vehicle used on a highway in interstate commerce to transport passengers or property when the vehicle—(1) Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination

weight, if 4,536 kg (10,001 pounds) or more, whichever is greater.” The portable conveyors addressed by this NPRM and their towing vehicles have gross combination weights of 10,001 pounds or more, and are thus CMVs.

For the reasons explained below, FMCSA believes that exempting portable conveyors from the requirement in § 393.42(a) to have brakes acting on all wheels (under the conditions proposed) would not adversely affect the operational safety of combinations including such conveyors.

IV. Background

Requirements that CMVs be equipped with various parts and accessories are established in 49 CFR part 393, “Parts and Accessories Necessary for Safe Operation.” Specifically, § 393.42 requires that each CMV be equipped with brakes acting on all wheels. This section currently includes six exceptions, based mainly on either the age of the vehicle (for example, three-axle vehicles manufactured prior to 1980 do not require brakes on the steering axle) or the weight of the vehicle (for example, a trailer with a gross weight of 3,000 lbs. or less does not require brakes). Other exceptions are for driveaway towaway vehicles and specialized trailers transporting extremely heavy equipment (*e.g.*, industrial furnaces, reactors, etc.) at speeds not exceeding 20 miles per hour (mph).

On January 18, 2019, MAA submitted a petition for rulemaking requesting a revision to § 393.42 to add portable conveyors to the list of vehicles that are not required to have brakes on all wheels. FMCSA granted the MAA petition on September 9, 2024, and the revision requested in that petition is addressed in this rulemaking.

V. Discussion of Proposed Rulemaking

The MAA petition requested that FMCSA add an exception for portable conveyors to the requirements in § 393.42(b). MAA stated that, prior to 2010, portable conveyors were not manufactured with brakes because the drum brakes used at the time would trap sand, rocks, and other materials found in aggregate pits, which would render the brakes useless. That material would also tend to dislodge during transport, creating a road hazard. Manufacturers now install disc braking systems on portable conveyors, but conveyors manufactured before 2010 cannot be retrofitted with these newer brakes. MAA stated that the aggregate industry has maintained a good safety record while transporting the brakeless portable conveyors in the past.

FMCSA is proposing to add the requested exception to § 393.42. The Agency examined inspection violations data related to § 393.42 and focused on violations related to missing brakes on the trailer axle for the years 2020 to first quarter of 2024. The data showed that total percentage of all violations related to § 393.42 amounted to less than 0.06 percent of all CMV violations. More specifically, violations related to missing brakes on a trailer axle were less than 0.001 percent of all violations. There is no crash data to indicate if portable aggregate conveyors have been a primary cause of crashes.

The towing vehicle and portable conveyer would still need to meet the stopping performance required by § 393.52(d). The combination would be required to stop within 40 feet or less from an initial speed of 20 mph. The FMCSRs do not specify minimum stopping distances from higher speeds. However, because of the length of the conveyors, motor carriers will often have to request overlength permits from the States in which they operate, and in many of those cases the permits contain restrictions on maximum speed. Further, most towing vehicles are equipped with either disc brakes or a combination of disc and drum brakes on wheels, which have improved the stopping distances by 30 percent since 2013, after the adoption of FMVSS No. 121 (see 74 FR 37122 and 78 FR 9623; July 27, 2009).

FMCSA proposes imposing two additional conditions to the exception to ensure these conveyors continue to be transported safely. First, FMCSA proposes requiring that the sum of the axle weights of the towed vehicle not exceed 40 percent of the sum of the axle weights of the towing vehicle to ensure that stability is maintained during transport. Second, FMCSA proposes that the maximum speed be limited to 45 mph on two lane roads and 55 mph on freeways. Because the towing vehicle plus the portable conveyer must still meet the brake performance standards in § 393.52, which is stopping from 20 mph within 40 feet, and the fact that these portable conveyors will seldom be transported on the highway due to their primary use offroad, FMCSA believes that these conveyors can be transported safely without brakes.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 393.42 Brakes Required on all Wheels

FMCSA proposes to add new paragraphs (b)(7)(i) through (iii) which would provide an exception for portable conveyors manufactured prior to 2010.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

The proposed rule would add an exception to the requirement for brakes on all wheels for portable conveyors manufactured prior to 2010. The towing vehicle and the portable conveyer would still need to meet the stopping performance required by § 393.52(d). Furthermore, most towing vehicles are now equipped with disc brakes or a combination of disc and drum brakes on wheels, which have improved stopping distances by 30 percent since 2013 after the adoption of FMVSS No. 121 (see 74 FR 37122 and 78 FR 9623). That advancement in braking technology further diminished the necessity for brakes on pre-2010 portable conveyors. Consequently, FMCSA determines that this proposed rule would have no impact on safety. The proposed rule is anticipated to generate cost savings for owners of pre-2010 portable conveyors by enhancing their economic viability and potentially extending their useful lifespan.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action]

issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. This proposed rulemaking will add an exception to the requirement for brakes on all wheels for portable conveyors manufactured prior to 2010. By extending this regulatory relief, owners of pre-2010 portable conveyors may experience some cost savings. FMCSA considers any realized cost savings to be de minimis. The Agency requests data or any other information that could assist in quantifying these costs savings. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or

substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

■ 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Pub. L. 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

■ 2. Amend § 393.42 by adding paragraph (b)(7) to read as follows:

§ 393.42 Brakes required on all wheels.

* * * * *

(b) * * *

(7) Portable conveyors manufactured prior to 2010 and used by the aggregate industry are not required to be equipped with brakes on all wheels provided:

(i) The combination of portable conveyor and towing vehicle meet the performance requirement in 49 CFR 393.52;

(ii) The sum of the axle weights of the towed vehicle does not exceed 40 percent of the sum of the axle weights of the towing vehicle; and

(iii) The maximum speed of the portable conveyor and towing vehicle is limited to 45 miles per hour (mph) on two lane roads and 55 mph on freeways.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09730 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA–2025–0107]

RIN 2126–AC81

Parts and Accessories Necessary for Safe Operation; Certification and Labeling Requirements for Rear Impact Protection Guards

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to rescind the requirement that the rear impact guard be permanently marked or labeled with a certification from the impact guard manufacturer as required by the National Highway Traffic Safety

Administration's (NHTSA) applicable Federal Motor Vehicle Safety Standard (FMVSS). The certification label or marking provides motor carriers purchasing new trailers or new impact guards to replace damaged devices with a means to determine whether the equipment is certified as meeting the FMVSS. However, the labeling or marking requirement has proven problematic for motor carriers when the label or marking becomes illegible or wears off during the service life of the trailer or guard. This proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety, as this NPRM would not affect the applicable FMVSS. The proposal would also rescind a guidance document pertaining to illegible, incomplete, or missing rear impact guard certification labels.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0107 using any of the following methods:

• *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0107/document>. Follow the online instructions for submitting comments.

• *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

• *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

• *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–9209; David.Sutula@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0107), indicate the specific section of this document to

which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0107/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0107/document> and choose the document to review. To view

comments, click this NPRM, then click "Browse Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advance Notice of Proposed Rulemaking
 CFR Code of Federal Regulations
 CMV Commercial Motor Vehicle
 CVSA Commercial Vehicle Safety Alliance
 DOT Department of Transportation
 FMCSRs Federal Motor Carrier Safety Regulations
 FR Federal Register
 NHTSA National Highway Traffic Safety Administration
 NPRM Notice of Proposed Rulemaking
 OMB Office of Management and Budget
 PIA Privacy Impact Assessment
 PTA Privacy Threshold Assessment
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

This rulemaking is based on the authority of the Motor Carrier Act of 1935 (49 Stat. 543) (1935 Act) and the Motor Carrier Safety Act of 1984 (Title II of Pub. L. 98–554, 98 Stat. 2832) (1984 Act), as amended.

The 1935 Act, as amended, provides that "[t]he Secretary of Transportation may prescribe requirements for—(1) qualifications and maximum hours of service of employees of, and safety of operation and equipment of, a motor carrier; and (2) qualifications and maximum hours of service of employees of, and standards of equipment of, a private motor carrier, when needed to promote safety of operation" (49 U.S.C. 31502(b)).

This NPRM would amend the current requirements for rear impact guards in the FMCSRs by rescinding the requirement that the impact guard be permanently marked or labeled with a certification from the impact guard manufacturer as required by the applicable FMVSS. The Agency would amend a rule for which the adoption and enforcement of is authorized by the 1935 Act.

The 1984 Act provides concurrent authority to regulate drivers, motor carriers, and vehicle equipment. It requires the Secretary to "prescribe regulations on commercial motor vehicle safety." The regulations shall prescribe minimum safety standards for CMVs. At a minimum, pursuant to 49 U.S.C. 31136(a), the regulations shall ensure that: (1) CMVs are maintained, equipped, loaded, and operated safely; (2) the responsibilities imposed on operators of CMVs do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of CMVs is adequate to enable them to operate vehicles safely; (4) the operation of CMVs does not have a deleterious effect on the physical condition of the operators; and (5) drivers are not coerced by motor carriers, shippers, receivers, or transportation intermediaries to operate a vehicle in violation of a regulation promulgated under 49 U.S.C. 31136 (which is the basis for much of the FMCSRs) or 49 U.S.C. chapters 51 or 313 (49 U.S.C. 31136(a)).

This proposed rule concerns parts and accessories necessary for the safe operation of CMVs. It is based on section 31136(a)(1) because it deals with maintenance of rear impact guards. The NPRM does not implicate the driver-centered requirements of sections 31136(a)(2)–(4). As the amendment proposed by this rulemaking pertains only to the certification label or marking, FMCSA believes there will be stakeholder support for this initiative and that it is unlikely CMV drivers would be exposed to greater risk of being coerced to operate trailers with missing or non-compliant rear impact guards, which would run afoul of 31136(a)(5).

Before prescribing any such regulations, FMCSA must consider the "costs and benefits" of any proposal (49 U.S.C. 31136(c)(2)(A) and 31502(d)). As discussed in greater detail in the "Regulatory Analyses" section, FMCSA has determined that this proposed rule is not a significant regulatory action.

IV. Background

History of Rear Impact Guards and Labeling Requirement

Section 393.86 of the FMCSRs, "Rear impact guards and rear end protection," requires rear impact guards to be installed on most CMVs to reduce the incidence of passenger compartment intrusion during underride crashes in which a passenger vehicle strikes the rear of the CMV. Regulations requiring rear impact guards have been in the FMCSRs since 1952. The FMCSRs require that all CMVs be systematically inspected, repaired, and maintained to ensure that all required parts and accessories—including rear impact guards—are in safe and proper operating condition at all times (§ 396.3(a)(1)). Operation of a CMV with a missing or noncompliant rear impact guard would be a violation of the FMCSRs, precluding the issuance of a Commercial Vehicle Safety Alliance (CVSA) inspection decal if the vehicle were to be inspected. In addition, a vehicle with a missing or noncompliant rear impact guard would fail the periodic or annual inspection required by 49 CFR 396.17.

NHTSA's rear impact guard standard applicable to the manufacturers of the devices include labeling requirements. Under FMVSS No. 223, "Rear impact guards," manufacturers are allowed to affix the rear impact guard certification label on either the forward- or rearward-facing surface of the horizontal member of the guard, provided the label does not interfere with the retroreflective sheeting required by the FMVSS.

On September 1, 1999, FHWA published a final rule (64 FR 47703) amending the FMCSRs to require trailers and semitrailers manufactured on or after January 26, 1998, with a GVWR of 10,000 pounds or more, be equipped with rear impact guards that meet the requirements of FMVSS No. 223. The rear impact guards must be installed to ensure that the trailer or semitrailer meets the rear end protection requirements of FMVSS No. 224. The rule was intended to ensure that the rear impact protection requirements of the FMCSRs are consistent with the FMVSSs.

The 1999 final rule included a provision concerning the labeling or marking of the rear impact guard (64 FR 47708). The labeling requirements were subsequently updated after NHTSA published a final rule on November 19, 2004, relating to rear impact guards. NHTSA amended the labeling requirement in FMVSS No. 223 to permit the rear impact guard certification label to be mounted on

either the forward- or rearward-facing surface of the horizontal member of the guard (69 FR 67660).

V. Discussion of Proposed Rulemaking

Rear Impact Guard Labeling or Marking

The certification label or marking provides motor carriers purchasing new trailers or new impact guards to replace damaged devices with a means to determine whether the equipment is certified as meeting the applicable FMVSS. However, the labeling or marking requirement has proven problematic for motor carriers when the label or marking becomes illegible or wears off during the service life of the trailer or guard. As discussed above in the Background section, operation of a CMV with a missing or noncompliant rear impact guard would be a violation of the FMCSRs, precluding the issuance of a CVSA inspection decal if the vehicle were to be inspected, and a vehicle with a missing or noncompliant rear impact guard would fail the periodic or annual inspection required by § 396.17.

On December 10, 2024, FMCSA issued a guidance document¹ noting NHTSA had determined that labels that wear, fade, or are removed during repair do not indicate a current compliance issue with the requirements in FMVSS No. 223 (88 FR 5844–5845, Jan. 30, 2023). This proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety, as the NPRM would not affect the applicable FMVSS; rather, it would rescind the FMCSR provision in § 393.86(a)(6) requiring that the impact guard be permanently marked or labeled with the certification required by the FMVSS.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries in which they operate, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

A. Regulatory Provisions

Section 393.86

FMCSA proposes to amend 49 CFR 393.86 to rescind the labeling or marking requirement. While brand new trailers would continue to display manufacturer certification labels, and a

significant percentage of trailers in operation would have certification labels, motor carriers operating trailers in environments that make it difficult, if not impossible, to preserve the certification label would no longer be at risk of being penalized during inspections for missing or illegible certification labels affixed by the manufacturer.

B. Guidance Statements and Interpretations

This rulemaking proposes to amend a regulation that has an associated guidance statements or interpretations. Such guidance statements do not have the force and effect of law, are strictly advisory, and are not meant to bind the public in any way. Conformity with guidance statements is voluntary. Guidance is intended only to provide information to the public regarding existing requirements under the law or FMCSA policies. A guidance statement does not alter the substance of a regulation.

On December 10, 2024, FMCSA issued a guidance FAQ to address the issue of illegible, incomplete, or missing rear impact guard certification labels under 49 CFR 393.86(a)(6).² FMCSA intends to rescind this guidance as no longer necessary upon publication of a final rule eliminating the provision to which the guidance relates.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

Section 393.86(a) currently requires most trailers and semitrailers

manufactured on or after January 26, 1998, to be equipped with rear impact guards that meet NHTSA's requirements. This proposed rule would eliminate only the FMCSR requirement that the impact guard have a certification label or marking in perpetuity, while retaining NHTSA's requirement applicable at the time of manufacture and sale.

This rulemaking would eliminate the problem of motor carriers receiving citations for missing or illegible certification labels during inspections by Federal and State personnel. Because the Agency does not have data on the frequency with which such citations are accompanied by a State-issued fine, it is not possible to estimate the cost savings for motor carriers.

The Agency does not expect this proposed rule to result in benefits beyond the baseline established in the FMCSRs. As required by § 396.17, motor carriers currently complete annual inspections of all items identified in Appendix G. FMCSA assumes that motor carriers review rear impact guards in their annual inspection programs to remain in compliance with the current requirements in § 396.3(a)(1), which states that rear impact guards must be installed and in safe and proper operating conditions at all times. Additionally, CMVs are subject to inspections conducted in accordance with the CVSA's North American Standard Inspection Program that may occur throughout the year, which include the examination of rear impact guards.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”³

Implementation guidance for E.O. 14192 issued by the Office of Management and Budget (OMB) (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.⁴

An E.O. 14192 deregulatory action is defined as “an action that has been

³ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

⁴ Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

¹ FMCSA–VEH–393.86–FAQ001 (2024–12–10), available at <https://www.fmcsa.dot.gov/regulations/enforcement/does-illegible-incomplete-or-missing-rear-impact-guard-certification-label>.

² See FMCSA–VEH–393.86–FAQ001(2024–12–10), available on FMCSA's Guidance Portal at <https://www.fmcsa.dot.gov/regulations/enforcement/does-illegible-incomplete-or-missing-rear-impact-guard-certification-label>.

finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. This rulemaking would result in cost savings for motor carriers that would no longer be issued citations for missing or illegible certification labels during Federal and State inspections. The cost savings of this rulemaking could not be quantified.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”⁵ is likely to lead to the promulgation of a major rule.⁶ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁷ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses. The Small Business Administration develops the size standards used to classify entities as small, and establishes separate standards for each industry, as defined by the North American Industry Classification System. The motor

carriers that would be affected by this proposed rule fall into many different industry codes with differing size standards. Because this proposed rule would impact all motor carriers, including those considered to be small entities, FMCSA anticipates that this proposed rule would impact a substantial number of small entities.

However, FMCSA has determined that this rule would not have a significant impact on the affected entities. This proposed rule would rescind the requirement that the manufacturer certification label be displayed on the rear impact guard. The manufacturer certification label provides a motor carrier purchasing new trailers or new impact guards to replace damaged devices with a means to determine whether the equipment is certified as meeting the NHTSA requirements. However, the labeling requirement has proven problematic for motor carriers when the label becomes illegible or wears off during the service life of the trailer. Today’s proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety. The Agency expects the impacts of this proposed rule would be de minimis, and therefore, does not expect the proposed rule to have a significant economic impact on a substantial number of small entities.

Consequently, I certify that the proposed action will not have a significant economic impact on a substantial number of small entities. FMCSA invites comment from members of the public who believe there will be a significant impact either on small businesses or on governmental jurisdictions with a population of less than 50,000.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s

Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of UMRA) for State, local, and Tribal governments, or the private sector of the adjusted inflationary amount or more in any 1 year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of UMRA. Though this proposed rule would not result in such an expenditure, the Agency does discuss the effects of this proposed rule elsewhere in this preamble.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rulemaking has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism

⁵ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁶ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁷ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁸ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information (PII).

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁹ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this proposed rule. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical

exclusion and thus be excluded from further analysis and documentation in an environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety, Reporting and recordkeeping requirements.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

■ 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, and 31502; sec. 1041(b) of Pub. L. 102–240, 105 Stat. 1914, 1993 (1991); sec. 5301 and 5524 of Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

§ 393.86 [Amended]

■ 2. In § 393.86 remove and reserve paragraph (a)(6).

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09704 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA–2025–0109]

RIN 2126–AC83

Parts and Accessories Necessary for Safe Operation; Spare Fuses

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to remove the requirement for commercial motor vehicles (CMVs) to be equipped with at least one spare fuse for each type and size of fuse needed for the parts and accessories of the CMV. This proposed change would remove an unnecessary requirement from the Federal Motor Carrier Safety Regulations (FMCSRs).

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0109 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov/docket/FMCSA-2025-0109/document>. Follow the online instructions for submitting comments.

- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

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FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590 0001; (202) 366–9209; David.Sutula@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995

⁸Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁹Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

G. Paperwork Reduction Act
H. E.O. 13132 (Federalism)
I. Privacy
J. E.O. 13175 (Indian Tribal Governments)
K. National Environmental Policy Act of 1969
L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

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FMCSA will consider all comments and material received during the comment period.

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CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–

0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0109/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advanced notice of proposed rulemaking
CMV Commercial motor vehicle
DOT Department of Transportation
FMCSRs Federal Motor Carrier Safety Regulations
FR Federal Register
NPRM Notice of proposed rulemaking
UMRA The Unfunded Mandates Reform Act of 1995
U.S.C. United States Code

III. Legal Basis

FMCSA’s authority to promulgate regulations governing Parts and Accessories Necessary for Safe Operation (49 CFR part 393) rests on the requirement in 49 U.S.C. 31136(a). That provision requires the Secretary to “prescribe regulations on commercial motor vehicle safety.” At a minimum, the regulations shall ensure that: (1) CMVs are maintained, equipped,

loaded, and operated safely; (2) the responsibilities imposed on operators of CMVs do not impair their ability to operate the vehicles safely; (3) the physical condition of operators of CMVs is adequate to enable them to operate vehicles safely; (4) the operation of CMVs does not have a deleterious effect on the physical condition of the operators; and (5) drivers are not coerced by motor carriers, shippers, receivers, or transportation intermediaries to operate a vehicle in violation of a regulation promulgated under 49 U.S.C. 31136 (which is the basis for much of the FMCSRs) or 49 U.S.C. chapters 51 or 313 (49 U.S.C. 31136(a)).

The NPRM does not implicate the driver-centered requirements of sections 31136(a)(2) through (4). As the amendment proposed by this rulemaking pertains only to the carrying of spare parts that are no longer needed, FMCSA believes it is unlikely CMV drivers would be exposed to greater risk of coercion.

To ensure that commercial motor vehicles (CMVs) are safely “equipped” and “operated,” as required by 49 U.S.C. 31136(a)(1), FMCSA requires that certain emergency equipment be present on all power units (49 CFR 393.95). Included in the list of required equipment are spare fuses “needed to operate any required parts and accessories” (49 CFR 393.95(b)).

For the reasons discussed below, FMCSA has determined that the requirement to carry spare fuses is not needed to ensure that CMVs are “equipped” or “operated” safely.

IV. Background

Requirements that CMVs be equipped with various parts and accessories are established in 49 CFR part 393, “Parts and Accessories Necessary for Safe Operation.”. Particularly, § 393.95 requires trucks, truck tractors, and buses be equipped with certain emergency equipment. Section 393.95(b) requires these CMVs be equipped with at least one spare fuse for each type and size of fuse needed for any required parts and accessories. The requirements for spare fuses were established by the Interstate Commerce Commission’s (ICC) Bureau of Motor Carrier Safety, circa 1941.

V. Discussion of Proposed Rulemaking

FMCSA is proposing to remove the requirement for spare fuses in § 393.95(b). While spare fuses have historically been required on CMVs, the regulatory requirement to keep them on trucks, truck tractors, and buses under § 393.95(b) has become outdated. Modern CMVs do not have the same

issues with fuses failing as they did when this requirement was originally introduced. Fuses in CMVs do not typically fail during normal operation. As such, requiring the CMV be equipped with a spare fuse for every part and accessory is burdensome and unnecessary. Additionally, there are a wide variety of fuses and the process of diagnosing an electrical failure and identifying the specific fuse that needs to be replaced to restore the functions has become increasingly complex. This means that a CMV operator would usually have to take the CMV in for a repair and be unable to address the problem at roadside, negating the need to have spare fuses on the CMV. Accordingly, FMCSA is proposing to remove this unnecessary requirement from the FMCSRs.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 393.95 Emergency Equipment on All Power Units

FMCSA proposes to remove paragraph (b) concerning the requirement for spare fuses.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

The proposed rule eliminates the requirement for spare fuses in all trucks, truck tractors, and buses. As fuses in

CMVs do not typically fail during normal operation, this change is not expected to impact safety and would result in minimal cost savings per truck, truck tractor, and bus. FMCSA requests data or any other information that could assist the Agency in quantifying these costs savings.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A major rule means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. FMCSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rulemaking would remove the requirement for unnecessary spare fuses from all trucks, truck tractors, and buses resulting in a minimal economic impact.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s

⁵ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rulemaking has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this proposed rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA’s Privacy Officer for review and preliminary adjudication and to DOT’s Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

■ 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Pub. L. 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

§ 393.95 [Amended]

■ 2. Amend § 393.95 by removing and reserving paragraph (b).

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09706 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 393

[Docket No. FMCSA–2025–0123]

RIN 2126–AC97

Parts and Accessories Necessary for Safe Operation; Tire Load Markings

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to revise the requirements for tires on commercial motor vehicles (CMVs) to clarify that the Federal Motor Carrier Safety Regulations (FMCSRs) do not require tire load restriction markings on their sidewalls. This change would eliminate confusion and clarify the scope of FMCSA’s authority regarding the requirements for tires in the FMCSRs.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0123 using any of the following methods:

• **Federal eRulemaking Portal:** Go to <https://www.regulations.gov/docket/FMCSA-2025-0123/document>. Follow the online instructions for submitting comments.

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

• *Mail*: Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

• *Hand Delivery or Courier*: Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

• *Fax*: (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590 0001; (202) 366–9209; *David.Sutula@dot.gov*. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0123), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use

only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0123/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at *brian.g.dahlin@dot.gov*. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

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C. Privacy

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II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CMV Commercial motor vehicle
 DOT Department of Transportation
 FMCSA Federal Motor Carrier Safety Administration
 FMCSRs Federal Motor Carrier Safety Regulations
 FMVSS Federal Motor Vehicle Safety Standard
 FR Federal Register
 NHTSA National Highway Traffic Safety Administration
 NPRM Notice of proposed rulemaking
 PIA Privacy Impact Analysis
 PTA Privacy Threshold Assessment
 UMRA Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

Under 49 U.S.C. 31136(a), DOT is required to “prescribe minimum safety standards for commercial motor vehicles. At a minimum, the regulations shall ensure that—(1) commercial motor vehicles are maintained, equipped, loaded, and operated safely, (2) the responsibilities imposed on operators of commercial motor vehicles do not impair their ability to operate the vehicles safely; (3) the physical conditions of operators of commercial motor vehicles is adequate to enable them to operate the vehicles safely . . . ; (4) the operation of commercial motor vehicles does not have a deleterious effect on the physical condition of the operators; and (5) an operator of a commercial motor vehicle is not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a commercial motor vehicle in violation of a regulation promulgated under this

section, or chapter 51 or chapter 313 of this title.”

This NPRM is based on the authority of 49 U.S.C. 31136(a)(1) to ensure that CMVs are equipped and operated safely. It does not implicate the driver-centered requirements of 49 U.S.C. 31136(a)(2) through (4). Because this NPRM would not impose any requirement on motor carriers, there is no obvious risk of coercion related to this rulemaking to which a driver might be subjected.

The Administrator of FMCSA is delegated authority under 49 CFR 1.87 to carry out the functions vested in the Secretary of Transportation by 49 U.S.C. chapters 311, 313, and 315 as they relate to CMV operators, programs, and safety.

For the reasons explained below, FMCSA believes that this proposed clarification of 49 CFR 393.75(g) and (h) would not adversely affect the operational safety of CMVs.

IV. Background

Requirements that CMVs be equipped with various parts and accessories are established in 49 CFR part 393. Specifically, § 393.75 contains requirements for tires on CMVs and paragraphs (g) and (h) of that section prohibit operating motor vehicles and manufactured homes with weights in excess of the maximum tire load marked on the sidewall of a tire.

V. Discussion of Proposed Rulemaking

FMCSA proposes to clarify the requirements in § 393.75(g) and (h) by explicitly stating that those paragraphs do not require manufacturers to add markings to the sidewalls of tires. The requirements for manufacturers to add markings to the sidewalls of tires fall within the National Highway Traffic Safety Administration's (NHTSA) regulatory authority. Tires subject to § 393.75 generally must be manufactured in accordance with Federal Motor Vehicle Safety Standard (FMVSS) No. 119 (49 CFR 571.119). NHTSA requires those tires to be marked with a maximum load rating on the sidewall (§ 571.119 S6.5). The markings required by FMVSS No. 119 are then referenced in § 393.75(g) and (h). If those markings are absent for any reason, § 393.75(g) and (h) then refer back to FMVSS No. 119 for a list of publications which contain the necessary tire load limit information.

This clearly shows that NHTSA, not FMCSA, is the agency which imposes requirements on tire manufacturers to add maximum load rating markings to the sidewalls of tires. However, FMCSA is aware of instances where members of the regulated public have mistakenly believed that § 393.75(g) and (h) require

sidewall markings, and that markings missing from the sidewall would be a violation of those requirements. Sections 393.75(g) and (h) require that motor vehicles and manufactured homes are not operated with a weight in excess of the load limits on the sidewalls of the tires, or, for manufactured homes built before January 1, 2002, with a weight more than 18 percent over the load limits. The markings on the sidewalls of the tires provide the information to determine when a vehicle is in violation of those requirements, but the markings themselves are not required by the FMCSRs. Therefore, FMCSA is adding a new paragraph (j) to § 393.75 to clarify that FMCSA does not require tire markings and to avoid any further confusion about the scope and requirements of paragraphs (g) and (h).

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

§ 393.75 Tires.

FMCSA proposes to add a new paragraph (j) to clarify that FMCSA does not require tire markings under paragraphs (g) and (h).

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

FMCSA proposes to clarify the requirements in § 393.75(g) and (h) by

explicitly stating that those paragraphs do not require manufacturers to add markings to the sidewalls of tires. This proposal benefits the public by clarifying misunderstandings for affected entities, such as owners and operators of CMVs.

As NHTSA requires tires to be marked with a maximum load rating on the sidewall of the tire, FMCSA finds that members of the regulated public would not change their behavior due to this proposed rule. However, the increased clarity provided by this proposed rule could result in de minimis cost savings for regulated entities when navigating their obligations under the FMCSRs. The Agency requests comment on any impacts that could result from the revisions proposed in this NPRM.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A major rule means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or

proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an Agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. This proposed rulemaking would clarify the requirements in § 393.75(g) and (h) by explicitly stating that those paragraphs do not require manufacturers to add markings to the sidewalls of tires. Regulated entities would not change their behavior in response to this proposed rule as NHTSA requires manufacturers to add markings to the sidewalls of tires. De minimis cost savings could be realized by entities through the clarification of the FMCSRs.

Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed

local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this proposed rule would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rulemaking would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation.

Therefore, this rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rulemaking does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraph (6)(bb), which covers regulations pertaining to vehicle operation safety standards, equipment approval, and/or equipment carriage requirements. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at *regulations.gov*, under the docket number.

List of Subjects in 49 CFR Part 393

Highway safety, Motor carriers, Motor vehicle safety.

Accordingly, FMCSA proposes to amend 49 CFR part 393 to read as follows:

PART 393—PARTS AND ACCESSORIES NECESSARY FOR SAFE OPERATION

- 1. The authority citation for part 393 continues to read as follows:

Authority: 49 U.S.C. 31136, 31151, 31502; sec. 1041(b), Pub. L. 102–240, 105 Stat. 1914, 1993; secs. 5301 and 5524, Pub. L. 114–94, 129 Stat. 1312, 1543, 1560; and 49 CFR 1.87.

- 2. Amend § 393.75 by adding paragraph (j) to read as follows:

§ 393.75 Tires.

* * * * *

(j) The requirements in paragraphs (g) and (h) of this section shall not be construed to require manufacturers to add any markings to the sidewall of a tire.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09734 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 395

[Docket No. FMCSA–2025–0114]

RIN 2126–AC88

Rescinding the Requirement for Electronic Logging Device Operator's Manual Located in Commercial Motor Vehicles

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to rescind the in-vehicle electronic logging device (ELD) operator's manual requirement for commercial motor vehicles (CMVs). FMCSA currently maintains a list of the ELD vendors who have self-certified their products including submission of the operator's manual. Additionally, drivers are required to understand the operation of the ELD on the vehicle. There is no readily apparent benefit to continuing to require that the users' manual be in the CMV. This proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0114 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0114/document>. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Mahorney, Chief, Enforcement Division, FMCSA, (202) 493–0001,

bill.mahorney@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

- I. Public Participation and Request for Comments
 - A. Submitting Comments
 - B. Viewing Comments and Documents
 - C. Privacy
- II. Abbreviations
- III. Legal Basis
- IV. Background
- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0114), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0114/document>, click on this NPRM, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0114/document> and choose the document to review. To view comments, click this NPRM, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

C. Privacy

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/>

individuals/privacy/privacy-act-system-records-notices. The comments are posted without edits and are searchable by the name of the submitter.

II. Abbreviations

ANPRM Advance notice of proposed rulemaking
CFR Code of Federal Regulations
CMV Commercial motor vehicle
DOT Department of Transportation
ELD Electronic logging device
FMCSRs Federal Motor Carrier Safety Regulations
FR Federal Register
HOS Hours of service
NPRM Notice of proposed rulemaking
OMB Office of Management and Budget
PIA Privacy Impact Assessment
PTA Privacy Threshold Assessment
UMRA Unfunded Mandates Reform Act of 1995
U.S.C. United States Code

III. Legal Basis

Section 32301(b) of the Commercial Motor Vehicle Safety Enhancement Act, enacted as part of MAP–21 (Pub. L. 112–141, 126 Stat. 405, 786–788, July 6, 2012), mandated that the Secretary adopt regulations requiring that CMVs involved in interstate commerce, operated by drivers who are required to keep Record of Duty Status, be equipped with ELDs. The statute, which may be found at 49 U.S.C. 31137, sets out provisions that the regulations must address, including device performance and design standards and certification requirements. In adopting regulations, the Agency must consider how the need for supporting documents might be reduced, to the extent data is captured on an ELD, without diminishing hours of service (HOS) enforcement.

The Motor Carrier Safety Act of 1984 (Pub. L. 98–554, Title II, 98 Stat. 2832, October 30, 1984) (the 1984 Act), as amended, provides authority to the Secretary of Transportation (Secretary) to regulate drivers, motor carriers, and vehicle equipment. It requires the Secretary to prescribe minimum safety standards for CMVs to ensure that—(1) CMVs are maintained, equipped, loaded, and operated safely; (2) responsibilities imposed on CMV drivers do not impair their ability to operate the vehicles safely; (3) drivers’ physical condition is adequate to operate the vehicles safely; (4) the operation of CMVs does not have a deleterious effect on drivers’ physical condition; and (5) CMV drivers are not coerced by a motor carrier, shipper, receiver, or transportation intermediary to operate a CMV in violation of regulations promulgated under 49 U.S.C. 31136 or under chapter 51 or chapter 313 of 49 U.S.C. (49 U.S.C.

31136(a)). The 1984 Act also grants the Secretary broad power in carrying out motor carrier safety statutes and regulations to “prescribe recordkeeping and reporting requirements” and to “perform other acts the Secretary considers appropriate” (49 U.S.C. 31133(a)(8) and (10)).

In 49 CFR 1.87(f), the Secretary delegated to the FMCSA Administrator the authority to carry out the functions vested in the Secretary by subchapters I, III, and IV of chapter 311, title 49, U.S.C.

IV. Background

On December 16, 2015, FMCSA published the final rule “Electronic Logging Devices and Hours of Service Supporting Documents” in the **Federal Register** (80 FR 78292), which set the foundation for current ELD requirements, including technical specifications, ELD use, supporting HOS documents, and both procedural and technical provisions aimed at ensuring that ELDs are not used to harass CMV operators. The rule added § 395.22(h)(1), which specifies that CMVs must have a copy of the ELD user’s manual in-vehicle for those CMVs operating with an ELD. The requirement was intended to ensure that the driver, motor carrier, and enforcement personnel understood how the ELD operated.

V. Discussion of Proposed Rulemaking

As part of the December 16, 2015 final rule FMCSA also established a registration process for ELD providers and a self-certification process for the ELD products (See Sections 5.1 and 5.2., of part 395 (Technical Specifications)). The process requires an ELD provider to provide FMCSA business information and the capabilities of the ELD they wish to certify. FMCSA then reviews the information and lists the provider on the FMCSA self-certified list of ELDs if no issues are found with the information provided. The list is then available on the FMCSA website for motor carriers to locate self-certified devices for their operations.

One requirement for self-certification is submission of the ELD owner’s manual to FMCSA, which ensures FMCSA personnel have access to the information necessary to operate the ELD. Drivers are already required under § 395.24(d) to be able to operate the device upon request of an enforcement officer. FMCSA has thus determined this requirement to be redundant, as the Agency already has access to the manual through the certification process, other law enforcement officers can access the manuals via online resources, and drivers are required to

know how to operate their ELD. Accordingly, this rulemaking proposes to remove the requirement for drivers to have the user's manual in-vehicle.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

FMCSA proposes to rescind the requirement for motor carriers to maintain an in-vehicle copy of the ELD user's manual as found in 49 CFR 395.22(h)(1). This will reduce burden on motor carriers as the drivers, motor carriers, and FMCSA already have access to the manual and are required to be aware of how to operate the device.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

FMCSA proposes to rescind the in-vehicle ELD operator's manual requirement for CMVs. FMCSA anticipates that this would result in cost savings for all motor carriers that are currently required to use ELDs and maintain a copy of the manual in the vehicle. FMCSA does not have the information to estimate cost savings from the rescission of this requirement but anticipates that the impact of removing ELD manuals would be de minimis. FMCSA requests data or any other information that could assist the Agency in quantifying these costs savings. This proposal would not impact safety. The regulations would still require that the motor carrier ensure that drivers possess an

instruction sheet describing the data transfer mechanisms supported by the ELD and step-by-step instructions for producing and transferring drivers' HOS records to an authorized safety official.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for "each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination."¹

Implementation guidance for E.O. 14192 issued OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as "an action that has been finalized and has total costs less than zero." This proposed rulemaking is expected to have total costs less than zero as it would remove the requirement to keep a copy of the ELD manual in the vehicle and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. The cost savings of this rulemaking could not be quantified.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule "under this part"³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled "Unleashing Prosperity Through Deregulation."* Memorandum M–25–20, March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, i.e., 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. This proposed rule would impact all entities that are required to use an ELD and keep a manual in the vehicle. As such, FMCSA anticipates that it would impact a substantial number of small entities. However, the impact of having the option of removing the ELD manual from the vehicle is de minimis and would not result in a significant impact on the impacted entities. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman

⁵ Public Law 104–121, 110 Stat. 857, (Mar. 29, 1996).

(Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1-888-REG-FAIR (1-888-734-3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this rulemaking would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520). The regulations included in this NPRM are covered by an existing, approved collection, OMB Control No. 2126–0001, Hours of Service (HOS) of Drivers Regulations. That information collection details the reporting and recordkeeping costs for drivers using ELDs, however it does not contain a specific, separate cost for keeping a copy of the manual in the vehicle of the CMV. Most likely, this is because it was estimated that the cost would be de minimus, as FMCSA's electronic documents and signatures regulation (found at § 390.32) would allow for the driver to maintain an electronic copy of the manual. In such case, relieving the driver from the requirement entirely would be a de minimus reduction.

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rulemaking would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a PIA for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This rulemaking does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraphs (6)(q) and (6)(bb), which cover regulations pertaining to records preservation and vehicle operation safety standards, respectively. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 395

Highway safety, Motor carriers, Reporting and recordkeeping requirements.

Accordingly, FMCSA proposes to amend 49 CFR part 395 to read as follows:

PART 395—HOURS OF SERVICE FOR DRIVERS

■ 1. The authority citation for part 395 continues to read as follows:

Authority: 49 U.S.C. 504, 21104(e), 31133, 31136, 31137, 31502; sec. 113, Pub. L. 103–311, 108 Stat. 1673, 1676; sec. 229, Pub. L. 106–159 (as added and transferred by sec. 4115 and amended by secs. 4130–4132, Pub. L. 109–59, 119 Stat. 1144, 1726, 1743, 1744), 113 Stat. 1748, 1773; sec. 4133, Pub. L. 109–59, 119 Stat. 1144, 1744; sec. 32934, Pub. L. 112–141, 126 Stat. 405, 830; sec. 5206(b), Pub. L. 114–94, 129 Stat. 1312, 1537; and 49 CFR 1.87.

§ 395.22 Motor carrier responsibilities—In general.

■ 2. Amend § 395.22 by:

- a. Removing paragraph (h)(1); and
- b. Redesignating paragraphs (h)(2) through (h)(4) as paragraphs (h)(1) through (h)(3), respectively.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09711 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 396

[Docket No. FMCSA–2025–0115]

RIN 2126–AC89

Electronic Driver Vehicle Inspection Reports

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to clarify the requirement to complete a Daily Vehicle Inspection Report (DVIR), based upon a public comment filed by the National Tank Truck Carriers (NTTC). The DVIR may already be completed electronically, however this NPRM proposes explicit language to make this clear. This will encourage motor carriers and drivers to utilize electronic, cost-saving methods when completing DVIRs.

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0115 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0115/document>. Follow the online instructions for submitting comments.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- *Fax:* (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Mahorney, Chief, Enforcement Division, FMCSA, (202) 493–0001, bill.mahorney@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

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- V. Discussion of Proposed Rulemaking
- VI. International Impacts
- VII. Section-by-Section Analysis
- VIII. Regulatory Analyses
 - A. E.O. 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures
 - B. E.O. 14192 (Unleashing Prosperity Through Deregulation)
 - C. Advance Notice of Proposed Rulemaking
 - D. Regulatory Flexibility Act
 - E. Assistance for Small Entities
 - F. Unfunded Mandates Reform Act of 1995
 - G. Paperwork Reduction Act
 - H. E.O. 13132 (Federalism)
 - I. Privacy
 - J. E.O. 13175 (Indian Tribal Governments)
 - K. National Environmental Policy Act of 1969
 - L. Rulemaking Summary

I. Public Participation and Request for Comments

A. Submitting Comments

If you submit a comment, please include the docket number for this NPRM (FMCSA–2025–0115), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

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commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the NPRM. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this rulemaking.

B. Viewing Comments and Documents

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II. Abbreviations

ANPRM Advance notice of proposed rulemaking
CMV Commercial motor vehicle

DOT Department of Transportation
 DVIR Driver Vehicle Inspection Report
 E-SIGN The Electronic Signatures in Global and National Commerce Act
 FMCSA Federal Motor Carrier Safety Administration
 FR Federal Register
 GPEA Government Paperwork Elimination Act
 OMB Office of Management and Budget
 PIA Privacy Impact Analysis
 PTA Privacy Threshold Analysis
 NPRM Notice of proposed rulemaking
 NTTC National Tank Truck Carriers
 UMRA The Unfunded Mandates Reform Act of 1995
 U.S.C. United States Code

III. Legal Basis

The Motor Carrier Safety Act of 1984 (Pub. L. 98–554, Title II, 98 Stat. 2832, October 30, 1984), as amended, (the 1984 Act) provides broad authority to regulate drivers, motor carriers, and vehicle equipment. Section 211 of the 1984 Act grants the Secretary broad power, in carrying out motor carrier safety statutes and regulations, to “prescribe recordkeeping and reporting requirements” and to “perform other acts the Secretary considers appropriate” (49 U.S.C. 31133(a)(8) and (10)). The FMCSA Administrator has been delegated authority under 49 CFR 1.87(f) to carry out the functions vested in the Secretary of Transportation by 49 U.S.C. chapter 311, subchapters I and III, relating to commercial motor vehicle (CMV) programs and safety regulation.

Two Federal statutes govern the Agency’s implementation of electronic document and signature requirements. The Government Paperwork Elimination Act (GPEA) (Pub. L. 105–277, Title XVII (Secs. 1701–1710), 112 Stat. 2681–749, 44 U.S.C. 3504 note) was enacted on October 21, 1998, to improve customer service and governmental efficiency through the use of information technology. The Electronic Signatures in Global and National Commerce Act (E-SIGN) (Pub. L. 106–229, 114 Stat. 464, 15 U.S.C. 7001–7031) was signed into law on June 30, 2000. E-SIGN was designed to promote the use of electronic contract formation, signatures, and recordkeeping in private commerce by establishing legal equivalence between traditional paper-based methods and electronic methods. The GPEA defines an *electronic signature* as a method of signing an electronic communication that: (a) Identifies and authenticates a particular person as the source of the electronic communication; and (b) indicates such person’s approval of the information contained in the electronic communication (section 1710(1)). It also requires Federal agencies to provide

individuals and entities the options of: (a) Submitting information to or transacting with the Agency electronically; and (b) using electronic records retention when practicable. The GPEA states that electronic records and their related electronic signatures shall not be denied legal effect, validity, or enforceability merely because they are in electronic form (section 1707). It also encourages agencies to use electronic signature alternatives (section 1704).

For any transaction in or affecting interstate or foreign commerce, E-SIGN supersedes all pre-existing requirements that paper records be kept so long as: (a) Such records are generated in commercial, consumer, and business transactions between private parties; and (b) those parties consent to using electronic methods. Specifically, the statute establishes the legal equivalence for contracts, signatures, and other legally-required documents, whether in traditional paper or electronic form (15 U.S.C. 7001(a)(1)).

IV. Background

FMCSA has, in recent years, sought to reduce the burdens associated with DVIRs. In 2014, FMCSA revised 49 CFR 396.11 to remove the requirement for DVIRs in non-passenger carrying CMVs, where the driver found no deficiencies (79 FR 75437, Dec. 18, 2014). In 2020, FMCSA extended this allowance to passenger-carrying CMVs (85 FR 50787, Aug. 18, 2020).

Additionally, on April 16, 2018 (83 FR 16210), FMCSA introduced amendments permitting the use of electronic records and signatures. This aligned, in part, with the GPEA and E-SIGN, as it only applies to those documents that FMCSA’s regulations obligate entities or individuals to retain. The amendment also updated references to outdated recordkeeping and reporting methods throughout chapter III of subtitle B of title 49, Code of Federal Regulations (49 CFR parts 300 through 399) to make them technologically neutral.

On May 5, 2025, NTTC submitted a public comment to the docket for “Ensuring Lawful Regulation; Reducing Regulation and Controlling Regulatory Costs (DOT-OST-2025-0026).” In the public comment, NTTC stated that “Federal regulations found in 49 CFR 396.11 and 396.13 require drivers to complete Daily Vehicle Inspection Reports (DVIRs), which have become outdated and unnecessarily burdensome in modern operations.” NTTC went on to note that there are electronic monitoring systems that provide the safety assurances that the DVIR is designed to provide. They state that

“the DVIR process is widely viewed by both drivers and carriers as a compliance-driven ‘paper drill’ rather than a meaningful safety measure” and that “[m]odernizing § 396.11 to reflect current technology and operational realities would reduce administrative burden without compromising safety.”

V. Discussion of Proposed Rulemaking

FMCSA proposes to add language into §§ 396.11 and 396.13 to explicitly allow for the electronic creation, maintenance, and signature of the DVIRs required by those sections. This language will make it clear that DVIRs need not be on paper and will allow drivers and their employers to incorporate any existing electronic communication means already in use (such as texting or email), thus reducing the burden of creating and maintaining the DVIRs.

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

This section-by-section analysis describes the proposed changes in numerical order.

Section 396.11 is amended to add two identical sub-paragraphs in the existing paragraphs. The new language specifically allows for electronic creation and maintenance of DVIRs, and cross references the existing standards for electronic records in 49 CFR 390.32.

A similar change is being made in § 396.13, to make clear that a driver is permitted to electronically sign a previously created DVIR.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential

costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

This proposed rule would add clarifying language to ensure that drivers and carriers are aware that the DVIR can be created, maintained, and signed electronically. The DVIR may already be completed electronically, however this NPRM proposes explicit language to make this clear. This rulemaking would not increase costs, but it could result in cost savings for those motor carriers that now switch their DVIR process to a more streamlined electronic process.

FMCSA does not anticipate that this rulemaking would impact safety. The clarification provided in this rule would not alter any requirements for the DVIR.

FMCSA requests comment on the number of entities that would change their DVIR creation and maintenance as a result of this rule, and any cost savings associated with such a change.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero as some motor carriers and drivers might now make use of cost-saving methods for creating, maintaining, and signing DVIRs, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. FMCSA is unable to quantify the cost savings of this proposal.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if

a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses. No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities.

This proposed rule could impact motor carriers and drivers that currently use a paper for their DVIR process and chose to switch to electronic, cost-saving methods following the implementation of a final rule. FMCSA anticipates that the majority of motor carriers who wish to use an electronic process are already doing so, and therefore, this rule would not impact a substantial number of small entities.

FMCSA does not have information to estimate the cost savings associated with switching to an electronic process for DVIR creation, maintenance, and signature. FMCSA requests comment and data to develop estimates of cost savings per entity.

Given that this rulemaking is not expected to impact a substantial number of small entities, the Agency is comfortable certifying as such. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration’s Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this rule would not result in such an expenditure, a written statement is not required.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A *major rule* means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520). The burdens associated with DVIRs are already covered in an approved Information Collection, OMB Control No. 2126–0003, Inspection, Repair and Maintenance. Those burdens already account for the option of creating and storing DVIRs electronically. No adjustment is needed at this time.

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rule would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a Privacy Impact Analysis (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's

Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

J. E.O. 13175 (Indian Tribal Governments)

This proposed rule does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraphs (6)(f)(1), (6)(q), and (6)(aa), which cover regulations pertaining to driver/vehicle inspections, implementing record preservation procedures, and requiring motor carriers, their officers, drivers, agents, representatives, and employees directly in control of CMVs to inspect, repair, and provide maintenance for every CMV used on a public road, respectively. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 396

Highway safety, Motor carriers, Motor vehicle safety, Reporting and recordkeeping requirements.

Accordingly, FMCSA proposes to amend 49 CFR part 396 to read as follows:

PART 396—INSPECTION, REPAIR, AND MAINTENANCE

■ 1. The authority citation for part 396 continues to read as follows:

Authority: 49 U.S.C. 504, 31133, 31136, 31151, 31502; sec. 32934, Pub. L. 112–141, 126 Stat. 405, 830; sec. 5524, Pub. L. 114–94, 129 Stat. 1312, 1560; and 49 CFR 1.87.

■ 2. In § 396.11, add paragraphs (a)(6) and (b)(5) to read as follows:

§ 396.11 Driver vehicle inspection report(s).

(a) * * *

(6) *Electronic reporting.* The report required by this paragraph (a) may be created and maintained in electronic format, in accordance with 49 CFR 390.32.

(b) * * *

(5) *Electronic reporting.* The report required by this paragraph (b) may be created and maintained in electronic format, in accordance with 49 CFR 390.32.

■ 3. In § 396.13, add paragraph (d) to read as follows:

§ 396.13 Driver inspection.

* * * * *

(d) The reports required by this section may be created and maintained in electronic format, in accordance with 49 CFR 390.32.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09717 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 396

[Docket No. FMCSA–2025–0116]

RIN 2126–AC90

Driver Vehicle Examination Report Disposition

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FMCSA proposes to revise the requirement that motor carriers and intermodal equipment providers sign and return a completed roadside inspection form to the issuing State agency. FMCSA is aware that not all issuing State agencies require the return of these reports, and that requiring motor carriers and intermodal equipment providers to submit these reports to a State that does not require, or even request, the return of the form,

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

creates an unnecessary burden. Through this proposed change, completed forms will only be returned to those States that request them. This action is in response to a petition for rulemaking from the Commercial Vehicle Safety Alliance (CVSA).

DATES: Comments must be received on or before July 29, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2025–0116 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov/docket/FMCSA-2025-0116/document>. Follow the online instructions for submitting comments.
- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
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- **Fax:** (202) 493–2251.

FOR FURTHER INFORMATION CONTACT: Mr. Bill Mahorney, Chief, Enforcement Division, FMCSA, (202) 493–0001, bill.mahorney@dot.gov. If you have questions on viewing or submitting material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION: FMCSA organizes this NPRM as follows:

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L. Rulemaking Summary

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II. Abbreviations

ANPRM Advance notice of proposed rulemaking
 CBI Confidential Business Information
 CMV Commercial motor vehicle
 CVSA Commercial Vehicle Safety Alliance
 DOT Department of Transportation
 FMCSA Federal Motor Carrier Safety Administration
 FR Federal Register
 IC Information Collection
 NPRM Notice of proposed rulemaking
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 U.S.C. United States Code

III. Legal Basis

The Motor Carrier Safety Act of 1984 (Pub. L. 98–554, Title II, 98 Stat. 2832, October 30, 1984), as amended, (the 1984 Act) provides broad authority to regulate drivers, motor carriers, and vehicle equipment. Section 211 of the 1984 Act grants the Secretary broad power, in carrying out motor carrier safety statutes and regulations, to

“prescribe recordkeeping and reporting requirements” and to “perform other acts the Secretary considers appropriate” (49 U.S.C. 31133(a)(8) and (10)). The FMCSA Administrator has been delegated authority under 49 CFR 1.87(f) to carry out the functions vested in the Secretary of Transportation by 49 U.S.C. chapter 311, subchapters I and III, relating to commercial motor vehicle (CMV) programs and safety regulation.

IV. Background

Current regulations in § 396.9 require that motor carriers and intermodal equipment providers who are issued a Driver Vehicle Examination Report (also known as inspection reports) sign the inspection report and return it to the issuing State agency within 15 days certifying that all violations noted in the inspection report have been corrected. FMCSA is aware that not all States review the returned inspection reports and may not require return of the inspection report. This means that in some cases, motor carriers and intermodal equipment providers are completing paperwork and, essentially, sending it into a void. This represents an unreasonable burden.

On April 2, 2024, CVSA petitioned FMCSA to revise the rule and only require the return of the form if the issuing State agency requests the document. CVSA noted: “While the regulations require the motor carrier sign and return the inspection report, there is no corresponding requirement that the issuing agency do anything with the returned form. As such, the majority of jurisdictions simply file the forms away or dispose of them, without taking any additional action that would benefit or improve safety. In some instances, the motor carrier is faxing or mailing a physical copy of the form to the issuing agency, which must then scan the form for digital record keeping or file the form with physical files. Further, the state jurisdictions have access to Query Central to view past inspections, should they need to for enforcement purposes, making this requirement antiquated and redundant. Removing this requirement would eliminate an unnecessary administrative burden on both the motor carriers and the state agencies who receive them, with no reduction in safety, as, is noted above, most jurisdictions do not use the forms for any purpose once they are returned.”

FMCSA agreed with CVSA’s request and granted the petition on September 3, 2024.

V. Discussion of Proposed Rulemaking

FMCSA is proposing that motor carriers and intermodal equipment

providers only submit a signed inspection report to the State agency that issued the inspection report if that agency requests it. In other words, for those States who do not independently require the submission of a signed inspection report, the motor carrier or intermodal equipment provider would only need to ensure that all violations have been corrected within 15 days and retain a copy of the report in their records, as currently required in § 396.9(d)(3).

VI. International Impacts

Motor carriers and drivers are subject to the laws and regulations of the countries that they operate in, unless an international agreement states otherwise. Drivers and carriers should be aware of the regulatory differences between nations.

VII. Section-by-Section Analysis

Section 396.9(d)(3)(ii) would be revised to require a signed inspection report be returned to the issuing State agency only if that agency requests it. The requirement that the motor carrier or intermodal equipment provider retain a copy at their principal place of business would remain unchanged.

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866 (Regulatory Planning and Review), E.O. 13563 (Improving Regulation and Regulatory Review), and DOT Regulatory Policies and Procedures

FMCSA has considered the impact of this NPRM under E.O. 12866 (58 FR 51735, Oct. 4, 1993), Regulatory Planning and Review, E.O. 13563 (76 FR 3821, Jan. 21, 2011), Improving Regulation and Regulatory Review, and DOT Regulatory Policies and Procedures. The Office of Information and Regulatory Affairs within the Office of Management and Budget (OMB) determined that this NPRM is not a significant regulatory action under section 3(f) of E.O. 12866, as supplemented by E.O. 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. Accordingly, OMB has not reviewed it under that E.O.

This rulemaking would revise the regulations to require a completed roadside inspection form be returned to the issuing State agency only if that agency requests it. This would likely result in cost savings for those entities that would no longer be required to return the form to the issuing agency. FMCSA does not have data on the number of issuing agencies that would not request to receive this form, or the

number of inspection reports that result in violations and are thus currently returned to the issuing agency within 15 days following the date of the inspection. Absent this information, FMCSA is unable to quantify the cost savings associated with this rulemaking. The Agency requests comment on any impacts that could result from the revisions proposed in this NPRM.

FMCSA does not anticipate that this rulemaking would impact safety. Motor carriers and intermodal equipment providers would still be required to undergo inspections and correct all violations found.

B. E.O. 14192 (Unleashing Prosperity Through Deregulation)

E.O. 14192 (90 FR 9065, Jan. 31, 2025), Unleashing Prosperity Through Deregulation, requires that for “each new [E.O. 14192 regulatory action] issued, at least ten prior regulations be identified for elimination.”¹

Implementation guidance for E.O. 14192 issued by OMB (Memorandum M–25–20, March 26, 2025) defines two different types of E.O. 14192 actions: an E.O. 14192 deregulatory action, and an E.O. 14192 regulatory action.²

An E.O. 14192 deregulatory action is defined as “an action that has been finalized and has total costs less than zero.” This proposed rulemaking is expected to have total costs less than zero as some entities would no longer return the completed inspection report to the issuing Agency, and therefore would be considered an E.O. 14192 deregulatory action upon issuance of a final rule. As discussed above, FMCSA is unable to quantify the cost savings that would result from this rulemaking.

C. Advance Notice of Proposed Rulemaking

Under 49 U.S.C. 31136(g), FMCSA is required to publish an advance notice of proposed rulemaking (ANPRM) or proceed with a negotiated rulemaking, if a proposed safety rule “under this part”³ is likely to lead to the promulgation of a major rule.⁴ As this

¹ Executive Office of the President. *Executive Order 14192 of January 31, 2025. Unleashing Prosperity Through Deregulation*. 90 FR 9065–9067. Feb. 6, 2025.

² Executive Office of the President. Office of Management and Budget. *Guidance Implementing Section 3 of Executive Order 14192, Titled “Unleashing Prosperity Through Deregulation.”* Memorandum M–25–20. March 26, 2025.

³ Part B of Subtitle VI of Title 49, United States Code, *i.e.*, 49 U.S.C. chapters 311–317.

⁴ A major rule means any rule that the Office of Management and Budget finds has resulted in or is likely to result in (a) an annual effect on the economy of \$100 million or more; (b) a major increase in costs or prices for consumers, individual industries, geographic regions, Federal, State, or

proposed rule is not likely to result in the promulgation of a major rule, the Agency is not required to issue an ANPRM or to proceed with a negotiated rulemaking.

D. Regulatory Flexibility Act

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996,⁵ requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term *small entities* comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000 (5 U.S.C. 601(6)). Accordingly, DOT policy requires an analysis of the impact of all regulations on small entities, and mandates that agencies strive to lessen any adverse effects on these businesses.

No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. This rulemaking would impact motor carriers that receive inspection reports containing violations or defects from issuing agencies that do not request to receive a completed roadside inspection form following the correction of the violations or defects. FMCSA does not know how many small entities would be impacted by this rulemaking and cannot determine if that number would be substantial.

The cost to return the form to the issuing agency is not overly burdensome or costly and would not represent 1 percent of revenue for a motor carrier. Therefore, FMCSA has determined that this rulemaking would not have a significant impact. Consequently, I certify that the proposed action would not have a significant economic impact on a substantial number of small entities.

E. Assistance for Small Entities

In accordance with section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857), FMCSA

local government agencies; or (c) significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets (5 U.S.C. 804(2)).

⁵ Public Law 104–121, 110 Stat. 857 (Mar. 29, 1996).

wants to assist small entities in understanding this proposed rule so they can better evaluate its effects on themselves and participate in the rulemaking initiative. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

Small businesses may send comments on the actions of Federal employees who enforce or otherwise determine compliance with Federal regulations to the Small Business Administration's Small Business and Agriculture Regulatory Enforcement Ombudsman (Office of the National Ombudsman, see <https://www.sba.gov/about-sba/oversight-advocacy/office-national-ombudsman>) and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of FMCSA, call 1–888–REG–FAIR (1–888–734–3247). DOT has a policy regarding the rights of small entities to regulatory enforcement fairness and an explicit policy against retaliation for exercising these rights.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) (UMRA) requires Federal agencies to assess the effects of their discretionary regulatory actions. The Act addresses actions that may result in the expenditure by a State, local, or Tribal government, in the aggregate, or by the private sector of \$206 million (which is the value equivalent of \$100 million in 1995, adjusted for inflation to 2024 levels) or more in any 1 year. Because this rulemaking would not result in such an expenditure, a written statement is not required.

G. Paperwork Reduction Act

This proposed rule contains no new information collection requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520). The burdens associated with motor carriers and intermodal equipment provider disposition of inspection reports are already covered in an approved Information Collection (IC), OMB Control No. 2126–0003, Inspection, Repair and Maintenance. That IC includes a specific accounting for this activity, IC–6, with an associated cost of 161,528 burden hours. This IC was last approved by OMB on March 31, 2024,

and the approval expires on March 31, 2027. FMCSA will update the burden associated with this collection activity as part of its next triennial IC renewal request. The public will have the opportunity to comment on that request.

H. E.O. 13132 (Federalism)

A rule has implications for federalism under section 1(a) of E.O. 13132 if it has “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

FMCSA has determined that this rulemaking would not have substantial direct costs on or for States, nor would it limit the policymaking discretion of States. Nothing in this document preempts any State law or regulation. Therefore, this rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Impact Statement.

I. Privacy

The Consolidated Appropriations Act, 2005,⁶ requires the Agency to assess the privacy impact of a regulation that will affect the privacy of individuals. This NPRM would not require the collection of personally identifiable information.

The Privacy Act (5 U.S.C. 552a) applies only to Federal agencies and any non-Federal agency that receives records contained in a system of records from a Federal agency for use in a matching program.

The E-Government Act of 2002,⁷ requires Federal agencies to conduct a Privacy Impact Assessment (PIA) for new or substantially changed technology that collects, maintains, or disseminates information in an identifiable form. No new or substantially changed technology would collect, maintain, or disseminate information as a result of this rulemaking. Accordingly, FMCSA has not conducted a PIA.

In addition, the Agency will complete a Privacy Threshold Assessment (PTA) to evaluate the risks and effects the proposed rulemaking might have on collecting, storing, and sharing personally identifiable information. The PTA will be submitted to FMCSA's Privacy Officer for review and preliminary adjudication and to DOT's Privacy Officer for review and final adjudication.

⁶ Public Law 108–447, 118 Stat. 2809, 3268, note following 5 U.S.C. 552a (Dec. 4, 2014).

⁷ Public Law 107–347, sec. 208, 116 Stat. 2899, 2921 (Dec. 17, 2002).

J. E.O. 13175 (Indian Tribal Governments)

This rulemaking does not have Tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes.

K. National Environmental Policy Act of 1969

FMCSA analyzed this proposed rule pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*). The Agency believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. This action would likely fall under a published categorical exclusion and thus be excluded from further analysis and documentation in an environmental assessment or environmental impact statement under FMCSA Order 5610.1 (69 FR 9680), Appendix 2. Specifically, paragraphs (6)(f)(1), (6)(q), and (6)(aa), which cover regulations pertaining to driver/vehicle inspections, implementing record preservation procedures, and requiring motor carriers, their officers, drivers, agents, representatives, and employees directly in control of CMVs to inspect, repair, and provide maintenance for every CMV used on a public road, respectively. The public is invited to comment on the impact of the proposed Agency action.

L. Rulemaking Summary

In accordance with 5 U.S.C. 553(b)(4), a summary of this rule may be found at [regulations.gov](https://www.regulations.gov), under the docket number.

List of Subjects in 49 CFR Part 396

Highway safety, Motor carriers, Motor vehicle safety, Reporting and recordkeeping requirements.

Accordingly, FMCSA proposes to amend 49 CFR part 396 to read as follows:

PART 396—INSPECTION, REPAIR, AND MAINTENANCE

■ 1. The authority citation for part 396 continues to read as follows:

Authority: 49 U.S.C. 504, 31133, 31136, 31151, 31502; sec. 32934, Pub. L. 112–141, 126 Stat. 405, 830; sec. 5524, Pub. L. 114–94, 129 Stat. 1312, 1560; and 49 CFR 1.87.

■ 2. Amend § 396.9 by revising paragraph (d)(3)(ii) to read as follows:

§ 396.9 Inspection of motor vehicles and intermodal equipment in operation.

* * * * *

(d) * * *

(3) * * *

(ii) If requested by the issuing State agency, return the completed roadside inspection form to the issuing State agency at the address indicated on the form and, in all instances, retain a copy at the motor carrier's principal place of business, at the intermodal equipment provider's principal place of business, or where the vehicle is housed for 12 months from the date of the inspection.

Issued under authority delegated in 49 CFR 1.87.

Sue Lawless,

Assistant Administrator.

[FR Doc. 2025–09718 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2025–0037]

RIN 2127–AM88

Federal Motor Vehicle Safety Standard No. 210; Seat Belt Assembly Anchorages

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove unnecessary regulatory text from Federal Motor Vehicle Safety Standard (FMVSS) No. 210, Seat belt assembly anchorages.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be

sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the Supplementary Information section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Joshua McNeil (email: Joshua.McNeil@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove references to dates for certain requirements in FMVSS No. 210. Since the requirements specify that they are applicable for vehicles manufactured after dates that have long passed (September 1, 1987 and October 21, 2011), the dates in the regulatory

text are no longer needed. We seek comment on all aspects of this proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacture.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95

Regulatory Analyses

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders. This NPRM, if finalized as proposed, is also expected to be an E.O. 14192 deregulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended

by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove regulatory text that is no longer necessary.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of

¹ H.R. 3684 (117th Congress) (2021).

NHTSA's rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer's compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency's ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (e.g., the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, "Civil Justice Reform" (61 FR 4729, February 7, 1996) requires that

Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Public Law 104–113), "all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments." Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards.

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public's needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn't clear?

- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?

- Would more (but shorter) sections be better?

- Could we improve clarity by adding tables, lists, or diagrams?

- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at regulations.gov, Docket NHTSA–2025–0037, in the **SUMMARY** section of this proposed rule.

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted "public version" of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This "public version" of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted "confidential version" of the

information for which you are seeking confidential treatment. Pursuant to § 512.6, the words "ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION" or "CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS" (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: "[.]"

You are also required to submit to the Office of Chief Counsel one redacted "public version" of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted "public version" should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>.

Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Motor vehicle safety, Motor vehicles.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for 49 CFR part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

- 2. Amend § 571.210 by
- a. Revising paragraphs S4.1.2(a) and S4.1.3.1;
- b. Revising the introductory text of paragraph S4.1.3.2;
- c. Revising paragraphs S4.1.3.4, S4.1.3.5 and S6.

The revisions read as follows:

§ 571.210 Standard No. 210; Seat belt assembly anchorages.

* * * * *

S4.1.2 (a) Notwithstanding the requirement of S4.1.1, each vehicle that is equipped with an automatic restraint at the front right outboard designated seating position, which automatic restraint cannot be used for securing a child restraint system or cannot be adjusted by the vehicle owner to secure a child restraint system solely through the use of attachment hardware installed as an item of original equipment by the vehicle manufacturer, shall have, at the manufacturer's option, either anchorages for a Type 1 seat belt assembly installed at that position or a Type 1 or Type 2 seat belt assembly installed at that position. If a manufacturer elects to install anchorages for a Type 1 seat belt assembly to comply with this requirement, those anchorages shall consist of, at a minimum, holes threaded to accept bolts that comply with S4.1(f) of Standard No. 209 (49 CFR 571.209).

* * * * *

S4.1.3.1 Seat belt anchorages for school bus passenger seats must be

attached to the school bus seat structure, including seats with wheelchair positions or side emergency doors behind them. Seats with no other seats behind them, no wheelchair positions behind them and no side emergency door behind them are excluded from the requirement that the seat belt anchorages must be attached to the school bus seat structure. For school buses with a GVWR less than or equal to 4,536 kg (10,000 pounds), the seat belt shall be Type 2 as defined in S3. of FMVSS No. 209 (49 CFR 571.209). For school buses with a GVWR greater than 4,536 kg (10,000 pounds), the seat belt shall be Type 1 or Type 2 as defined in S3. of FMVSS No. 209 (49 CFR 571.209).

S4.1.3.2 Type 2 seat belt anchorages on school buses must meet the following location requirements.

* * * * *

S4.1.3.4 School buses with a GVWR greater than 4,536 kg (10,000 pounds), with Type 1 seat belt anchorages, must meet the strength requirements specified in S4.2.1 of this standard.

S4.1.3.5 School buses with a GVWR greater than 4,536 kg (10,000 pounds), with Type 2 seat belt anchorages, must meet the strength requirements specified in S4.2.2 of this standard.

* * * * *

S6. *Owner's Manual Information.* The owner's manual in each vehicle with a gross vehicle weight rating of 4,536 kg or less shall include:

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025-09742 Filed 5-27-25; 4:15 pm]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-2025-0032]

RIN 2127-AM84

Federal Motor Vehicle Safety Standard No. 204; Steering Control Rearward Displacement

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to amend Federal Motor Vehicle Safety Standard No. 204, Steering Control

Rearward Displacement, so that it no longer applies to vehicles that are certified to the frontal barrier crash protection requirements of Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9826 before coming.

- **Fax:** (202) 493-2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202-366-9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the

detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Garry Brock at garry.brock@dot.gov. For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202-366-1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to amend Federal Motor Vehicle Safety Standard (FMVSS) No. 204, Steering Control Rearward Displacement. This safety standard specifies requirements that limit the rearward displacement of the steering column in a frontal crash. We propose to exclude vehicles from having to comply with FMVSS No. 204 if they are certified to the frontal barrier crash protection requirements of FMVSS No. 208. We seek comment on all aspects of this proposal.

FMVSS No. 204 specifies requirements that limit the rearward motion of the steering column in a frontal crash. The standard currently applies to passenger vehicles, trucks, and buses (except for walk-in vans or vehicles without steering controls). Vehicles are subjected to a 30 mile per hour frontal barrier crash test. The upper end of the steering column and shaft cannot be displaced more than 5 inches (127 mm) horizontally as a result of the crash test.

FMVSS No. 204 is one of the original safety standards that went into effect on January 1, 1968 (23 FR 2408). Motion of the steering column, and specifically motion of a collapsible steering column (or energy absorbing steering column), were analyzed with FMVSS No. 204 being used in conjunction with FMVSS No. 203, Impact protection for the driver from the steering control system. These two standards were developed to minimize head, neck and chest injuries to the vehicle driver as a result of an impact.

In the time since the promulgation of FMVSS No. 204, significant advances have been made to the crashworthiness of motor vehicles. These include the development and use of air bags and advanced restraint systems. These standards also predate the use of Anthropomorphic Test Devices (ATDs, or crash test dummies) within the

FMVSS to assess vehicle performance. After FMVSS No. 203 was updated on November 29, 1979 (44 FR 68475), it no longer applied to vehicles that complied with the frontal barrier crash requirements of FMVSS Standard No. 208. This exclusion was warranted because the requirements of FMVSS No. 203 could prevent the potential future development of air bag systems.

However, FMVSS No. 204 has not been similarly edited since its promulgation.

On November 15, 1995, NHTSA published an NPRM proposing to exclude from compliance with FMVSS No. 204 passenger cars and other light vehicles certified to the frontal barrier crash test requirements of FMVSS No. 208 by means of an air bag. The basis for the 1995 NPRM was the belief that auto manufacturers would take into account the need for a stable platform for their air bag when designing a restraint system. A designer of an air bag equipped vehicle must know the relative location of the air bag and the protected occupant when setting up the design. Performance of the air bag could be adversely affected should the air bag move up, down, rearwards or forwards during a crash event. Given that the air bag is located at the end of the steering column, it was expected that the performance of the air bag would ensure sufficient consideration of the location of the end of the steering column. NHTSA also stated the belief that manufacturers take care to ensure that air bags are not too close to vehicle occupants due to the potential for injury caused by an air bag deploying too close to a person.

In response to the 1995 NPRM, six total comments were received. Four commenters, the insurance institute for highway safety (IIHS), the American Automobile Manufacturers Association (AAMA), Volkswagen and Mitsubishi supported the proposal. Two commenters, the Advocates for Highway and Auto Safety and Mr. Lee F. Graser (a crash reconstructionist) both opposed the proposal. Mr. Graser opposed to update to FMVSS No. 204 on the basis of the success of FMVSS No. 204 in aiding occupant safety. The Advocates for Highway and Auto Safety expressed concern that smaller occupants sit closer to the air bag, and motion of the air bag towards these occupants could create a greater risk of injury. The Advocates for Highway and Auto Safety also argued that there was no supporting data for excluding vehicles from FMVSS No. 204 or the basis for concluding that manufacturers will continue prevent steering column displacement.

IIHS provided comments that they supported the change to FMVSS No.

204. However, they also provided additional information with regards to small overlap collisions, noting that excessive motion of the steering wheel had been seen in small overlap collisions. IIHS noted that this may lead to an increased injury risk or unusual occupant kinematics. IIHS noted that steering column intrusion does occur in some crash types, and they urged NHTSA to promote research to determine the types of testing which best reveal the issue of steering column movement in vehicle collisions.

On July 20, 1998, NHTSA terminated the rulemaking that would exclude certain vehicles from compliance with FMVSS No. 204 (63 FR 38799). At the time of the termination of rulemaking, NHTSA noted that FMVSS No. 208 had allowed for manufacturers to utilize sled testing for testing of depowered air bags, in place of an unbelted frontal crash test. The capability of the steering column is not tested in a sled test. Accordingly, without testing under FMVSS No. 204, there would be no method for determining the effect of any motion of the steering column. For these reasons, NHTSA ended the rulemaking and did not proceed with finalizing the change to FMVSS No. 204. NHTSA stated that, if circumstances change in the future, it would consider appropriate action.

On July 28, 2004, Honda petitioned NHTSA to update FMVSS No. 204 to allow FMVSS No. 208 to take its place. Honda noted that the advanced air bag requirements in FMVSS No. 208 would be applied to all light vehicles beginning September 1, 2006, and that sled testing would not be allowed. NHTSA denied this petition on March 20, 2006, citing two reasons. First, the test speeds for unbelted testing under FMVSS No. 208 was lower than the test speeds in FMVSS No. 204. Second, the petition did not provide data to support that FMVSS No. 208 could be used to assess extensive contact of movement of the steering controls in a frontal barrier test.

NHTSA has received additional comments in response to various notices with requests for re-evaluation of FMVSS No. 204 since denying the Honda petition.¹ Further, additional data has been developed and updates to FMVSS No. 208 have been made since

¹ On December 1, 2017, Global Automakers (DOT–OST–2017–0069–2772) and Hyundai America Technical Center, Inc. (DOT–OST–2017–0069–2769) submitted comments to the Department of Transportation Notice of Regulatory Review (DOT–OST–2017–0069). On May 29, 2020, the Alliance for Automotive Innovation commented on an NPRM for Automated driving systems (NHTSA Docket No. 2020–0014, 85 FR 17624) regarding the status FMVSS 204.

NHTSA denied Honda's 2004 petition. A study was conducted by George Mason University using finite element modelling to examine the motion of the steering column during a frontal barrier crash test.² This simulation study examined situations wherein the steering column motion was close to failing to meet FMVSS No. 204's performance requirement and found such failing closely correlated with failing to meet FMVSS No. 208's performance requirements due to chest deflections.³ The study concluded that based on this observation, a vehicle with steering column displacement not in compliance with FMVSS No. 204, would therefore also not comply with FMVSS No. 208.

The reasons NHTSA gave in 1998 for terminating that rulemaking appear to no longer be valid due to updates to the tests conducted in FMVSS No. 208 and the results of additional vehicle safety research. Commenters to the 1995 NPRM noted concerns with occupants sitting too close to the air bag. However, FMVSS No. 208 currently specifies unbelted frontal barrier testing with both the Hybrid III 50th percentile male and Hybrid III 5th percentile female dummies. The tests with the 5th percentile female dummy in the driver's seating position are conducted with the seat in full forward position, creating a test scenario with a smaller occupant sitting close to an air bag. With regards to comments regarding steering column motion in a small overlap crash scenario, FMVSS No. 208 includes an offset deformable barrier crash tests with the Hybrid III 5th percentile female crash test dummy in the driver's seat in full forward position as part of FMVSS No. 208. In the denial of Honda's rulemaking petition, NHTSA noted that the speed of the unbelted testing was lower than FMVSS No. 204. Currently the speed utilized for the FMVSS No. 208 unbelted testing is up to 25 mph; however unbelted testing with the Hybrid III 50th percentile male dummy can be conducted at any angle up to 30 degrees from perpendicular. Additionally, the crash tests with belted driver and outboard front passengers are conducted at 35 mph, which is at a higher speed and 26.5 percent higher crash energy than the current 30 mph crash test in FMVSS No. 204. The

² Reichert R., Kan, C., Park, C., "Measuring Steering Column Motion in Frontal Rigid-Barrier Test," July 2021, DOT HS 812 094, <https://rosap.nhtl.bts.gov/gsearch?collection=dot%3A40796&terms=DOT+HS+813+094>.

³ The performance requirement is that the upper end of the steering column and shaft cannot be displaced more than 5 inches (127 mm) as a result of the crash test.

combination of the angled tests with unbelted dummies and the higher speed tests with belted dummies may represent a more severe collision scenario with respect to steering column deformation. Moreover, the finite element modeling study suggests that a vehicle with steering column displacement not in compliance with FMVSS No. 204 would also not comply with FMVSS No. 208.

NHTSA believes that the reasoning in the 1995 NPRM still holds true—that one of the most fundamental engineering considerations manufacturers take into account in designing an air bag equipped vehicle is to provide a secure platform for the airbag. This belief, combined with the finite element modeling study demonstrating that noncompliance with FMVSS No. 204 would likely also result in noncompliance with FMVSS No. 208 and the strengthening of the FMVSS No. 208 testing, leads NHTSA to a tentative conclusion that compliance with FMVSS No. 204 is no longer necessary for vehicles subject to FMVSS No. 208 frontal barrier crash testing. In other words, NHTSA tentatively believes that the testing in FMVSS No. 208 is sufficient to ensure limited steering column motion and aid in occupant protection.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders. This NPRM, if finalized as proposed, is also expected to be an E.O. 14192 deregulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those

that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”⁴

While NHTSA is aware that some foreign regulations specify requirements similar to those it is proposing for removal, NHTSA has tentatively concluded that because the proposed change removes a superfluous requirement it does not create any incompatibilities with any foreign regulations.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a

government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter,

⁴H.R. 3684 (117th Congress) (2021).

a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (e.g., the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State

requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling

procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards.

There are no consensus standards available with regards to the motion of the steering column in a barrier test.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn’t clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of

all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA–2025–0032, in the **SUMMARY** section of this proposed rule.

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[].”

You are also required to submit to the Office of Chief Counsel one redacted “public version” of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via

email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Motor Vehicle Safety, Motor Vehicles.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

Subpart B—Federal Motor Vehicle Safety Standards

■ 2. Amend § 571.204 by revising paragraph S2 to read as follows:

§ 571.204 Standard No. 204; Steering control rearward displacement.

* * * * *

S2. *Application.* This standard applies to passenger cars and to multipurpose passenger vehicles, trucks, and buses. However, it does not apply to vehicles certified to S14 of Standard No. 208 (49 CFR 571.208). It also does not apply to walk-in vans or vehicles without steering controls.

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09738 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2025–0035]

RIN 2127–AM86

Federal Motor Vehicle Safety Standards No. 206; Door Locks and Door Retention Components

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 206, “Door locks and door retention components.”

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the

docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. Telephone: 202–366–9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact James Myers at james.myers@dot.gov. For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove S4.1.3.2 in FMVSS No. 206, “Door locks and door retention components,” because the requirements in this section are redundant. S4.1.3.2 include requirements for side rear door locks and currently follows S4.1.2.3(b) in FMVSS No. 206. S4.1.3 or S4.1.3.1 are not included in the standard. NHTSA intended to remove S4.1.3.2 in a 2007 final rule that revised the regulatory text to include requirements for rear door locks in S4.3.1.¹ Therefore,

S4.1.3.2 is unnecessary and NHTSA is proposing to remove the paragraph. We seek comment on all aspects of this proposal.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders. This NPRM, if finalized as proposed, is also expected to be an E.O. 14192 deregulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”²

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for

¹ 72 FR 5385 (Feb. 6, 2007).

² H.R. 3684 (117th Congress) (2021).

public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and

other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that

would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (*e.g.*, the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal

standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn’t clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?

- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at regulations.gov, Docket NHTSA–2025–0035, in the **SUMMARY** section of this proposed rule.

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB’s guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of

each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[.]”

You are also required to submit to the Office of Chief Counsel one redacted “public version” of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA’s headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new

material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor Vehicles.

For the reasons set forth above, NHTSA proposes to amend 49 CFR 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

§ 571.206 [Amended]

■ 2. Amend § 571.206 by removing paragraph S4.1.3.2.

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09740 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2025–0044]

RIN 2127–AM95

Federal Motor Vehicle Safety Standards No. 304, Compressed Natural Gas Fuel Container Integrity

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements in Federal Motor Vehicle Safety Standard (FMVSS) No. 304.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: Comments must be submitted through the Federal rulemaking portal at <https://www.regulations.gov> and should reference the docket number and the date and page number of this issue of the **Federal Register**. NHTSA strongly prefers comments be submitted electronically. However, written comments may be submitted (*i.e.*,

postmarked) via mail to 1200 New Jersey Avenue SE, Washington, DC 20590. All comments submitted in response to this document will be included in the record and will be made available to the public. Please be advised that the any information submitted with your comment will be made public, without change, on the internet at the address provided above. A plain language summary of this notice of proposed rule is available at <https://www.regulations.gov> in the docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Ian MacIntire (email: ian.macintire@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete directives from its phase-in reporting requirements that only pertain to vehicles manufactured in prior years, amending 49 CFR 571.304. The rule proposed eliminates those directives while maintaining other directives in 49 CFR 571.304 that pertain to vehicles that are being manufactured or will be manufactured. We seek comment on all aspects of that proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacturer.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166.

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this rulemaking can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA–2025–0044, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

This rulemaking does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this rulemaking will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory

provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have Tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have

“substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this

¹ H.R. 3684 (117th Congress) (2021).

proposed rule could or should preempt State common law causes of action. The agency's ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (e.g., the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, "Civil Justice Reform" (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), "all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments." Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public's needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn't clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments,

enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[].”

You are also required to submit to the Office of Chief Counsel one redacted “public version” of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential

treatment to NHTSA’s headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Motor vehicle safety, Reporting and recordkeeping requirements.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

- 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

- 2. Amend § 571.304 by revising S6.2 as follows:

§ 571.304 Standard No. 304; Compressed natural gas fuel container integrity.

* * * * *

S6.2 Each CNG fuel container shall meet the requirements of S7 through S7.4.

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09749 Filed 5–27–25; 4:15 pm]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR 571

[Docket No. NHTSA–2025–0043]

RIN 2127–AM94

Federal Motor Vehicle Safety Standards No. 303, Fuel System Integrity of Compressed Natural Gas Vehicles

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements for Federal Motor Vehicle Safety Standard (FMVSS) No. 303.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: Comments must be submitted through the Federal rulemaking portal at <http://www.regulations.gov> and should reference the docket number and the date and page number of this issue of the **Federal Register**. NHTSA strongly prefers comments be submitted electronically. However, written comments may be submitted (*i.e.*, postmarked) via mail to 1200 New Jersey Avenue SE, Washington, DC 20590. All comments submitted in response to this document will be included in the record and will be made available to the public. Please be advised that the any information submitted with your comment will be made public, without change, on the internet at the address provided above. A plain language summary of this notice of proposed rule is available at <https://www.regulations.gov> in the docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Ian

MacIntire (email: ian.macintire@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete directives from its phase-in reporting requirements that only pertain to vehicles manufactured in prior years, amending 49 CFR 571.303. The rule proposed eliminates those directives while maintaining other directives in 49 CFR 571.303 that pertain to vehicles that are being manufactured or will be manufactured. We seek comment on all aspects of that proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacturer.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166.

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA–2025–0043, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders.

This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches

that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and

other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or

¹ H.R. 3684 (117th Congress) (2021).

motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (e.g., the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher

standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of

Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn’t clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an

association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Public Participation

How do I prepare and submit comments?

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Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

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Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

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been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted "confidential version" of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words "ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION" or "CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS" (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: "[]."

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NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after

that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

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Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR 571

Motor vehicle safety, Reporting and recordkeeping requirements.

For the reasons set forth above, NHTSA proposes to amend 49 CFR 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

■ 2. Amend § 571.303 by revising paragraphs S5.1.1 and S5.1.2 as follows:

§ 571.303 Standard No. 303; Fuel system integrity of compressed natural gas vehicles.

* * * * *

S5.1.1 Vehicles with a GVWR of 10,000 pounds or less. Each passenger car, multipurpose passenger vehicle, truck, and bus with a GVWR of 10,000 pounds or less that uses CNG as a motor fuel shall meet the requirements of S6, except S6.4.

S5.1.2 School buses with a GVWR greater than 10,000 pounds. Each school bus with a GVWR greater than 10,000 pounds that uses CNG as a motor fuel shall meet the requirements of S6.4.

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09748 Filed 5–27–25; 4:15 pm]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2025–0039]

RIN 2127–AM90

Federal Motor Vehicle Safety Standard; No. 216; Roof Crush Resistance, Federal Motor Vehicle Safety Standard No. 216a; Roof Crush Resistance; Upgraded Standard

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove the obsolete Federal Motor Vehicle Safety Standard (FMVSS) No. 216, related to roof crush resistance.

DATES: Comments must be received July 29, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the

Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the Supplementary Information section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Carla Rush (email: carla.rush@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove the obsolete FMVSS No. 216, Roof crush resistance, Applicable unless a vehicle is certified to § 571.216a, which originally went into effect on September 1, 1973. It established strength requirements for the passenger compartment roof of vehicles. NHTSA has since implemented an updated roof crush resistance standard in FMVSS No. 216a, for which a multi-year phase-in required full compliance by Model Year 2016. Since FMVSS No. 216 is no longer necessary, we propose to remove it and modify FMVSS No. 216a to clarify its applicability. We seek comment on all aspects of this proposal.

FMVSS No. 216 has been amended several times since its inception, such as extending the requirements, originally only for passenger cars, to multipurpose passenger vehicles (MPV) and modifying the quasi-static testing

procedure. However, the most recent and substantial amendment occurred in 2009, which established FMVSS No. 216a as the upgraded version of FMVSS No. 216. The FMVSS No. 216a final rule was published in 2009 (74 FR 22348) and laid out a multi-year phase-in compliance requirement beginning in 2012 and full compliance by model year 2016.¹ Some of the major changes in FMVSS No. 216a included raising the Strength to Weight Ratio (SWR) threshold from 1.5 to 3.0 for passenger cars, changing from a one-sided to a two-sided test, expanding to heavier passenger vehicles (GVWR greater than 6,000 lb to 10,000 lb or less) with the SWR threshold of 1.5, and introducing headroom maintenance criteria.

With the full implementation of FMVSS No. 216a completed, FMVSS No. 216 is no longer applicable. We propose to eliminate FMVSS No. 216 in its entirety and amend FMVSS No. 216a to clarify its applicability. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacture.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA–2025–0039, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

As with the rule proposed for rescission, this rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders. This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not

¹ Vehicles produced in more than one stage and altered vehicles were not required to meet the upgraded requirements until September 1, 2016.

be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”²

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rescission rule will remove FMVSS No. 216 which is no longer applicable.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements; rather, it would reduce future collection requirements by removing reporting burdens.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and

responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive

² H.R. 3684 (117th Congress) (2021).

effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (e.g., the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, "Civil Justice Reform" (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104-113), "all Federal agencies and departments shall use technical standards that are developed

or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments."

Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards.

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public's needs?
- Are the requirements in the rule clearly stated?
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- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

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Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as

described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

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You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[.]”

You are also required to submit to the Office of Chief Counsel one redacted “public version” of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA’s headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via

email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Imports, Incorporation by reference, Motor vehicle safety, Reporting and recordkeeping requirements.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for 49 CFR part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117 and 30166; delegation of authority at 49 CFR 1.95.

§ 571.216 [Removed]

■ 2. Remove § 571.216.

§ 571.216a [Amended]

■ 3. Amend § 571.216a by removing S3.1(c).

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09744 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

49 CFR Part 571

[Docket No. NHTSA–2025–0034]

RIN 2127–AM85

Federal Motor Vehicle Safety Standards No. 205, Glazing Materials; No. 205(a), Glazing Equipment Manufactured Before September 1, 2006, and Glazing Materials Used in Vehicles Manufactured Before November 1, 2006

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove the obsolete Federal Motor Vehicle Safety Standard (FMVSS) No. 205(a), Glazing equipment manufactured before September 1, 2006, and glazing materials used in vehicles manufactured before November 1, 2006.

DATES: Comments must be received July 29, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket

number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202-366-9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact James Myers, Office of Crashworthiness Standards (email: james.myers@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202-366-1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove the obsolete requirements of FMVSS No. 205(a) and revise the applicability of FMVSS No. 205. The removed text from FMVSS No. 205 and the entirety of FMVSS No. 205(a) apply only to glazing equipment manufactured before September 1, 2006, and to motor vehicles manufactured before November 1, 2006. The following standards appear in FMVSS No. 205(a) and have already been approved for the locations in which they appear: ANSI Z26.1-1977, ANSI Z26.1a-1980, and SAE Recommended Practice J673a, "Automotive Glazing," revised August 1967. Since these three standards are

only incorporated by reference in FMVSS No. 205(a), NHTSA is proposing to remove the IBR material from 49 CFR 571.5. We seek comment on all aspects of this proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacture.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA-2025-0034, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

This rule does not meet the criteria of a "significant regulatory action" under Executive Order 12866, as amended by Executive Orders 14176 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders.

This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT "shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety."¹

¹H.R. 3684 (117th Congress) (2021).

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601-612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local, and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

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unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

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NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are

generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation. To this end, the agency has examined the nature (*e.g.*, the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

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Pursuant to this order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

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§ 512.6, the words "ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION" or "CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS" (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: "[]."

You are also required to submit to the Office of Chief Counsel one redacted "public version" of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted "public version" should include redactions of any information for which you are seeking confidential treatment (i.e., the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Incorporation by reference, Motor vehicle safety, Motor vehicles.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

- 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

- 2. Amend § 571.5 by:

- a. Removing paragraphs (c)(2) and (3);
- b. Redesignating paragraphs (c)(4) and (5) as paragraphs (c)(2) and (3), respectively;
- c. Revising paragraphs (d)(1) and (10);
- d. Removing paragraph (l)(17); and
- e. Redesignating paragraphs (l)(18) through (51) as paragraphs (l)(17) through (50), respectively.

The revisions read as follows:

§ 571.5 Matter incorporated by reference.

* * * * *

(d) * * *

(1) 1985 Annual Book of ASTM Standards, Vol. 05.04, “Test Methods for Rating Motor, Diesel, Aviation Fuels, A2. Reference Materials and Blending Accessories, (“ASTM Motor Fuels section”),” A2.3.2, A2.3.3, and A2.7, into § 571.108.

* * * * *

(10) ASTM D362–84, “Standard Specification for Industrial Grade Toluene,” approved March 30, 1984,

* * * * *

- 3. Amend § 571.205 by revising paragraphs S3 and S5.1.2 to read as follows:

§ 571.205 Standard No. 205; Glazing materials

* * * * *

S3. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks designed to carry at least one person, buses, motorcycles, slide-in campers, pickup covers designed to carry persons while

in motion and low speed vehicles, and to glazing materials for use in those vehicles.

* * * * *

S5.1.2 *Aftermarket replacement glazing.* Glazing intended for aftermarket replacement is required to meet the requirements of this standard.

* * * * *

§ 571.205(a) [Removed]

- 4. Remove § 571.205(a).

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09739 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2015–0045]

RIN 2127–AL01

Federal Motor Vehicle Safety Standards No. 218; Motorcycle Helmets; Withdrawal

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

ACTION: Notice of proposed rulemaking; withdrawal.

SUMMARY: This action withdraws the notice of proposed rulemaking (NPRM) published in the **Federal Register** on May 21, 2015 proposing amendments to Federal Motor Vehicle Safety Standard (FMVSS) No. 218, “Motorcycle Helmets.” The NPRM proposed three main changes to FMVSS No. 218: adding a definition of motorcycle helmet, adding preliminary screening requirements, and adding an alternate compliance process. Based on NHTSA’s analysis of the comments received and other considerations, the Agency has decided to withdraw the rulemaking proposal.

DATES: The NPRM published in the **Federal Register** on May 21, 2015, at 80 FR 29458, is withdrawn as of May 30, 2025.

ADDRESSES: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact James Myers at james.myers@dot.gov. For legal

issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810.

SUPPLEMENTARY INFORMATION:

I. Summary of the Notice of Proposed Rulemaking

II. Comments Received

III. Decision To Withdraw Rulemaking

I. Summary of the Notice of Proposed Rulemaking

On May 21, 2015, NHTSA published an NPRM¹ proposing three changes to FMVSS No. 218: adding a definition of motorcycle helmet, adding preliminary screening requirements and adding an alternate compliance process.

The proposed definition of “motorcycle helmet” stated that “hard shell headgear” meeting any of four conditions would be considered motorcycle helmets. First, a helmet would be a motorcycle helmet if it is manufactured or offered for sale with the apparent purpose of safeguarding highway users against risk of accident, injury, or death. Second, a helmet would be a motorcycle helmet if it is manufactured or sold by entities also dealing in certified helmets or other motor vehicle equipment and apparel for motorcycles or motorcyclists. Third, a motorcycle helmet described or depicted as a motorcycle helmet in packaging, promotional information or advertising would be a motorcycle helmet. The fourth criterion proposed that helmets presented for importation as motorcycle helmets in the Harmonized Tariff Schedule are also motorcycle helmets. To foreclose the possibility that hard shell headgear not intended for on-road use would be captured under the foregoing conditions, NHTSA proposed that the new definition exempt helmets meeting recognized safety standards for off-highway uses from the class of helmets deemed to be motorcycle helmets.

The NPRM also proposed changes to the criteria helmets must meet to comply with FMVSS No. 218 by proposing a set of threshold requirements to distinguish helmets that qualify for further testing to the existing performance requirements of the Standard from helmets whose physical characteristics are such that they cannot meet those performance requirements using known technologies. These threshold requirements, described as preliminary screening requirements, proposed liner thickness and compression requirements that all motorcycle helmets must meet and would allow either field or courtroom

¹ 80 FR 29458.

examinations using simple tools to establish if a helmet could meet the performance requirements of FMVSS No. 218.

II. Comments Received

NHTSA received 343 comments in response to the NPRM. Comments from individuals represented the overwhelming number of comments. Almost all the individual comments opposed the proposals in the NPRM. These comments, in general, did not reflect consideration of the actual proposals in the NPRM. They largely voiced opposition to State helmet laws, opposed government regulation in general, and expressed concerns that helmet laws or regulations are pretext for harassment of motorcyclists. A motorcycle industry trade group, a helmet manufacturer, various safety organizations, a law enforcement organization, a test facility, and motorcyclist advocacy groups also submitted comments. Except for the motorcyclist advocacy groups, the foregoing entities supported the proposals in the NPRM with some raising either technical or practical concerns about different aspects of the proposals.

The safety organizations and law enforcement organization were supportive of the proposed definition. A motorcycle industry trade group stated support of the proposed definition noting that “the proposed definition makes a critical distinction to close the novelty helmet loophole.” However, one safety organization commented that the amendments would not reduce the sale or use of novelty helmets or help law enforcement, but provided no support for their opinion.

Many commenters, including a helmet manufacturer, were concerned that a proposed energy-absorbing liner thickness standard in the screening requirements would hinder innovation. On the other hand, others acknowledged that thinner liners did not appear to be technically feasible. Some commenters were concerned that compliant helmets would be rendered noncompliant under the new thickness requirements and some indicated that helmet thickness does not correlate to helmet safety.

Several commenters expressed concerns that the tools proposed for the preliminary screening test would be unduly prescriptive and impractical. Other commenters had specific questions about how and where certain measurements would be taken. Finally, one law enforcement organization commented that the proposed screening criteria/tools may hinder enforcement and place police officers at risk.

III. Decision To Withdraw Rulemaking

Based on the comments NHTSA received regarding some of the tools specified in the proposal to evaluate the preliminary screening requirements and the feasibility of the screening criteria, NHTSA has decided to withdraw this rulemaking. NHTSA plans to conduct other activities to identify options and approaches for reducing the use of novelty helmets by highway users, including training law enforcement officers for identifying novelty helmets and recently updating NHTSA’s website with information for the public regarding the safety benefits of certified motorcycle helmets over novelty helmets. NHTSA will also continue to monitor the marketplace to determine if new or innovative technologies are introduced that enable thinner impact attenuating liners to meet the proposed criteria. It may be necessary to perform additional market research on helmet thickness. Furthermore, NHTSA will continue to monitor the safety issues raised by novelty helmet use and consider development of new test methods and tools to meet the NHTSA’s objectives. Accordingly, NHTSA withdraws the proposed amendment of the safety standard for motorcycle helmets because a rulemaking action is not anticipated in the near future.

The NPRM contained in docket number NHTSA–2015–0045, as published in the **Federal Register** on May 21, 2015, at 80 FR 29458, is hereby withdrawn.

Issued under authority delegated in 49 CFR 1.95 and 501.4 and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09712 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2025–0041]

RIN 2127–AM92

Federal Motor Vehicle Safety Standards No. 222; School Bus Passenger Seating and Crash Protection

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete requirements from

Federal Motor Vehicle Safety Standard (FMVSS) No. 222, “School bus passenger seating and crash protection.”

DATES: Comments must be received July 29, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Comments on the proposed information collection requirements should be submitted to: 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. It is requested that comments sent to the OMB also be sent to the NHTSA rulemaking docket identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through

Friday, except Federal Holidays.
Telephone: 202–366–9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact James Myers (email: James.Myers@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete requirements from FMVSS No. 222, School bus passenger seating and crash protection. This proposal removes requirements that are no longer applicable. Several of the obsolete requirements apply to school buses manufactured before a specific date, including: S5(a)(1), for buses manufactured before October 21, 2011; S5(b)(1)(i), for buses manufactured before September 1, 1991; and S5.1.2(a), for buses manufactured before October 21, 2009. In addition, this proposal removes references to dates requirements in S5.1.6 and S5.1.7, which occurred more than a decade ago. We seek comment on all aspects of this proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacture.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA–2025–0041, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rulemaking under those orders. This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the proposed rule will not have a significant economic impact on a substantial number of small entities.

¹ H.R. 3684 (117th Congress) (2021).

NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rescission rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this proposed rule would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132

(64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a

higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (*e.g.*, the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (*e.g.*, materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn’t clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in

the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be

accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

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Will the agency consider late comments?

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List of Subjects in 49 CFR Part 571

Buses, Motor vehicles, Motor vehicle safety.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117 and 30166; delegation of authority at 49 CFR 1.95.

■ 2. Amend § 571.222 by revising paragraphs S5(a), S5(b)(1), S5.1.2, introductory text of S5.1.6, and introductory text of S5.1.7 to read as follows:

§ 571.222 Standard No. 222; School bus passenger seating and crash protection.

* * * * *

S5. * * *

(a) *Large School Buses.* Each school bus with a gross vehicle weight rating of more than 4,536 kg (10,000 pounds) shall be capable of meeting any of the requirements set forth under this heading when tested under the conditions of S6 of this standard or § 571.210. However, a particular school bus passenger seat (*i.e.*, a test specimen) in that weight class need not meet further requirements after having met S5.1.2 and S5.1.5, or having been subjected to either S5.1.3, S5.1.4, S5.1.6 (if applicable), or S5.3. If S5.1.6.5.5(b) is applicable, a particular test specimen need only meet S5.1.6.5.5(b)(1) or (2) as part of meeting S5.1.6 in its entirety. Each vehicle with voluntarily installed Type 1 seat belts and seat belt anchorages at W seating positions in a bench seat, voluntarily installed Type 2 seat belts and seat belt anchorages at Y seat belt positions in a fixed occupancy seat, or voluntarily installed Type 2 seat belts and seat belt anchorages at Y and Y + 1 seat belt positions in a flexible occupancy seat, shall also meet the requirements of:

(1) S4.4.3.2 of Standard No. 208 (49 CFR 571.208);

(2) Standard No. 209 (49 CFR 571.209), as they apply to school buses; and,

(3) Standard No. 210 (49 CFR 571.210) as it applies to school buses with a gross vehicle weight rating greater than 10,000 pounds.

(b) * * *

(1) The requirements of S4.4.3.2 of § 571.208 and the requirements of §§ 571.207, 571.209 and 571.210 as they apply to school buses with a gross vehicle weight rating of 4,536 kg or less; and,

* * * * *

S5.1.2 *Seat back height, position, and surface area.* Each school bus passenger seat must be equipped with a seat back that has a vertical height of at least 610 mm (24 inches) above the seating

reference point. The minimum total width of the seat back at 610 mm (24 inches) above the seating reference point shall be 75 percent of the maximum width of the seat bench. Each school bus passenger seat must be equipped with a seat back that, in the front projected view, has front surface area above the horizontal plane that passes through the seating reference point, and below the horizontal plane 610 mm (24 inches) above the seating reference point, of not less than 90 percent of the seat bench width in millimeters multiplied by 610.

* * * * *

S5.1.6 *Quasi-static test of compartmentalization and Type 2 seat belt performance.* This section applies to school buses with a gross vehicle weight rating expressed in the first column of Tables 2 through 4, and that are equipped with Type 2 seat belt assemblies.

* * * * *

S5.1.7 *Buckle side length limit.* This section applies to rear passenger seats on school buses that are equipped with Type 1 or Type 2 seat belt assemblies. All portions of the buckle/latchplate assembly must remain rearward of the limit plane defined in S5.1.7.1 when tested under the conditions of S5.1.7.2.

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09746 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2025–0038]

RIN 2127–AM89

Federal Motor Vehicle Safety Standards No. 214, Side Impact Protection

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 214, Side impact protection.

DATES: Comments must be received by July 29, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the Supplementary Information section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact

Cristina Echemendia at cristina.echemendia@dot.gov. For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete requirements from FMVSS No. 214, Side impact protection, all of which are no longer applicable because they pertained to vehicles subject to phased-in compliance. Because certain material is incorporated by reference only in those obsolete provisions of FMVSS No. 214, NHTSA is also proposing to update § 571.5. We seek comment on all aspects of this proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacture.

Authority: 49 U.S.C. §§ 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Executive Orders 12866 and 13563

This rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rule under those orders. This NPRM, if finalized as proposed, is also expected to be an E.O. 14192 deregulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act,

Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rule is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and

determined that this rule would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

¹ H.R. 3684 (117th Congress) (2021).

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (e.g., the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be

any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory

text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn’t clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA–2025–0038, in the **SUMMARY** section of this proposed rule.

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has

been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[].”

You are also required to submit to the Office of Chief Counsel one redacted “public version” of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after

that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Incorporation by reference, Motor vehicle safety, Motor vehicles.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117 and 30166; delegation of authority at 49 CFR 1.95.

§ 571.5 [Amended]

■ 2. In § 571.5, amend paragraph (l)(23) by removing the text “; 571.14”.

■ 3. Amend § 571.214 as follows:

■ a. Revise definition of “raised roof” in S3;

■ b. Revise paragraph S5(b)(3);

■ c. Remove and reserve paragraph S7.1;

■ d. Add paragraphs S7.2(a) and S7.2(b);

■ f. Remove and reserve paragraphs S7.2.1, S7.2.2, S7.2.4, and S9.1.1;

■ g. Revise paragraph S9.1.2;

■ h. Remove paragraph S9.1.3;

■ j. Remove and reserve paragraph S12.1; and

■ k. Remove paragraph S13.

The revisions and additions read as follows:

§ 571.214 Standard No. 214; Side impact protection.

* * * * *

S3. Definitions

* * * *

Raised roof means, with respect to a roof which includes an area that protrudes above the surrounding exterior roof structure, that protruding area of the roof.

* * * *

S5. * * *

(b) * * *

(3) Passenger cars, multipurpose passenger vehicles, trucks and buses need not meet the requirements of S7 (moving deformable barrier test) as applied to the rear seat for side-facing rear seats and for rear seating areas that are so small that a Part 572 Subpart V dummy representing a 5th percentile adult female cannot be accommodated according to the positioning procedure specified in S12.3.4 of this standard.

* * * *

S7.2 MDB test with advanced test dummies.

(a) Each vehicle must meet the requirements of S7.2.5 and S7.2.6, when tested with the test dummy specified in those sections.

(b) Place the Subpart U ES-2re 50th percentile male dummy in the front seat and the Subpart V SID-IIs 5th percentile female test dummy in the rear seat. The test dummies are placed and positioned in the front and rear outboard seating positions on the struck side of the vehicle, as specified in S11 and S12 of this standard (49 CFR 571.214).

* * * *

S9.1.2 Each vehicle must meet the requirements of S9.2.1, S9.2.2 and S9.2.3, when tested under the conditions specified in S10 into a fixed, rigid pole of 254 mm (10 inches) in diameter, at any speed up to and including 32 km/h (20 mph). All vehicles must meet S9.1.2 without the use of advance credits.

* * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025-09743 Filed 5-27-25; 4:15 pm]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-2025-0042]

RIN 2127-AM93

Federal Motor Vehicle Safety Standards No. 301, Fuel System Integrity

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 301, Fuel system integrity.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: Comments must be submitted through the Federal rulemaking portal at <https://www.regulations.gov> and should reference the docket number and the date and page number of this issue of the **Federal Register**. NHTSA strongly prefers comments be submitted electronically. However, written comments may be submitted (*i.e.*, postmarked) via mail to 1200 New Jersey Avenue SE, Washington, DC 20590. All comments submitted in response to this document will be included in the record and will be made available to the public. Please be advised that the any information submitted with your comment will be made public, without change, on the internet at the address provided above. A plain language summary of this notice of proposed rule is available at <https://www.regulations.gov> in the docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Ian MacIntire (email: ian.macintire@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202-366-1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete directives from its phase-in reporting requirements that only pertain to vehicles manufactured in prior years, amending 49 CFR 571.301. The rule proposed eliminates those directives while

maintaining other directives in 49 CFR 571.301 that pertain to vehicles that are being manufactured or will be manufactured. We seek comment on all aspects of that proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacturer.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this rulemaking can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA-2025-0042, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

This rulemaking does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this rulemaking under those orders.

This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of

vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rule will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this rulemaking will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not

exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (*e.g.*, the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably

¹ H.R. 3684 (117th Congress) (2021).

foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all

rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
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In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Public Participation

How do I prepare and submit comments?

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comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

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You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to

§ 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

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Will the agency consider late comments?

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List of Subjects in 49 CFR Part 571

Motor vehicle safety, Reporting and recordkeeping requirements.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

■ 2. Amend § 571.301 by revising S6.2 and S6.3 to read as follows:

§ 571.301 Standard No. 301; Fuel system integrity.

* * * * *

S6.2 *Rear moving barrier crash.* When the vehicle is impacted from the rear by a moving deformable barrier 80 ±1.0 km/h with a 70 percent overlap, with 50th percentile test dummies as specified in part 572 of this chapter at each front outboard designated seating position, under the applicable conditions of S7, fuel spillage must not exceed the limits of S5.5.

S6.3 *Side moving barrier crash.* When the vehicle is impacted laterally on either side by a moving deformable barrier at 53 ± 1.0 km/h with the appropriate 49 CFR part 572 test dummies specified in 571.214 at positions required for testing by S7.2 of Standard No. 214, under the applicable conditions of S7 of this standard, fuel spillage shall not exceed the limits of S5.5 of this standard.

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09747 Filed 5–27–25; 4:15 pm]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–2025–0036]

RIN 2127–AM87

Federal Motor Vehicle Safety Standards No. 207; Seating systems

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

SUMMARY: NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standards (FMVSS) No. 207, Seating Systems.

DATES: Comments must be received July 29, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Comments on the proposed information collection requirements should be submitted to: 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. It is requested that comments sent to the OMB also be sent to the NHTSA rulemaking docket identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting

comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202-366-9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the Supplementary Information section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Garry Brock (email: garry.brock@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202-366-1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete requirements from FMVSS No. 207, Seating systems. The requirement in S4.2 applies to passenger seats on school buses manufactured before October 21, 2011, and therefore, this requirement is obsolete. We seek comment on all aspects of this proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacturer.

Authority: 49 U.S.C. §§ 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this rulemaking can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA-2025-0036, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders.

This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601-612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility

analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this proposed rule would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to

¹H.R. 3684 (117th Congress) (2021).

provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor

vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (*e.g.*, the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

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NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

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List of Subjects in 49 CFR 571

Motor vehicle, Motor vehicle safety.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS**Subpart B—Federal Motor Vehicle Safety Standards**

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

■ 2. In § 571.207, revise the introductory text of S4.2 to read as follows:

§ 571.207 Standard No. 207; Seating systems.

* * * * *

S4.2. General performance requirements. When tested in accordance with S5, each occupant seat shall withstand the following forces, in newtons, except for: a side-facing seat; a passenger seat on a bus other than a school bus; and, a passenger seat on a school bus with a GVWR greater than 4,536 kilograms (10,000 pounds).

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09741 Filed 5–27–25; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 571**

[Docket No. NHTSA–2025–0040]

RIN 2127–AM91

Federal Motor Vehicle Safety Standard No. 217; Bus Emergency Exits and Window Retention and Release

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 217, Bus emergency exits and window retention and release.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in

the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.

- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Cristina Echemendia at

cristina.echemendia@dot.gov. For legal issues, you may contact John Piazza at john.piazza@dot.gov. You can reach these officials by phone at 202–366–1810. **Address:** National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete requirements from FMVSS No. 217 as the requirements apply to school buses manufactured before September 1, 1994. We seek comment on all aspects of this proposal. This action does not affect the applicability of 49 U.S.C. 30122, which prohibits certain entities from making inoperative any part of a device or element of design installed in vehicle pursuant to an FMVSS applicable on the date of manufacture.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166; delegation of authority at 49 CFR 1.95.

Regulatory Analyses*Executive Orders 12866 and 13563*

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders. This NPRM, if finalized as proposed, is also expected to be an E.O. 14192 deregulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle

industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

The proposed rule is deregulatory and has little effect on States and local governments, so NHTSA anticipates that this rulemaking will not have implications for federalism. Therefore, under Section 6(b) of the Executive Order, a federalism summary is not required. States and local governments are invited to comment if they believe a federalism summary is necessary.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect, if any; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is

discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (*e.g.*, materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn’t clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information

¹ H.R. 3684 (117th Congress) (2021).

Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at regulations.gov, Docket NHTSA–2025–0040, in the **SUMMARY** section of this proposed rule.

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information

quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[.]”

You are also required to submit to the Office of Chief Counsel one redacted “public version” of the information for which you are seeking confidential

treatment. Pursuant to § 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 571

Motor vehicle safety, Motor vehicles.

For the reasons set forth above, NHTSA proposes to amend 49 CFR 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

■ 2. Amend § 571.217 as follows:

■ a. Revise the introductory text of paragraph S5.2.3; and

■ b. Remove paragraph S5.2.3.4.

The revisions read as follows:

§ 571.217 Standard No. 217; Bus emergency exits and window retention and release.

* * * * *

S5.2.3 *School buses.* Each school bus shall comply with S5.2.3.1 through S5.2.3.3.

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09745 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571 and Part 572

[Docket No. NHTSA–2025–0046]

RIN 2127–AM62

Federal Motor Vehicle Safety Standard No. 213a; Child Restraint Systems—Side Impact Protection; Federal Motor Vehicle Safety Standard No. 213; Child Restraint Systems, Federal Motor Vehicle Safety Standard No. 213b; Child Restraint Systems

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

ACTION: Notice of proposed rulemaking; Grant of petitions for rulemaking and other proposals.

SUMMARY: This document proposes amendments to the safety standards for child restraint systems (CRSs). NHTSA is proposing to amend FMVSS No. 213a, “Child restraint systems—side impact protection,” to exempt school bus CRSs from the standard’s requirements as long as they meet specified labeling requirements; to delay the compliance date from June 30, 2025 to December 5, 2026; to provide that the Child Restraint Air Bag Interaction twelve-month-old (CRABI–12MO) test dummy will not be used to test forward-facing CRSs; and to

amend the positioning procedures for that dummy. The first two of these amendments are in response to petitions from CRS manufacturers. NHTSA is also proposing to amend FMVSS No. 213, “Child restraint systems” and FMVSS No. 213b, “Child restraint systems; Mandatory applicability beginning December 5, 2026,” to exclude school bus CRSs from the requirements to provide attachments for connection to the vehicle’s child restraint anchorage system and to change certain labeling requirements to reflect how school bus child restraints are used.

DATES: Comments must be submitted no later than June 30, 2025.

Proposed Effective date: The effective date would be the date of publication of the final rule in the **Federal Register**.

ADDRESSES: You may submit comments to the docket number identified in the heading of this document by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail:** Docket Management Facility, M–30, U.S. Department of Transportation, West Building, Ground Floor, Rm. W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- **Hand Delivery or Courier:** West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9332 before coming.
- **Fax:** 202–493–2251.

Regardless of how you submit your comments, please mention the docket number of this document.

Instructions: For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Docket: For access to the docket to read background documents or

comments received, go to www.regulations.gov, or the street address listed above. Follow the online instructions for accessing the dockets.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Cristina Echemendia, Office of Crashworthiness Standards (email: Cristina.Echemendia@dot.gov). For legal issues, you may contact John Piazza, Office of Chief Counsel (email: John.Piazza@dot.gov). You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

- I. Executive Summary
- II. Background
- III. Proposed Amendments to Side Impact Requirements (FMVSS No. 213a)
 - A. Exempt School Bus CRSs From the Side Impact Requirements
 - B. Exclude the CRABI–12MO Test Dummy From Testing Forward-Facing CRSs and Make Corresponding Amendments to the Dummy Positioning Procedures
 - C. Delay the Compliance Date From June 30, 2025 to December 5, 2026
- IV. Proposed Amendments to Front Impact Requirements (FMVSS Nos. 213 and 213b)
- V. Costs and Benefits
- VI. Proposed Effective Date
- VII. Regulatory Notices and Analyses
- VIII. Public Participation

Proposed Regulatory Text

I. Executive Summary

This document proposes amendments to three different safety standards: FMVSS No. 213, “Child restraint systems; Applicable unless a vehicle or child restraint system is certified to § 571.213b”; FMVSS No. 213b, “Child restraint systems; Mandatory applicability beginning December 5, 2026”; and FMVSS No. 213a, “Child restraint systems—side impact protection.” FMVSS Nos. 213, 213a, and 213b set out most of the agency’s safety requirements for child restraint systems (CRS).

This document proposes four amendments to the side impact standard (FMVSS No. 213a):

- Exempt school bus CRSs from the side impact requirements in FMVSS No. 213a. The December 5, 2023 final rule updating FMVSS No. 213 and establishing FMVSS No. 213b for frontal impact requirements, amended the standards to permit more types of add-on CRSs specially designed for

exclusive use on school buses, that were not permitted at the time, with the intent to facilitate the availability of these CRSs that are only used on school buses. Because these CRSs are designed to install on school bus seats with seat back mounts, their construction does not provide rigid side structures (similar to harnesses) and because the side impact environment in school buses is different from the side impact environment simulated by the FMVSS No. 213a standard, the agency is proposing to exempt school bus CRSs from FMVSS No. 213a. This proposal is NHTSA's action on a grant of petitions for rulemaking from IMMI and BESI, Inc.

- Delay the compliance date of FMVSS No. 213a from June 30, 2025 to December 5, 2026. The agency received a petition for rulemaking from a group of CRS manufacturers which requested a delay on the FMVSS No. 213a compliance date to “prevent market disruption resulting in reduced availability of CRSs” and due to “limited availability of compliance lab sled time” that is needed for the development and certification of their products. This proposal is NHTSA's action on a grant of petitions for rulemaking from a group of CRS manufacturers.
- Provide that the CRABI-12MO test dummy will not be used to test forward-facing CRSs for side impact requirements in FMVSS No. 213a. The frontal update standard (FMVSS No. 213b) requires that forward-facing CRSs must have a minimum recommended child weight of 12 kg (26.5 lbs.). Since the CRABI-12MO dummy only weighs 10 kg (22 lb.), the standard excluded testing forward-facing CRSs with the CRABI-12MO dummy because the dummy would be too small for the CRS design. To maintain consistency between standards, the agency proposes to exclude testing forward-facing CRSs from side impact requirements in FMVSS No. 213a.

- Amend the positioning procedures for the CRABI-12MO dummy to reflect that the dummy would no longer be tested with forward-facing CRSs.

NHTSA is also proposing to amend FMVSS No. 213, “Child restraint systems” and FMVSS No. 213b, “Child restraint systems; Mandatory applicability beginning December 5, 2026,” to exclude school bus CRSs from the requirements to provide attachments for connection to the vehicle's child restraint anchorage system. Generally, school bus CRSs have a seat back mounting installation method that is necessary for school bus seats. It was not the intent of the agency to apply the

requirement for child restraint anchorage system attachments to the school bus CRSs when the agency finalized the frontal impact update final rule. Therefore, NHTSA proposes to add school bus CRSs to the exclusion list in both FMVSS No. 213 S5.9(a) and FMVSS No. 213b S5.9(a). The agency also proposes to amend S5.5.2(g)(1)(ii) in FMVSS Nos. 213 and 213b which require a labeling statement regarding how to secure the CRS to the vehicle to be consistent with the seat back mount required in school bus CRSs.

II. Background

This document proposes amendments to three different safety standards: FMVSS No. 213, “Child restraint systems; Applicable unless a vehicle or child restraint system is certified to § 571.213b”; FMVSS No. 213b, “Child restraint systems; Mandatory applicability beginning December 5, 2026”; and FMVSS No. 213a, “Child restraint systems—side impact protection.” FMVSS Nos. 213, 213a, and 213b set out most of the agency's safety requirements for child restraint systems (CRS). Each of these three standards has either been established or updated in final rules over the past 3 years. Below we provide some brief background information on the recent regulatory history for these standards to provide context for the proposed amendments.

FMVSS Nos. 213 and 213b—The Frontal Impact Standards

FMVSS No. 213 is the original CRS standard, which was established in the 1970s.¹ FMVSS No. 213 sets out a number of requirements for CRSs, but perhaps the most significant portion of FMVSS No. 213 is its requirements for frontal impact protection. The standard sets out a test procedure that involves a sled bench and a crash pulse that simulates a frontal collision. CRSs must meet certain minimum requirements during these crash tests (e.g., maximum head and knee excursions of a restrained child-size test dummy, head and chest injury criteria).

In 2020 NHTSA published an NPRM that proposed sweeping updates to the frontal impact standard,² and in 2023 NHTSA published a final rule.³ In implementing these changes, NHTSA created a new standard, FMVSS No. 213b. FMVSS No. 213 applies to CRSs

¹ The standard has been updated throughout the years by, among other things, incorporating new child dummies, updating the standard's test seat assembly, and requiring CRSs to provide means to attach the CRS to the vehicle child restraint anchorage system.

² 85 FR 69388 (Nov. 2, 2020).

³ 88 FR 84514 (Dec. 5, 2023).

manufactured before December 5, 2026, and FMVSS No. 213b applies to child restraint systems manufactured on or after December 5, 2026. FMVSS No. 213 therefore sunsets on December 5, 2026.

NHTSA received two petitions for reconsideration to the 2023 frontal impact final rule (from Juvenile Products Manufacturers Association (JPMA) and Evenflo). Both petitions were timely filed within 45 days after each respective rule was published. The petitions concerned a variety of issues. For example, JPMA requested removing testing CRSs installed with lap belt only in frontal sled test, and guidance on the new registration information for consumers, while Evenflo requested the deletion of duplicative language.

NHTSA responded to these petitions in a final rule published on October 9, 2024.⁴ (This final rule also responded to petitions for reconsideration received on the side impact final rule, which is discussed in the immediately following section.)

FMVSS No. 213a—The Side Impact Standard

The Moving Ahead for Progress in the 21st Century Act (“MAP-21”), enacted in 2012, directed NHTSA to initiate a rulemaking to improve safety for children involved in side impact crashes.⁵ In response to this mandate, in 2014 NHTSA published an NPRM proposing side impact protection requirements for CRSs under a new standard, FMVSS No. 213a.⁶ NHTSA finalized the rule in 2022.⁷ The final rule established, among other things, performance requirements that must be met in a test simulating the acceleration pulse and door intrusion that occurs in a real-world side impact. The compliance date of the final rule is June 30, 2025.

NHTSA received two petitions for reconsideration to the 2022 side impact final rule (from Columbus Trading Partners USA, Inc (Cybex products distributor) and Evenflo). Both petitions were timely filed within 45 days after the final rule was published and concerned a variety of issues. For example, Cybex requested NHTSA clarify how fixed, adjustable, and configurable side impact technologies will be tested in future annual compliance test programs. NHTSA responded to these petitions in the same notice published on October 9, 2024 that responded to the petitions for

⁴ 89 FR 81836 (Oct. 9, 2024) (final rule and response to petitions for reconsideration for FMVSS Nos. 213, 213a, and 213b).

⁵ Public Law 112-141, Sec. 31501(a).

⁶ 79 FR 4570 (Jan. 28, 2014).

⁷ 87 FR 39234 (June 30, 2022).

reconsideration of the 2023 frontal impact final rule.⁸

Petitions for Reconsideration and Rulemaking Subsequent to the October 2024 Final Rule

After publishing the October 2024 final rule responding to the petitions for reconsideration of the frontal impact and side impact rulemakings, NHTSA received three additional petitions for reconsideration, as well as a related petition for rulemaking. The petitions for reconsideration were from IMMI (dated November 18, 2024); BESI, Inc. (dated November 22, 2024); and a group of CRS manufacturers⁹ (dated November 24, 2024). IMMI and BESI requested that NHTSA exempt school bus CRSs that do not meet the regulatory definition of “harness” in FMVSS Nos. 213a from the side impact requirements. IMMI also submitted a petition for rulemaking on January 8, 2025 that highlighted the same issues raised in its petition for reconsideration. The petition for reconsideration from the group of CRS manufacturers requested a delay of the June 30, 2025, compliance date of the side impact standard to prevent “significant market disruption resulting from a reduced availability of child restraint systems and higher costs than necessary for those that are available.”

Because the petitions do not request reconsideration of any amendments made in the October 2024 final rule,¹⁰ and in accordance with NHTSA’s regulations, the agency has decided to treat the three petitions for reconsideration as petitions for rulemaking. The agency has informed all petitioners of this decision. NHTSA has decided to grant all three of these petitions for rulemaking and is publishing this document in furtherance of that grant.

III. Proposed Amendments to Side Impact Requirements (FMVSS No. 213a)

A. Exempt School Bus CRSs From the Side Impact Requirements

The frontal and side impact standards recognize different categories of CRSs, each of which must meet different requirements using different required

methods of installation. For instance, the most common category of CRS is an add-on child restraint system, which is defined as any portable child restraint system. These are the types of restraints that come to mind when someone colloquially refers to a CRS as a “car seat.” Another category of CRS with specific requirements is a harness, which the standards define as a CRS that “consists primarily of flexible material, such as straps, webbing or similar material, and does not include a rigid seating structure for the child.” Harnesses designed for use in vehicles are generally required to provide a means of installation with a vehicle lap belt.¹¹ Since 2004, however, FMVSS No. 213 had specifically exempted harnesses manufactured for exclusive use on school buses from this requirement as long as the harness includes a warning label.¹² School bus harnesses attach to school bus seats backs without needing a seat belt assembly to secure this harness type to the seat. Thus, this type of harness can be used on large school buses that are not equipped with seat belts, which is the majority of school buses. School bus harnesses were exempted from the seat belt installation requirement because many school districts and school bus operators need a product with a seat back mount to transport preschoolers, children who need help sitting upright, and children who need to be physically restrained because of physical or behavioral needs.¹³ Harnesses manufactured for use on school buses that are properly labeled are also exempt from some of the standard’s other requirements (*e.g.*, means of installation to lower anchors). Harnesses manufactured for use on school buses were otherwise subject to the standard, importantly including the sled test requirements.

Around the time of the 2004 final rule, restraint manufacturers began introducing a new type of child restraint for exclusive use in a school bus—one that utilized a harness consisting primarily of flexible material for the upper torso, together with a rigid base.¹⁴

Because such a device did not primarily consist of flexible material, it was not categorized as a “harness” under the FMVSS No. 213 (the only CRS standard at the time), and therefore did not qualify for the exemptions that were available for school bus harnesses.¹⁵

In its comments to the 2014 side impact NPRM, IMMI raised this issue with respect to both FMVSS No. 213 and the proposed FMVSS No. 213a.¹⁶ The side impact NPRM proposed to entirely exempt harnesses and car beds from the standard. NHTSA did not apply the side impact standard to harnesses and car beds, which are not designed to protect children during a side impact collision, because “of practicability concerns about the ability of the harness to meet the proposed requirements and because harnesses serve a need in certain populations.”¹⁷ In its comment, IMMI described one of its child restraints for exclusive use in a school bus as a hybrid design of harness and child seat. It noted that while the side impact NPRM excluded harnesses and car beds from its requirements, it did not clearly encompass CRSs for exclusive use in a school bus with rigid elements, such as IMMI’s CRS. This inconsistency was consequential because this type of hybrid school bus CRS is not designed to protect children in a side impact collision, and so would not comply with the standard. IMMI suggested a few different options for providing this flexibility to CRS for exclusive use in school bus manufacturers, including by clarifying the regulatory text in the CRS standards. However, the 2022 side impact final rule did not account for this and therefore did not exempt school bus child restraints that are not harnesses¹⁸ from the standard.

On the other hand, the 2023 frontal upgrade final rule did amend the frontal impact requirements to extend the exemption for school bus child restraints harnesses to this type of hybrid school bus restraint IMMI referred to. In response to the NPRM, IMMI and other commenters supported

¹¹ They may be tested with a tether if provided with the CRS.

¹² 69 FR 10928 (Mar. 9, 2004) (final rule). The warning label is required to inform users that the harness may be used only on school bus seats, and that the entire seat directly behind the child wearing the seat-mounted harness must be either unoccupied or occupied by restrained passengers.

¹³ 69 FR 10928, March 9, 2004.

¹⁴ IMMI comments to 2014 side impact NPRM. Docket No. NHTSA–2014–0012–0023: “The STAR utilizes a harness type restraint consisting primarily of flexible material for the upper torso of the child that is integrated into a rigid lower base booster structure.”

¹⁵ NHTSA letter to IMMI, September 21, 2016: <https://www.nhtsa.gov/interpretations/14-001678-immi-star-crs>.

¹⁶ IMMI comments to 2014 side impact NPRM: Docket No. NHTSA–2014–0012–0023: “The incorporation of a hybrid harness restraint consisting primarily of flexible material for the upper torso of the child that is attached to that rigid lower base booster structure offers the users with a unique means of attachment and portability.”

¹⁷ 79 FR 4570, 4576 (Jan. 28, 2014) (side impact NPRM). See S3 (“This standard applies to add-on child restraint systems . . . except for car beds and harnesses.”)

¹⁸ The school bus CRS category had not yet been introduced into FMVSS No. 213.

⁸ See *supra* note 4.

⁹ BabyTrend, Babyark, DECA Consulting, Diono, Doona, KidsEmbrace, Peg Parego, and Safe Traffic System.

¹⁰ The petition from the group of CRS manufacturers to delay the compliance date for the side impact requirements is outside the scope of the October 2024 final rule because that final rule only discussed compliance dates in the context of amending compliance dates for the frontal impact update, not the side impact final standard.

this approach. Accordingly, the 2023 frontal impact final rule included, among other things, a definition of “school bus child restraint system” that was design-neutral and specific to school bus seat usage. It defined school bus child restraint system as a child restraint system (including, but not limited to, harnesses) sold for exclusive use on school bus seats with a label conforming with S5.3.1(b) of FMVSS Nos. 213 or 213b. School bus child restraints that are not harnesses were consequently now required to provide means of installation with a seat back and/or seat back mount and not required to provide means of installation with a vehicle seat belt and/or to the lower anchorages or the child restraint anchorage system, as long as it is appropriately labeled. However, while NHTSA amended the frontal impact standards to account for this type of partially rigid school bus child restraint, it did not similarly amend the side impact requirements. The result is that while school bus CRSs are exempted from some of the requirements in the frontal impact standards so that they are able to comply with it, they are not exempted at all from the side impact standard, which they are not able to comply with because they are not designed to provide protection in a side impact.

IMMI and BESI requested that NHTSA exempt school bus CRSs that do not meet the regulatory definition of “harness” in FMVSS Nos. 213a from the side impact requirements. IMMI noted that it had commented on this issue in response to the 2014 side impact NPRM, but that the final rule had not addressed this issue. It also noted meetings that it had had with NHTSA about this issue. It stated that after the 2022 side impact final rule was published, IMMI had met with NHTSA and NHTSA informed it that the matter of school bus child restraints would be handled in a future rulemaking. IMMI commented that, nevertheless, the October 2024 final rule also did not address this issue. IMMI also described its school bus CRS product, the Student Transportation Add-on Restraint (STAR), which consists of a harness attached to a rigid seat base that provides fixed anchorage points for the harness’s lap belt and crotch strap. It explained that because the purpose of the STAR is to safely secure the child to the school bus seat, there is no shell component in this restraint to provide protection for side impact collisions. IMMI stated that “due to the nature of its design, [STAR] is not capable of meeting the newly established side impact requirements of

FMVSS 213a.” It also explained what it viewed as the advantages of the product, and noted that NHTSA has included this type of CRS in its training materials. IMMI and BESI stated that unless school bus CRSs are excluded from side impact requirements, they will have to stop production of these CRSs (for the U.S. market) and that this would affect Head Start programs which require the use of child restraint systems in school bus transportation of their students. IMMI and BESI therefore requested that NHTSA amend FMVSS No. 213a so that this type of restraint would not be subject to the side impact protection standard.

NHTSA has tentatively concluded that the requests from IMMI and BESI have merit. While the side impact standard explicitly exempts harnesses and car beds, which do not need to be certified to the standard, this exemption does not include school bus child restraints that are not harnesses. Accordingly, under the current CRS regulatory framework, there is a path for school bus CRSs—whether they qualify as harnesses or not—to be compliant under the frontal impact standards, but there is not a path for those school bus CRSs that are not harnesses to be compliant under FMVSS No. 213a. Similar to harnesses, NHTSA believes school bus CRSs should be excluded because of practicability concerns about the ability of the school bus CRS to meet the proposed requirements and because school bus CRSs serve a niche market where the needs cannot be met by any other type of CRS. NHTSA also recognizes that the side impact crash environment of a school bus is significantly different from the simulated side impact test in FMVSS No. 213a. Accordingly, the agency would like to correct this inconsistency in the CRS standards, and is therefore proposing to explicitly exempt all school bus CRSs from applicability under the side impact standard. NHTSA seeks comment on this proposal.

B. Exclude the CRABI-12MO Test Dummy From Testing Forward-Facing CRSs and Make Corresponding Amendments to the Dummy Positioning Procedures

Child restraint systems must meet the performance requirements in FMVSS Nos. 213, 213a, and 213b when dynamically tested with anthropomorphic test devices (test dummies). Each child restraint system must meet the requirements when oriented in each direction the CRS is designed to be used in (*i.e.*, forward, rearward).

The 2022 side impact final rule expanded the performance requirements for child restraint systems (CRSs) by adopting a side impact test that requires that CRSs meet specified performance requirements when tested with two different dummies: the well-established 12-month-old child test dummy (CRABI-12MO)¹⁹ dummy and a newer side impact test dummy representing a 3-year-old child (the Q3s).²⁰ NHTSA explained, in the final rule, that it was choosing to limit testing for the side impact requirements to these two dummies, as opposed to a broader range of dummies representing children of a wider range of ages. One reason NHTSA cited was there is no side impact dummy representative of children larger than those represented by the Q3s that can reasonably be used to test CRSs for children above 18 kg (40 lb) to the dynamic side impact requirements.²¹

The CRABI-12MO represents a twelve-month-old child and weighs 10 kg (22 lb). FMVSS No. 213a uses the CRABI-12MO to measure the containment capability of the CRS (the ability to prevent the dummy’s head from making contact with the intruding door of the sled assembly). The standard specifies the CRABI-12MO for testing CRSs that are recommended by their manufacturer for use by children in a specified mass range that includes any children having a mass greater than 5 kg (11 lb) but not greater than 13.6 kg (30 lb), or by children in a specified height range that includes any children whose height is greater than 650 mm but not greater than 850 mm.

The Q3s represents a 3-year-old and weighs 14.5 kg (32 lb). The standard specifies the Q3s for testing CRSs that are recommended by their manufacturer for use by children having a mass greater than 13.6 kg (30 lb) but not greater than 18 kg (40 lb), or by children whose height is greater than 870 mm but not greater than 1100 mm. FMVSS No. 213a uses the Q3s to evaluate the crash forces experienced by a restrained child and specifies injury criteria (expressed in terms of a head injury criterion (HIC) and chest deflection) that may not be exceeded. These criteria allow a quantitative evaluation of the effectiveness of the CRS to prevent or attenuate head and chest impact with the intruding door.

The weight and height ranges for selecting either the CRABI-12MO and the Q3s were specifically chosen to

¹⁹ 49 CFR part 572, subpart R—CRABI 12-Month-Old Infant, Alpha Version.

²⁰ 49 CFR part 572, subpart W—Q3s Three-Year-Old Child Test Dummy.

²¹ See 79 FR 4570, 4573 (Jan. 28, 2014) (side impact NPRM).

mirror the weight ranges specified for testing CRSs to the frontal impact requirements in FMVSS Nos. 213 and 213b for CRSs with manufacturer recommended weights between 5 kg (11 lb) and 18 kg (40 lb).²² Specifically, the frontal impact standards specify testing CRSs recommended for children weighing 5 kg (11 lb) to 13.6 kg (30 lb), and specify a different 3-year-old dummy (the HIII–3yo) for testing CRSs recommended for children weighing 13.6 kg (30 lb) to 18 kg (40 lb). NHTSA had a variety of reasons for choosing these cutoffs; one of them was consistency between the front and side impact requirements.²³

This proposal for FMVSS No. 213a concerns one aspect of these dummy specifications for which the specifications in FMVSS No. 213a do not mirror those in FMVSS Nos. 213 and 213b. In its comments to the frontal impact upgrade NPRM, Evenflo pointed out a potential inconsistency in the testing for which the CRABI–12MO was specified.²⁴ Evenflo noted that while FMVSS No. 213 requires that “manufacturers shall not recommend forward-facing use for child restraint systems with internal harnesses for children of masses less than 12 kg (26.5 lb)”²⁵, the front impact proposal specified the CRABI–12MO (which weighs 10 kg (22 lb)) for testing CRSs recommended for use with children weighing more than 10 kg (22 lb) and not more than 13.6 kg (30 lb). Thus, it proposed using the CRABI–12MO to test CRSs that manufacturers would not have been permitted to recommend for forward-facing use for children weighing the same as the dummy.²⁶ In response to this comment, NHTSA added language to the finalized standard providing that “the CRABI 12MO dummy is not used to test a forward-

facing child restraint system” in this weight/height range. The final rule preamble also noted that “this change has implications for the agency’s use of the CRABI–12MO in FMVSS No. 213a (Side Impact Protection) compliance tests . . . NHTSA plans to issue an NPRM to propose a conforming amendment to FMVSS No. 213a that the CRABI–12MO would not be used forward-facing in the side impact test for CRSs labeled with a turnaround weight of 12 kg (26.5 lb).”²⁷

NHTSA is now proposing to amend the side impact standard to include this language providing that the CRABI–12MO dummy will not be used to test a forward-facing child restraint system recommended for use by children in a specified mass range that includes any children having a mass greater than 5 kg (11 lb) but not greater than 13.6 kg (30 lb), or by children in a specified height range that includes any children whose height is greater than 650 millimeters but not greater than 870 millimeters. NHTSA believes it would make sense for CRSs to be tested with the same test dummies in both the frontal impact and side impact tests to minimize burden on CRS manufacturers. NHTSA also believes that a requirement to test a CRS in a configuration that is not allowed is unnecessary and burdensome as CRS manufacturers might have to design their CRS models to accommodate a dummy representing a child that is not recommended for that specific CRS and/or CRS configuration.

The agency also proposes to delete paragraphs S9.1(c) and (d) in FMVSS No. 213a because those sections contain positioning information relating to testing forward-facing CRSs with a CRABI dummy which would no longer be relevant. NHTSA is also proposing to amend S9.1(b). Currently that section describes how to position the CRABI dummy in a “forward-facing” child restraint system. Instead, S9.1(b) should indicate how to position the CRABI dummy in CRSs used rear-facing with the same procedure that is used in FMVSS No. 213b, for consistency between the standards and for completeness of the dummy positioning procedure. NHTSA seeks comment on this proposal.

C. Delay the Compliance Date From June 30, 2025 to December 5, 2026

The petition for reconsideration from the group of CRS manufacturers²⁸ requested a delay of the June 30, 2025,

compliance date of the side impact standard to prevent “significant market disruption resulting from a reduced availability of child restraint systems and higher costs than necessary for those that are available.” The petitioners argued that the extension is needed because of “inconsistent results within individual labs and lab to lab variation,” and the limited “availability of compliance lab sled time” to develop their products to certify compliance with the new standard. The petitioners suggested that the agency consider moving the FMVSS No. 213a compliance date to December 5, 2026, to match the compliance date of FMVSS No. 213b.

The agency has tentatively decided that this petition has merit and is proposing to delay the compliance date of FMVSS No. 213a to December 5, 2026. The side impact standard is new and broadly applicable, meaning CRS manufacturers must certify most, if not all, of their products to a variety of new requirements. The agency understands this takes a significant amount of testing for both research, development, and certification purposes. Although the agency believes there are significant safety benefits associated with the side impact standard, manufacturers potentially having to stop manufacturing certain CRSs because they cannot comply with the side impact standard by June 30, 2025 would also create potential child safety issues due to reduced availability of CRSs for purchase. The agency believes that it would be prudent to give manufacturers more time to test and certify their applicable products to the side impact standard to ensure currently compliant CRSs remain available on the market. This proposal would still allow for the option of early compliance with the side impact standard.²⁹

A compliance date of December 5, 2026 would coincide with the compliance date for many of the requirements of the frontal impact update standard. The agency believes the extra 15 months should be sufficient time for manufacturers to complete testing of their products for compliance with the side impact standard. Additionally, we believe it would ease the burden on manufacturers to have the frontal impact update and side impact compliance dates align, as manufacturers would have one target date for certification. Accordingly, the agency proposes to delay the compliance date of FMVSS No. 213a to

²² 87 FR 39234, 39290 (June 30, 2022) (side impact final rule) (“These weight categories were designed to be consistent with the criteria used in the current FMVSS No. 213 in determining the test dummies that are used to test child restraints to the standard’s frontal test requirements.”).

²³ 88 FR 84514, 84516 (December 5, 2023) (frontal update final rule) (“This final rule makes the following changes to simplify and make more representative the agency’s use of test dummies in compliance tests (S7) . . . The purpose of these amendments is to heighten the assessment of CRS performance in protecting a child occupant.”).

²⁴ NHTSA did not receive any comments to the 2014 side impact NPRM raising this issue.

²⁵ FMVSS No. 213, S5.5.2.(f)(2); FMVSS No. 213, S5.5.2(f).

²⁶ It would be permissible for manufacturers to recommend a seat for forward-facing use for a subset of children weighing between 10 kg (22 lb) and 13.6 kg (30 lb)—namely, children weighing less than 12 kg (26.5)—but NHTSA has decided not to specify the CRABI–12MO for testing CRS designated for forward-facing use for such children in order to simplify the requirements.

²⁷ 88 FR 84514, 845551 (Dec. 5, 2023) (frontal impact upgrade final rule).

²⁸ BabyTrend, Babyark, DECA Consulting, Diono, Doona, KidsEmbrace, Peg Perego, and Safe Traffic System.

²⁹ Manufacturers who certify their products to the side impact standard early may be subject to the agency’s compliance testing.

December 5, 2026. NHTSA seeks comment on this proposal.

IV. Proposed Amendments To Front Impact Requirements (FMVSS Nos. 213 and 213b)

As discussed above, the frontal impact update final rule added a definition of “school bus child restraint system.” NHTSA explained in the frontal impact update final rule that FMVSS No. 213 has special accommodations for harnesses manufactured exclusively for use on school bus seats. These accommodations meet the need that many school districts and school bus operators have for a product with a seat back mount to transport children who need help sitting upright and remaining safely in their seat. The seat back attachment hardware of these specialized school bus harnesses does not use a seat belt to attach to the bus seat. This attachment configuration permits use of these harnesses in the significant population of large school buses that are without seat belts.

While the agency made several modifications to FMVSS Nos. 213 and 213b to create a new CRS category (school bus CRSs) in the frontal impact update final rule, the agency did not exempt these CRSs from the requirements of S5.9(a). This section requires CRS to have components permanently attached to the CRS that enable the restraint to be fastened to a vehicle’s child restraint anchorages. Paragraph S5.9(a) currently excludes car beds, harness, and belt positioning seat from having these attachments. The agency did not intend to require lower anchorage attachments for school bus CRSs as these types of CRSs are expected to have a seat back mount to install them on the school bus seat. In other words, school bus CRSs are generally not designed for installation in other types of motor vehicles, and the agency sees no reason to require school bus CRSs to meet requirements adopted to ensure certain CRSs can be installed in other types of motor vehicles. Additionally, under the new requirements for school bus CRSs in the frontal impact update standards, school bus CRSs must have a label explaining that the CRS is for use exclusively in school buses, meaning the agency thinks there is very little risk a consumer would try to install a school bus CRS in a motor vehicle. Accordingly, this NPRM proposes to exclude “school bus CRSs” from the S5.9(a) requirements in FMVSS Nos. 213 and 213b. The agency also proposes to amend S5.5.2(g)(1)(ii) in FMVSS Nos. 213 and 213b which require a labeling statement regarding

how to secure the CRS to the vehicle. Because the requirement lists the “child restraint anchorage system” or “vehicle belt” as methods to attach the CRS to the vehicle, NHTSA proposes to add a requirement specific for school bus CRSs that would indicate the seat back mount in the statement as the method for attaching the CRS to the vehicle instead of the “child restraint anchorage system or vehicle belt” because those methods are not used when using school bus CRSs. NHTSA seeks comment on this proposal.

V. Costs and Benefits

Due to the change in compliance date, both benefits and costs, which are ultimately borne by consumers, associated with meeting the requirement of FMVSS No. 213a will be delayed. Additionally, there may be a cost savings associated with avoiding a market disruption as manufacturers have indicated to the agency that they may have to stop manufacturing certain CRSs that they cannot certify to the new FMVSS No. 213a requirements by June 30, 2025.³⁰ Delaying the compliance date would ensure CRS manufacturers can continue to manufacture currently compliant CRSs while they work to certify compliance with the new side impact requirements. NHTSA estimates that the cost savings to consumers resulting from a delay in the compliance date from June 30, 2025 to December 5, 2026 is about \$10.58 million.

There are no additional benefits expected from exempting school bus child restraint systems from side impact protection requirements and lower anchorages attachment requirements since these products have been in the market. Similar to the potential delay cost savings discussed above, exempting school bus CRSs from the side impact requirements may result in a cost savings for manufacturers, as it is likely that school bus CRS manufacturers would have to stop manufacturing school bus CRSs that cannot comply with FMVSS No. 213a by June 30, 2025. Exempting school bus CRSs from compliance with FMVSS No. 213a would ensure that school bus CRS manufacturers can continue to manufacture their products after June 30, 2025.

Removing the requirement to test CRSs in forward facing mode with the

CRABI dummy for side impact protection, would have no benefits but would reduce yearly testing costs by \$1,290,000.³¹

Finally, exempting school bus CRSs from compliance with the FMVSS Nos. 213 and 213b lower anchorage attachment requirements will likely result in a cost savings for manufacturers. If the agency does not adopt this amendment, school bus CRSs could comply with FMVSS Nos. 213 and 213b, but would have to be equipped with hardware that would allow the school bus CRSs to attach to the lower anchors in a motor vehicle other than a school bus. This would be unnecessary, as school bus CRSs are not designed for use in other types of motor vehicles. Additionally, FMVSS Nos. 213 and 213b have a requirement that school bus CRSs must be labeled and inform the consumer that school bus CRSs are only for use in school buses. Accordingly, the agency believes there would be some cost savings associated with exempting school bus CRSs from this unnecessary attachment requirement. Because the agency does not believe exempting school bus CRSs from this requirement would affect safety, there are no incremental benefits associated with this proposal.

Comments are requested on the above cost benefit analysis.

VI. Proposed Effective Date

This NPRM proposes that the amendments would become effective immediately on the date of publication of any final rule. The amendments would qualify for the exemption from the 30-day effective date delay required by 5 U.S.C. 553(d) because they recognize an exemption or relieve a restriction.³² They would also qualify

³¹ There are currently 48 convertible CRS models, 60 all-in-one CRS models and 21 combination CRS models. Each forward-facing convertible, combination and all-in-one CRS would no longer be tested using the CRABI-12MO in a forward-facing configuration. The cost of a side impact sled test is estimated at \$5,000. Therefore, the temporary additional test cost is estimated to be \$1,290,000 (129 CRS Models × \$5000 × 2 test installation configurations with CRABI-12MO in forward-facing mode).

³² The proposed amendments to S5.5.2(g)(1)(ii) in FMVSS Nos. 213 and 213b would make changes to certain CRS labeling requirements. This provision currently requires that a school bus CRS label state, among other things, that the CRS should be secured with the vehicle’s child restraint anchorage system, if available, or with a vehicle belt. However, as explained earlier in this document, a school bus CRS is secured to the vehicle using the CRS’s seat back mount, not with the vehicle’s CRS anchorage system or belt. The proposal would amend this provision to require that the label on a school bus CRS state “Secure this school bus child restraint using the child restraint’s seat back mount.” Therefore, although this is a requirement, the amendments would facilitate compliance for school

³⁰ The FMVSS No. 213a final regulatory impact analysis (FRIA) estimates an annual cost of \$7.37 million to meet FMVSS No. 213a requirements. By delaying the compliance date from June 30, 2025 to December 5, 2026 would result in cost savings to society by \$10.58 million. The full analysis on the compliance date delay cost savings will be docketed along with this NPRM.

for an exemption from 49 U.S.C. 30111(d) for the same reasons.³³

As explained earlier, this NPRM would delay the compliance date for FMVSS No. 213a to December 5, 2026. The compliance date for the proposed changes to the labeling requirements in S5.5.2(g)(2)(ii) of FMVSS Nos. 213 and 213b would be the same as the effective date in order to allow CRS manufacturers to take advantage of the more accurate labeling information the amendments would facilitate. Because the remainder of the proposed amendments would exempt certain CRSs from certain requirements, a compliance date is not necessary for those amendments.

VII. Regulatory Notices and Analyses

Executive Order 12866, Executive Order 14192, and DOT Regulatory Policies and Procedures

NHTSA has considered the impact of this rule under Executive Order 12866 and Executive Order 14192. This NPRM is not considered to be significant, and NHTSA has considered the costs and benefits of the proposed rule under the principles of these executive orders. Please refer to Section V, Costs and Benefits, for this discussion. This NPRM, if finalized as proposed, is also expected to be an E.O. 14192 deregulatory action.

Regulatory Flexibility Act

Pursuant to the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*, as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996), whenever an agency is required to publish a notice of proposed rulemaking or final rule, it must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rule on small entities (*i.e.*, small businesses, small organizations and small governmental jurisdictions), unless the head of an agency certifies the rule will not have a significant economic impact on a substantial number of small entities. Agencies must also provide a statement of the factual basis for this certification.

I certify that this rulemaking action would not have a significant economic

impact on a substantial number of small entities. NHTSA estimates there to be 38 manufacturers of child restraints, none of which are small businesses. There is no separate NAICS code for child restraints. Child restraints systems could fit into the “Motor Vehicle Seating and Interior Trim” Category (NAICS 336360), “All Other Motor Vehicle Parts Manufacturing” category (NAICS 336399), or in “All Other Transportation Equipment Manufacturing” category (NAICS 336999). The determination was made based on whether the manufacturer had 500 or more employees. All the manufacturers that were identified as small manufacturers already met the requirement and, therefore, the analysis concluded that there would be no impact on small businesses. Even if there were a small CRS manufacturer, as explained in the discussion of costs and benefits, the impacts of this rule will not be significant and the rule would likely result in cost savings to CRS manufacturers.

Federalism

NHTSA has examined this final rule pursuant to E.O. 13132 (64 FR 43255, August 10, 1999) and concluded that no additional consultation with States, local governments or their representatives is mandated beyond the rulemaking process. The agency has concluded that the rulemaking would not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. This final rule would not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision stating that, if NHTSA has established a standard for an aspect of motor vehicle or motor vehicle equipment performance, a State may only prescribe or continue in effect a standard for that same aspect of performance if the State standard is identical to the Federal standard.³⁴ It is this statutory command by Congress that preempts any non-identical State legislative and administrative law addressing the same aspect of performance.

The express preemption provision described above is subject to a savings

clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.”³⁵ Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by the express preemption provision are generally preserved.

NHTSA rules can also preempt State law if complying with the FMVSS would render the motor vehicle manufacturers liable under State tort law. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted.³⁶

Pursuant to E.O. 13132, NHTSA has considered whether this final rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation. To this end, the agency has examined the nature (*e.g.*, the language and structure of the regulatory text) and objectives of this final rule and finds that this final rule, like many NHTSA rules, prescribes only a minimum safety standard. Accordingly, NHTSA does not intend that this final rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this final rule. Establishment of a higher standard by means of State tort law would not conflict with the minimum standard finalized in this document. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Paperwork Reduction Act

Under the procedures established by the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501, *et. seq.*), a

bus CRSs because the current requirements do not accurately reflect how those CRSs are actually secured to the vehicle.

³³ *Id.* (“The Secretary shall specify the effective date of a motor vehicle safety standard prescribed under this chapter in the order prescribing the standard. A standard may not become effective before the 180th day after the standard is prescribed or later than one year after it is prescribed. However, the Secretary may prescribe a different effective date after finding, for good cause shown, that a different effective date is in the public interest and publishing the reasons for the finding.”)

³⁴ 49 U.S.C. 30103(b)(1).

³⁵ 49 U.S.C. 30103(e).

³⁶ See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Federal agency must request and 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. This proposed rule would not have any requirements that are considered to be information collection requirements as defined by the OMB in 5 CFR part 1320.

Unfunded Mandates Reform Act (UMRA)

The Unfunded Mandates Reform Act of 1995 (UMRA) requires Federal agencies to prepare a written assessment of the costs, benefits and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditure by State, local or tribal governments, in the aggregate, or by the private sector, of more than \$100 million annually (adjusted annually for inflation, with base year of 1995). UMRA also requires an agency issuing an NPRM or final rule subject to the Act to select the “least costly, most cost-effective or least burdensome alternative that achieves the objectives of the rule.” This final rule would not result in a Federal mandate that will likely result in the expenditure by State, local or tribal governments, in the aggregate, or by the private sector, of more than \$100 million annually (adjusted annually for inflation, with base year of 1995).

Executive Order 12778 (Civil Justice Reform)

When promulgating a regulation, agencies are required under Executive Order 12988 to make every reasonable effort to ensure that the regulation, as appropriate: (1) specifies in clear language the preemptive effect; (2) specifies in clear language the effect on existing Federal law or regulation, including all provisions repealed, circumscribed, displaced, impaired, or modified; (3) provides a clear legal standard for affected conduct rather than a general standard, while promoting simplification and burden reduction; (4) specifies in clear language the retroactive effect; (5) specifies whether administrative proceedings are to be required before parties may file suit in court; (6) explicitly or implicitly defines key terms; and (7) addresses other important issues affecting clarity and general draftsmanship of regulations.

Pursuant to this Order, NHTSA notes that the preemptive effect of this final rule is discussed above. NHTSA notes further that there is no requirement that an individual submit a petition for

reconsideration or pursue other administrative proceedings before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Public Law 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (*e.g.*, materials specifications, test methods, sampling procedures and business practices) that are developed or adopted by voluntary consensus standards bodies, such as the International Organization for Standardization (ISO) and the Society of Automotive Engineers (SAE). The NTTAA directs this agency to provide Congress, through OMB, explanations when we decide not to use available and applicable voluntary consensus standards. There are no voluntary consensus standards developed by voluntary consensus standards bodies pertaining to this final rule.

Plain Language Requirement

Executive Order 12866 requires each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public’s needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn’t clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

NHTSA has considered these questions and attempted to use plain language in promulgating this final rule. Please inform the agency if you can suggest how NHTSA can improve its use of plain language.

Regulatory Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal

Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN contained in the heading at the beginning of this document may be used to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL–14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this rule can be found at regulations.gov, Docket No. NHTSA–2025–0046, in the **SUMMARY** section of this proposed rule.

Incorporation by Reference

The following materials appear in the proposed amendatory text of this document and have already been approved for the locations in which they appear:

- Drawing Package SAS–100–1000, Standard Seat Belt Assembly with Addendum A, Seat Base Weldment;
- Drawing Package, “NHTSA Standard Seat Assembly; FMVSS No. 213, No. NHTSA–213–2003”; and
- NHTSA Standard Seat Assembly; FMVSS No. 213, No. NHTSA–213–2021, *Parts List and Drawings, NHTSA Standard Seat Assembly; FMVSS No. 213, No. NHTSA–213–2021, Child Frontal Impact Sled*, March 2023.

No changes are proposed to the IBR material.

VIII. Public Participation

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the agency name and the docket number or Regulatory Identification Number (RIN) in your

comments. Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments. If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions. Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted "public version" of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This "public version" of your comment should contain only the portions for which no claim of confidential treatment is made and from which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in Part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to Part 512.8; and a certificate, pursuant to Part 512.4(b) and Part 512, Appendix A.

You are required to submit to the Office of Chief Counsel one unredacted "confidential version" of the

information for which you are seeking confidential treatment. Pursuant to Part 512.6, the words "ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION" or "CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS" (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: "[.]" You are also required to submit to the Office of Chief Counsel one redacted "public version" of the information for which you are seeking confidential treatment. Pursuant to Part 512.5(a)(2), the redacted "public version" should include redactions of any information for which you are seeking confidential treatment (*i.e.*, the only information that should be unredacted is information for which you are not seeking confidential treatment). NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under Part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at John.Piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <http://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

Proposed Regulatory Text

List of Subjects in 49 CFR Part 571

Motor vehicle safety, Motor vehicles, Incorporation by reference.

In consideration of the foregoing, NHTSA proposes to amend 49 CFR part 571 as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Subpart B—Federal Motor Vehicle Safety Standards

■ 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117 and 30166; delegation of authority at 49 CFR 1.95.

■ 2. Amend § 571.213 by revising paragraphs S5(g), S5.5.2(g)(1)(ii), and S5.9(a) to read as follows:

§ 571.213 Child restraint systems; Applicable unless a vehicle or child restraint system is certified to § 571.213b.

* * * * *

S5 Requirements.

* * * * *

(g) Each add-on child restraint system manufactured for use in motor vehicles, that is recommended for children in a weight range that includes weights up to 18 kilograms (40 pounds), or for children in a height range that includes heights up to 1100 millimeters, shall meet the requirements in this standard and the additional side impact protection requirements in Standard No. 213a (§ 571.213a). Excepted from Standard No. 213a are harnesses, school bus child restraint systems, and car beds.

* * * * *

S5.5.2 * * *

(g) * * *

(1) * * *

(ii) Secure this child restraint with the vehicle's child restraint anchorage system, if available, or with a vehicle belt. [For car beds, harnesses, and belt positioning seats, the first part of the statement regarding attachment by the child restraint anchorage system is optional.] [For belt-positioning seats, the

second part of the statement regarding attachment by the vehicle belt does not apply.] [For school bus child restraint systems, the statement above in this section does not apply. School bus child restraint systems must use the following statement instead: Secure this school bus child restraint using the child restraint's seat back mount.]

* * * * *

S5.9 * * *

(a) Each add-on child restraint system other than a car bed, harness, school bus child restraint system, and belt-positioning seat, shall have components permanently attached to the system that enable the restraint to be securely fastened to the lower anchorages of the child restraint anchorage system specified in Standard No. 225 (§ 571.225) and depicted in Drawing Package SAS-100-1000, Standard Seat Belt Assembly with Addendum A, Seat Base Weldment or in Drawing Package, "NHTSA Standard Seat Assembly; FMVSS No. 213, No. NHTSA-213-2003" (both incorporated by reference, see § 571.5). The components must be attached by use of a tool, such as a screwdriver. In the case of rear-facing child restraints with detachable bases, only the base is required to have the components.

* * * * *

■ 3. Amend § 571.213a by:

- a. Revising the section heading and paragraph S3;
- b. Adding to S4, in alphabetical order, a definition for "school bus child restraint system";
- c. Revising paragraphs S7.1(a) and S9.1(b); and
- d. Removing paragraphs S9.1(c) and S9.1(d).

The additions, revisions, and deletions read as follows:

§ 571.213a; Child restraint systems—Side Impact Protection—Mandatory applicability beginning December 5, 2026.

* * * * *

S3 Application. This standard applies to add-on child restraint systems that are either recommended for use by children in a weight range that includes weights up to 18 kilograms (40 pounds) regardless of height, or by children in a height range that includes heights up to 1100 millimeters regardless of weight, except for car beds, school bus child restraint systems, and harnesses.

S4 * * *

* * * * *

School bus child restraint system means an add-on child restraint system (including a harness) manufactured and sold only for use on school bus seats that has a label conforming with

S5.3.1(b) of FMVSS No. 213b (§ 571.213b).

* * * * *

S7 * * *

S7.1 * * *

(a) A child restraint that is recommended by its manufacturer in accordance with S5.5 of Standard No. 213 (§ 571.213) for use either by children in a specified mass range that includes any children having a mass greater than 5 kilograms but not greater than 13.6 kilograms, or by children in a specified height range that includes any children whose height is greater than 650 millimeters but not greater than 870 millimeters, is tested with a CRABI 12-month-old test dummy conforming to 49 CFR part 572 subpart R, provided, however, that the CRABI 12-month-old dummy is not used to test a forward-facing child restraint system.

* * * * *

S9.1 * * *

(a) * * *

(b) When testing child restraint systems rear-facing, extend the dummy's arms vertically upwards and then rotate each arm downward toward the dummy's lower body until the arm contacts a surface of the child restraint system or the SISA. Ensure that no arm is restrained from movement in other than the downward direction, by any part of the system or the belts used to anchor the system to the SISA sliding seat.

* * * * *

- 4. Amend § 571.213b by revising S5(b)(2), S5.5.2(g)(1)(ii), and S5.9(a) to read as follows:

§ 571.213b Standard No. 213b; Child restraint systems; Mandatory applicability beginning December 5, 2026.

* * * * *

S5 * * *

(b) * * *

(2) Each add-on child restraint system manufactured for use in motor vehicles, that is recommended for children in a weight range that includes weights less than 18 kilograms (40 pounds) regardless of height, or for children in a height range that includes heights less than 1100 millimeters (mm) regardless of weight, shall meet the requirements in this standard and the applicable side impact protection requirements in Standard No. 213a (§ 571.213a). Excepted from Standard No. 213a are harnesses, school bus child restraint systems, and car beds.

* * * * *

S5.5.2 * * *

(g) * * *

(1) * * *

(ii) Secure this child restraint with the vehicle's child restraint anchorage

system, if available, or with a vehicle belt. [For car beds, harnesses, and belt positioning seats, the first part of the statement regarding attachment by the child restraint anchorage system is optional.] [For belt-positioning seats, the second part of the statement regarding attachment by the vehicle belt does not apply.] For school bus child restraint systems, the statement above in this section does not apply. School bus child restraint systems must use the following statement instead: Secure this school bus child restraint using the child restraint system's seat back mount.

* * * * *

S5.9 * * *

(a) Each add-on child restraint system other than a car bed, harness, school bus child restraint system, and belt-positioning seat, shall have components permanently attached to the system that enable the restraint to be securely fastened to the lower anchorages of the child restraint anchorage system specified in Standard No. 225 (§ 571.225) and depicted in NHTSA Standard Seat Assembly; FMVSS No. 213, No. NHTSA-213-2021, Parts List and Drawings, NHTSA Standard Seat Assembly; FMVSS No. 213, No. NHTSA-213-2021, Child Frontal Impact Sled, March 2023 (incorporated by reference, see § 571.5). The components must be attached by use of a tool, such as a screwdriver. In the case of rear-facing child restraint systems with detachable bases, only the base is required to have the components.

* * * * *

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025-09750 Filed 5-27-25; 4:15 pm]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 585

[Docket No. NHTSA-2025-0030]

RIN 2127-AM82

Removing Obsolete Directives From Phase-In Reporting Requirements

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

ACTION: Notice of proposed rulemaking.

SUMMARY: NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: Comments must be submitted through the Federal rulemaking portal at <http://www.regulations.gov> and should reference the docket number and the date and page number of this issue of the **Federal Register**. NHTSA strongly prefers comments be submitted electronically. However, written comments may be submitted (*i.e.*, postmarked) via mail to 1200 New Jersey Avenue SE, Washington, DC 20590. All comments submitted in response to this document will be included in the record and will be made available to the public. Please be advised that any information submitted with your comment will be made public, without change, on the internet at the address provided above. A plain language summary of this document is available at <https://www.regulations.gov> in the docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact James Myers (email: James.Myers@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete directives from its phase-in reporting requirements that only pertain to vehicles manufactured in prior years. A phase-in is a mechanism by which a final rule specifies a certain percentage of a vehicle manufacturer's vehicles that must comply with the requirements in a final rule in successive model years until all vehicles to which the standard applies comply with the new requirements. Some phase-ins are accompanied by reporting requirements, and Part 585 contains a number of such requirements, many of which have long since expired.

The phase-in reporting requirements that the proposed amendments would delete are the advanced air bag phase-in reporting requirements (subpart B); the rear inboard lap/shoulder belt phase-in reporting requirements (subpart C); the fuel system integrity phase-in reporting requirements (subpart E); the reporting requirements for tires for motor vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds or less (subpart F); the tire pressure monitoring system phase-in reporting requirements (subpart G); the side impact protection phase-in

reporting requirements (subpart H); the electronic stability control system phase-in reporting requirements (subpart I); the head restraints phase-in reporting requirements (subpart J); the ejection mitigation phase-in reporting requirements (subpart K); the roof crush resistance phase-in reporting requirements (subpart L); and the rear visibility improvements reporting requirements (subpart M). The proposed rule would eliminate those directives while maintaining other directives in 49 CFR part 585 that pertain to vehicles that are being manufactured or will be manufactured. We seek comment on all aspects of this proposal.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166.

Regulatory Analyses

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders. This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to

¹ H.R. 3684 (117th Congress) (2021).

respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

NHTSA rules can have a preemptive effect in two ways. First, the National Traffic and Motor Vehicle Safety Act contains an express preemption provision: When a motor vehicle safety standard is in effect under this chapter, a State or a political subdivision of a State may prescribe or continue in effect a standard applicable to the same aspect of performance of a motor vehicle or motor vehicle equipment only if the standard is identical to the standard prescribed under this chapter. 49 U.S.C. 30103(b)(1). It is this statutory command by Congress that preempts any non-identical State legislative and administrative law address the same aspect of performance.

The express preemption provision described above is subject to a savings clause under which “[c]ompliance with a motor vehicle safety standard prescribed under this chapter does not exempt a person from liability at common law.” 49 U.S.C. 30103(e). Pursuant to this provision, State common law tort causes of action against motor vehicle manufacturers that might otherwise be preempted by

the express preemption provision are generally preserved. However, the Supreme Court has recognized the possibility, in some instances, of implied preemption of State common law tort causes of action by virtue of NHTSA’s rules—even if not expressly preempted.

This second way that NHTSA rules can preempt is dependent upon the existence of an actual conflict between an FMVSS and the higher standard that would effectively be imposed on motor vehicle manufacturers if someone obtained a State common law tort judgment against the manufacturer—notwithstanding the manufacturer’s compliance with the NHTSA standard. Because most NHTSA standards established by an FMVSS are minimum standards, a State common law tort cause of action that seeks to impose a higher standard on motor vehicle manufacturers will generally not be preempted. However, if and when such a conflict does exist—for example, when the standard at issue is both a minimum and a maximum standard—the State common law tort cause of action is impliedly preempted. See *Geier v. American Honda Motor Co.*, 529 U.S. 861 (2000).

Pursuant to Executive Order 13132, NHTSA has considered whether this proposed rule could or should preempt State common law causes of action. The agency’s ability to announce its conclusion regarding the preemptive effect of one of its rules reduces the likelihood that preemption will be an issue in any subsequent tort litigation.

To this end, the agency has examined the nature (*e.g.*, the language and structure of the regulatory text) and objectives of this proposed rule and does not foresee any potential State requirements that might conflict with it. NHTSA does not intend that this proposed rule preempt state tort law that would effectively impose a higher standard on motor vehicle manufacturers than that established by this proposed rule. Establishment of a higher standard by means of State tort law would not conflict with the standards proposed in this NPRM. Without any conflict, there could not be any implied preemption of a State common law tort cause of action.

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. The issue of preemption is discussed above in connection with E.O. 13132. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), Docket No. NHTSA–2025–0030, in the **SUMMARY** section of this proposed rule.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (*e.g.*, materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public's needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn't clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

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Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal**

Register published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions.

Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

How can I be sure that my comments were received?

If you wish the Docket to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, the Docket will return the postcard by mail.

How do I submit confidential business information?

You should submit a redacted “public version” of your comment (including redacted versions of any additional documents or attachments) to the docket using any of the methods identified under **ADDRESSES**. This “public version” of your comment should contain only the portions for which no claim of confidential treatment is made and from

which those portions for which confidential treatment is claimed has been redacted. See below for further instructions on how to do this.

You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[.]”

You are also required to submit to the Office of Chief Counsel one redacted “public version” of the information for which you are seeking confidential treatment. Pursuant to § 512.5(a)(2), the redacted “public version” should include redactions of any information for which you are seeking confidential treatment (i.e., the only information that should be unredacted is information for which you are not seeking confidential treatment).

NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

How can I read the comments submitted by other people?

You may read the comments received by the docket at the address given above under **ADDRESSES**. The hours of the docket are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

List of Subjects in 49 CFR Part 585

Motor vehicle safety, Reporting and recordkeeping requirements.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 585 as follows:

PART 585—PHASE-IN REPORTING REQUIREMENTS

- 1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.95.

Subparts B, C, E, F, G, H, I, J, K, L, and M [Removed and Reserved]

- 2. Remove and reserve subparts B, C, E, F, G, H, I, J, K, L, and M.

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09751 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 599

[Docket No. NHTSA–2025–0031]

RIN 2127–AM83

Removing Obsolete Procedures From the Consumer Assistance to Recycle and Save Act of 2009

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

SUMMARY: NHTSA is proposing to remove obsolete regulations related to the Consumer Assistance to Recycle and Save Act of 2009.

DATES: Comments must be received within 60 days of May 30, 2025.

ADDRESSES: You may submit comments electronically to the docket identified in the heading of this document by visiting the Federal eRulemaking Portal at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

Alternatively, you can file comments using the following methods:

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- **Hand Delivery or Courier:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9826 before coming.
- **Fax:** (202) 493–2251.

Regardless of how you submit your comments, you should mention the docket number identified in the heading of this document.

Instructions: All submissions must include the agency name and docket number or Regulatory Information Number (RIN) for this rulemaking. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or

comments received, go to <https://www.regulations.gov>. You may also access the docket at 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

Confidential Business Information: If you claim that any of the information in your comment (including any additional documents or attachments) constitutes confidential business information within the meaning of 5 U.S.C. 552(b)(4) or is protected from disclosure pursuant to 18 U.S.C. 1905, please see the detailed instructions given under the Public Participation heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy Act: Please see the Privacy Act heading under the Regulatory Analyses section of this document.

FOR FURTHER INFORMATION CONTACT: For technical issues, you may contact Ian MacIntire (email: ian.macintire@dot.gov). For legal issues, you may contact John Piazza at John.Piazza@dot.gov. You can reach these officials by phone at 202–366–1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: NHTSA is proposing to remove obsolete regulatory procedures related to the Consumer Assistance to Recycle and Save Act of 2009, because that program has ended. The rule proposed removes 49 CFR part 599. We seek comment on all aspects of that proposal.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, 30166

Regulatory Analyses

Rule Summary

As required by 5 U.S.C. 553(b)(4), a summary of this proposed rule can be found at [regulations.gov](https://www.regulations.gov), Docket NHTSA–2025–0031, in the **SUMMARY** section of this proposed rule.

Executive Orders 12866 and 13563

This proposed rule does not meet the criteria of a “significant regulatory action” under Executive Order 12866, as amended by Executive Orders 14215 and 13563. Therefore, the Office of Management and Budget (OMB) has not reviewed this proposed rule under those orders.

This regulation is not an E.O. 14192 regulatory action.

Promoting International Regulatory Cooperation

The policy statement in section 1 of Executive Order 13609 provides that the regulatory approaches taken by foreign governments may differ from those taken by the United States to address similar issues, and that in some cases the differences between them might not be necessary and might impair the ability of American businesses to export and compete internationally. It further recognizes that in meeting shared challenges involving health, safety, and other issues, international regulatory cooperation can identify approaches that are at least as protective as those that are or would be adopted in the absence of such cooperation and can reduce, eliminate, or prevent unnecessary differences in regulatory requirements.

In addition, section 24211 of the Infrastructure, Investment, and Jobs Act, Global Harmonization, provides that DOT “shall cooperate, to the maximum extent practicable, with foreign governments, nongovernmental stakeholder groups, the motor vehicle industry, and consumer groups with respect to global harmonization of vehicle regulations as a means for improving motor vehicle safety.”¹

Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding international regulatory cooperation.

Initial Regulatory Flexibility Act

Under the Regulatory Flexibility Act (RFA) (5 U.S.C. 601–612) (as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996; 5 U.S.C. 601 *et seq.*), agencies must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the rulemaking on small entities (*i.e.*, small businesses, small organizations, and small government jurisdictions). No regulatory flexibility analysis is required, however, if the head of an agency or an appropriate designee certifies that the rulemaking will not have a significant economic impact on a substantial number of small entities. NHTSA has concluded and hereby certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities; therefore, an analysis is not included. This proposed rule will only remove directives that are no longer needed.

Unfunded Mandates Reform Act

This proposed rule does not contain Federal mandates (under the regulatory

provisions of Title II of the UMRA) for State, local and Tribal governments, or the private sector of \$100 million or more in any one year. Thus, the rulemaking is not subject to the requirements of sections 202 and 205 of the UMRA.

Executive Order 13175

Executive Order 13175 requires Federal agencies to consult and coordinate with Tribes on a government-to-government basis on policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. NHTSA has assessed the impact of this proposed rule on Indian tribes and determined that this rulemaking would not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless the collection displays a currently valid Office of Management and Budget (OMB) control number. This proposed rule is deregulatory and so would not impose any additional information collection requirements.

E-Government Act Compliance

NHTSA is committed to complying with the E-Government Act, 2002 to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

Executive Order 13132; Federalism Summary Impact Statement

NHTSA has examined this proposed rule pursuant to Executive Order 13132 (64 FR 43255; Aug. 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The agency has concluded that the proposed rule does not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The proposed rule does not have

“substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

National Environmental Policy Act

NHTSA believes this proposed rule, if finalized, would not have a reasonably foreseeable significant effect on the quality of the human environment. The public is invited to comment on the impact of the proposed agency action.

Executive Order 12988 (Civil Justice Reform)

With respect to the review of the promulgation of a new regulation, section 3(b) of Executive Order 12988, “Civil Justice Reform” (61 FR 4729, February 7, 1996) requires that Executive agencies make every reasonable effort to ensure that the regulation: (1) Clearly specifies the preemptive effect, if any; (2) clearly specifies the effect on existing Federal law or regulation; (3) provides a clear legal standard for affected conduct, while promoting simplification and burden reduction; (4) clearly specifies the retroactive effect, if any; (5) adequately defines key terms; and (6) addresses other important issues affecting clarity and general draftsmanship under any guidelines issued by the Attorney General. This document is consistent with that requirement.

Pursuant to this Order, NHTSA notes as follows. This proposed rule has no preemptive effect. It relates only to the removal of procedures related to a program that has expired. NHTSA notes further that there is no requirement that individuals submit a petition for reconsideration or pursue other administrative proceeding before they may file suit in court.

National Technology Transfer and Advancement Act

Under the National Technology Transfer and Advancement Act of 1995 (NTTAA) (Pub. L. 104–113), “all Federal agencies and departments shall use technical standards that are developed or adopted by voluntary consensus standards bodies, using such technical standards as a means to carry out policy objectives or activities determined by the agencies and departments.” Voluntary consensus standards are technical standards (*e.g.*, materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies, such as SAE (formerly, the Society of Automotive Engineers). The NTTAA

¹ H.R. 3684 (117th Congress) (2021).

directs this agency to provide Congress, through OMB, explanations when the agency decides not to use available and applicable voluntary consensus standards. Because the proposed changes are deleting obsolete regulatory text, they do not implicate any issues regarding consensus standards.

Plain Language

Executive Order 12866 and E.O. 13563 require each agency to write all rules in plain language. Application of the principles of plain language includes consideration of the following questions:

- Have we organized the material to suit the public's needs?
- Are the requirements in the rule clearly stated?
- Does the rule contain technical language or jargon that isn't clear?
- Would a different format (grouping and order of sections, use of headings, paragraphing) make the rule easier to understand?
- Would more (but shorter) sections be better?
- Could we improve clarity by adding tables, lists, or diagrams?
- What else could we do to make the rule easier to understand?

If you have any responses to these questions, please include them in your comments on this proposal.

Regulation Identifier Number (RIN)

The Department of Transportation assigns a regulation identifier number (RIN) to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. You may use the RIN contained in the heading at the beginning of this document to find this action in the Unified Agenda.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.).

You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Public Participation

How do I prepare and submit comments?

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number indicated in this document in your comments.

Your comments must not be more than 15 pages long. (49 CFR 553.21). We established this limit to encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments.

If you are submitting comments electronically as a PDF (Adobe) file, NHTSA asks that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing NHTSA to search and copy certain portions of your submissions. Please note that pursuant to the Data Quality Act, in order for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.transportation.gov/regulations/dot-information-dissemination-quality-guidelines>.

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You also need to submit a request for confidential treatment directly to the Office of Chief Counsel. Requests for confidential treatment are governed by 49 CFR part 512. Your request must set forth the information specified in part 512. This includes the materials for which confidentiality is being requested (as explained in more detail below); supporting information, pursuant to § 512.8; and a certificate, pursuant to § 512.4(b) and part 512, appendix A.

You are required to submit to the Office of Chief Counsel one unredacted “confidential version” of the information for which you are seeking confidential treatment. Pursuant to § 512.6, the words “ENTIRE PAGE CONFIDENTIAL BUSINESS INFORMATION” or “CONFIDENTIAL BUSINESS INFORMATION CONTAINED WITHIN BRACKETS” (as applicable) must appear at the top of each page containing information claimed to be confidential. In the latter situation, where not all information on the page is claimed to be confidential, identify each item of information for which confidentiality is requested within brackets: “[.]”

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NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. Please do not send a hardcopy of a request for confidential treatment to NHTSA's headquarters. The request should be sent to Dan Rabinovitz in the Office of the Chief Counsel at Daniel.Rabinovitz@dot.gov. You may either submit your request via email or request a secure file transfer link. If you are submitting the request via email, please also email a courtesy copy of the request to John Piazza at john.piazza@dot.gov.

Will the agency consider late comments?

We will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that the docket receives after that date. If the docket receives a comment too late for us to consider in

developing a final rule (assuming that one is issued), we will consider that comment as an informal suggestion for future rulemaking action.

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www.regulations.gov. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, we will continue to file relevant information in the docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material. You can arrange with the docket to be notified when others file comments in the docket. See www.regulations.gov for more information.

For the reasons set forth above, NHTSA proposes to amend 49 CFR part 599 as follows:

PART 599—[REMOVED AND RESERVED]

■ 1. Remove and reserve part 599.

Issued under authority delegated in 49 CFR 1.95, 501.4, and 501.5.

Peter Simshauser,
Chief Counsel.

[FR Doc. 2025–09752 Filed 5–27–25; 4:15 pm]

BILLING CODE 4910–59–P

Notices

Federal Register

Vol. 90, No. 103

Friday, May 30, 2025

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF AGRICULTURE

Farm Service Agency

[Docket ID: FSA–2025–0001]

Information Collection Request; Agricultural Foreign Investment Disclosure Act

AGENCY: Farm Service Agency and Farm Production and Conservation Business Center, Department of Agriculture (USDA).

ACTION: Notice; request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act requirement, the Farm Service Agency (FSA) is requesting comments from all interested individuals and organizations on a revision of a currently approved information collection request associated with the Agricultural Foreign Investment Disclosure Act of 1978 (AFIDA). This revised form is the basis for the development of a streamlined process for electronic submission and retention of AFIDA disclosures, which is required by the Consolidated Appropriations Act, 2023. Foreign persons, as defined by AFIDA, who are making amendments to existing filings, or filing land or leasehold dispositions, will continue to use the existing form as those filings are on paper.

DATES: We will consider comments that we receive by July 29, 2025.

ADDRESSES: We invite you to submit comments on the notice. You may submit comments, identified by Docket ID: FSA–2025–0001, in the Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the online instructions for submitting comments. All comments will be posted without change and will be publicly available on www.regulations.gov. The new, revised AFIDA form is available to view in [Regulations.gov](http://www.regulations.gov) under Docket ID: FSA–2025–0001 as a supporting document.

FOR FURTHER INFORMATION CONTACT:

Mary Estep; telephone (202) 720–3217; or email mary.estep@usda.gov. Individuals who require alternative means for communication should contact the USDA TARGET Center at (202) 720–2600 (voice and text telephone or dial 711 for Telecommunications Relay Service (both voice and text telephone users can initiate this call from any telephone)). The revised AFIDA form is available to view at Regulations.gov to provide comments.

SUPPLEMENTARY INFORMATION:

Title: Agricultural Foreign Investment Disclosure Act Report.

OMB Control Number: 0560–0097.

Expiration Date: August 2025.

Form Number: FSA–153.

Type of Request: Revision.

Abstract: As stated in AFIDA and outlined in regulation 7 CFR part 781, foreign persons who hold, acquire, or dispose of any interest in United States agricultural land are required to disclose the transactions and holdings to FSA using form FSA–153. The information collected pursuant to AFIDA is used to prepare an annual report to Congress.

FSA is continuing to use the current paper form FSA–153 to collect information from foreign persons, subject to the filing requirements, until a streamlined process for electronic submission and retention of disclosures is fully implemented. This process is being referred to as the “AFIDA online web portal.” The information collected on the revised form FSA–153 will be asked of foreign persons using the AFIDA online web portal when it is implemented. For any changes reported after the initial filing, the same filing method will be used indefinitely; for example, foreign persons who filed their initial information using the paper form will continue to use that paper form to submit required changes to their initial filing.

The purpose of the revision to the form is to provide consistency and precision in the reporting of tiers of ownership and other information, to improve the utility of the form, and to assist with implementing the AFIDA online web portal. When implementation of the revised form and web portal are complete, foreign persons who are required to make an initial filing will be expected to provide the information online. Foreign persons

who use the AFIDA online web portal for their initial filing will continue to submit any future changes required to be reported to their filing via the online web portal.

Additional information on the rationale for the revised FSA–153 is provided in the AFIDA Information and Form FSA–153 section below.

For the following estimated total annual burden on respondents, the formula used to calculate the total burden hour is the estimated average time of 0.6724 hours per response multiplied by the estimated total annual responses. FSA is requesting to decrease burden hours by 231 hours and the number of responses by 2,625. With fewer foreign person filers (due to a decline in the number of filers since the peak year of 2020), overall burden hours have decreased—even though the new form takes slightly longer to complete.

Estimate of Respondent Burden: Public reporting burden for the information collection is estimated to average 0.6724 hours per response.

Respondents: Individuals, households, businesses including farming operations, governments, and other organizations.

Estimated Annual Number of Respondents: 5,150.

Estimated Number of Responses per Respondent: 1.

Estimated Total Annual Responses: 5,150.

Estimated Total Annual Burden on Respondents: 3,463 hours.

We are requesting comments on all aspects of this information collection to help us:

(1) Evaluate whether the collection of information is necessary for the proper performance of the functions of the FSA, including whether the information will have practical utility;

(2) Evaluate the accuracy of FSA’s estimate of burden including the validity of the methodology and assumptions used;

(3) Enhance the quality, utility, and clarity of the information to be collected;

(4) Minimize the burden of the collection of information on those who respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

All comments received in response to this notice, including names and

addresses when provided, will be a matter of public record. Comments will be summarized and included in the submission for Office of Management and Budget approval.

AFIDA Information, Form FSA-153, and Web-Based Filing Portal

FSA is requesting comments on the revised form FSA-153 available to view in *Regulations.gov* under Docket ID FSA-2025-0001 as provided in the **ADDRESSES** section.

Comments we received on the initial proposed form FSA-153 from the December 18, 2023, Request for Information under Docket ID FSA-2023-0017 (published in the **Federal Register** and titled “Request for Information on AFIDA FSA-153 Form Modernization and Information Collection Request”) are available for viewing at *Regulations.gov*. The December 18, 2023, initial proposed form can be found at 88 FR 87385-87393.

FSA revised the form FSA-153 contained in the December 18, 2023, Request for Information in response to comments and to provide consistency in the reporting of tiers of ownership, to improve the utility of the form, and to assist with implementing the AFIDA online web portal.

Section 773 of the Consolidated Appropriations Act mandates that USDA develop a streamlined process for electronic submission and retention of AFIDA disclosures within 3 years. Ensuring that the most useful, precise, consistent, and relevant data are collected has been the first step in creating such an electronic submission and retention system. An AFIDA working group was developed in 2023 to revise and update the FSA-153 form.

The changes in the form fall into three general categories:

- consolidation and reordering certain questions;
- refinement of certain questions; and
- the addition of certain questions.

These changes, plus other changes, are reflected in the revised form:

- *Determination of Foreign Person Status*—The “foreign person” determination item is at the end of the existing form and has been moved to the beginning, as it is the first step in determining whether a filing needs to occur and the identification of the “ultimate” foreign owners. The obsolete term “Trust Territory of the Pacific” has been removed, and the more encompassing (and accurate) “territory or possession of the United States” term is instead used. In addition, for clarity, the determination of foreign person status for an individual is listed

separately from the non-individual (corporation, organization, government, etc.) determination.

- *Item 1, “Type of Activity”*—The proposed form expands on the abbreviated activity type listing in the existing FSA-153 form. This will greatly assist in determining the exact nature of the filing. For example, if the foreign person is a long-term leaseholder (see the new Item 1(b)), there is no way to indicate that on the existing form other than to mark “other” in “type of interest” (Item 5(f) on the existing form). The proposed form now captures leaseholds (which are a significant share of filings) directly and upfront. In addition, we need to know the nature of any amendments, such as whether the amendment is being made to change the foreign person’s representative or to reflect a change in company name. Further, we need to know whether the foreign person has an existing AFIDA filing or is a new foreign person filer (see Item 1(a)). At times, companies will provide a slightly different company name, or file by a project name instead of the umbrella company name that they have previously used, which creates confusion. Lack of precision in the existing form was a major focus of revisions that needed to be done in calendar year 2024, which resulted in a significant delay in the 2022 detailed data posting.

- *Item 2, “Type of Agricultural Land Interest”*—This item consolidates and captures Items 5 and 6 on the existing form.

- *Item 3, “Land Location and Description”*—Item 3 on the proposed form consolidates Items 2, 7, and 8 on the existing form and makes additional changes for some filers. We are occasionally asked by national security-related agencies for a geo-spatial context for the location of the land as it is hard for these agencies to identify the location of land relative to nearby towns and other markers without additional information beyond the legal description. As a result, we would require that foreign person filers provide an FSA farm number and FSA tract number to identify the location of the land. Note that all foreign person filers must also provide the legal description of the land, as has always been required. We are also providing the option for the inclusion of a project name or property name, internal to the filing company, which will help facilitate communication in the event of dispositions. We are no longer asking for how much of the value remains to be paid off (which appears in 7(d) in the current form). Such information has not been utilized; thus, there is no reason to

continue to collect this information. Foreign person filers will provide either the actual purchase price per acre or the estimated value per acre in the case of a trust, life estate, etc.

- *Item 4, “Person Information”*—This item contains all the information captured in Item 3 on the current form. The Limited Liability Company (LLC) is added to the list of organization types, as many foreign person filers are LLCs and are marking the “other” box and writing in “LLC” for the item indicating “explain.” The current form asks for the tax ID number in Item 3(b), which is provided by the titleholder or leaseholder currently. We are asking for this information for all foreign persons with an ownership interest through the third tier of ownership, as such information ensures the integrity of the online web portal filings. Foreign person filers may not have a U.S. tax ID number; as a result, we are providing a box that indicates they do not need to provide a U.S. tax ID if they do not already have one.

- *Item 5, “Tiers of Ownership”*—Currently, foreign person filers have been providing their tiers of ownership (where relevant) in a variety of different formats on paper. For example, some foreign person filers provide a schematic with boxes showing the relationship among entities, and others provide just a listing of entities. The format appearing as Item 5 in the proposed form requests the same information as collected currently—the name, country of incorporation, and percentage interest for each entity, up to and including the third tier of foreign ownership. We will need foreign person filers to provide this information via the online web portal in a standardized manner and will no longer accept different representations of company structures.

- *Item 6, “Ultimate (final) foreign ownership”*—The last foreign owner(s) in an ownership chain. The ultimate foreign owner(s) can be at any ownership tier of a business. The cumulative ownership share of one or more ultimate foreign owners results in the significant interest or substantial control which causes the Tier 1 business to be a “foreign person.” The chain of ownership may include foreign or non-foreign owners who are not subject to the reporting requirements; however, the ultimate foreign owner is the last level of foreign ownership in the ownership chain which contributes to direct or indirect significant interest or substantial control by one or more foreign persons, regardless of whether such a foreign owner is the last owner in the chain of ownership. Currently,

foreign person filers are not asked for this information specifically; rather, they may indicate the “ultimate” foreign interest with a dotted line from the third ownership tier to that “ultimate” or “final” foreign ownership interest on their schematic or listing. Without this question, we can only assume that the foreign interest ownership chain ends at the third tier (if no more information is provided), which may or may not be the case. This information must be captured in the online web portal to provide an accurate annual report to Congress regarding foreign holdings and to answer national security (and other) questions regarding foreign ownership of U.S. agricultural land. The final rule will provide the final definition of ultimate owner.

- *Item 7, “Current and intended land use”*—This item combines Items 9 and 10 on the existing form. The “current land use” item captured in Item 9 on the current form is identical to the first column in Item 7 on the proposed form. The “intended land use” column in Item 10 on the current form captures only “no change,” “other agriculture,” and “non-agriculture.” On the proposed form, Item 7 now captures the same items as for current use, including “crop,” “forest or timber,” and “pasture or rangeland.” Often, foreign person filers change land use, and we only learn of such change years later. This means that our annual report to Congress is not as accurate as possible. With greater specificity on the form, we will have an indication of planned changes in land use (should the “current” and “intended” land use items differ on the initial filing) and can contact the foreign person filer if we do not receive an amendment noting a land use change.

- *Items 8, 9, and 10, “Foreign person’s primary relationship to the land,” “use of land by titleholder,” and “role of U.S. and foreign persons”*—AFIDA mandates that USDA examine the impacts of foreign land ownership on farms and rural communities and is re-iterated in Sec. 773 of the Consolidated Appropriations Act, 2023. USDA’s Economic Research Service has used USDA’s National Agricultural Statistics Service data to analyze the impacts of foreign ownership on rental rates and land values. Their work depends on Census of Agriculture data, which is collected every 5 years. However, Congress has previously requested that we provide such analysis every year. Hence, Items 8, 9, and 10 have been added to the form to allow USDA to provide annual updates. Although the new Items 8, 9, and 10 go beyond what is asked in the current

form, these questions also include refinements to Items 11 and 12 on the existing form.

- *Item 11, “Land Recipient Information”*—This information is collected in Item 3(e) on the current form.
- *Item 12, “Representative if Different than the Foreign Person”*—This information is collected in Item 4 on the current form.
- *Item 13, “Certification”*—This information is collected in Items 13 and 14 on the current form.

In fiscal year 2024, Congress appropriated \$1 million for the development of an online filing portal and a public database. Approximately \$500,000 was also transferred from USDA’s Office of Homeland Security for web portal development. The contractor was onboarded in the fall of 2024 and work is underway to develop an AFIDA online web portal. The proposed, revised FSA–153 form is being used as the foundation for the web portal. The revised form will not be used until the AFIDA online web portal is fully functional and ready for filing use. Note that the revised FSA–153 form is not intended to be used as a paper version; rather, the questions on the revised FSA–153 form will only exist via the new, online web portal. Individuals who require alternative means of communication for program information (for example, braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or the USDA TARGET Center at (202) 720–2600 (voice and text telephone (TTY)) or dial 711 for Telecommunications Relay Service (both voice and text telephone users can initiate this call from any telephone). Additionally, program information may be made available in languages other than English.

Additionally, we will not be able to upload the approximately 50,000 existing filings into the new electronic submission and retention system as funding has not been made available to do so. As a result, the existing form will be used for amendments to those existing legacy filings (such as dispositions). The AFIDA online web portal will incorporate the revised form for all new acquisitions.

William Beam,

Administrator, Farm Service Agency.

[FR Doc. 2025–09831 Filed 5–29–25; 8:45 am]

BILLING CODE 3411–EP–P

CIVIL RIGHTS COLD CASE RECORDS REVIEW BOARD

[Agency Docket Number: CRCCRRB–2025–0015–N]

Notice of Formal Determination on Records Release

Correction

In notice document 2025–09417, appearing on pages 22227 through 22230 in the issue of Tuesday, May 27, 2025, make the following correction:

On page 22228, in the first column, in the **SUMMARY** section, in the ninth line, “161” should read “215”.

[FR Doc. C1–2025–09417 Filed 5–29–25; 8:45 am]

BILLING CODE 0099–10–D

DEPARTMENT OF COMMERCE

International Trade Administration

[C–570–208]

Polypropylene Corrugated Boxes From the People’s Republic of China: Postponement of Preliminary Determination in the Countervailing Duty Investigation

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

DATES: Applicable May 30, 2025.

FOR FURTHER INFORMATION CONTACT: Rachel Accorsi or Shane Subler, AD/CVD Operations, Office VIII, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230; telephone: (202) 482–3149 and (202) 482–6241, respectively.

SUPPLEMENTARY INFORMATION:

Background

On April 7, 2025, the U.S. Department of Commerce (Commerce) initiated a countervailing duty (CVD) investigation of imports of polypropylene corrugated boxes (PCBs) from the People’s Republic of China (China).¹ Currently, the preliminary determination is due no later than June 11, 2025.²

¹ See *Polypropylene Corrugated Boxes from the People’s Republic of China: Initiation of Countervailing Duty Investigation*, 90 FR 15555 (April 14, 2025) (Initiation Notice); see also *Less-Than-Fair Value and Countervailing Duty Investigations of Fiberglass Door Panels and Polypropylene Corrugated Boxes From the People’s Republic of China; Correction*, 90 FR 21455 (May 20, 2025).

² See Checklist, “Countervailing Duty Investigation Initiation Checklist: Polypropylene Corrugated Boxes from the People’s Republic of China,” dated April 7, 2025 (China PCBs CVD Initiation Checklist), at 2.

Postponement of Preliminary Determination

Section 703(b)(1) of the Tariff Act of 1930, as amended (the Act), requires Commerce to issue the preliminary determination in a countervailing duty investigation within 65 days after the date on which Commerce initiated the investigation. However, section 703(c)(1) of the Act permits Commerce to postpone the preliminary determination until no later than 130 days after the date on which Commerce initiated the investigation if: (A) the petitioner makes a timely request for a postponement; or (B) Commerce concludes that the parties concerned are cooperating, that the investigation is extraordinarily complicated, and that additional time is necessary to make a preliminary determination. Under 19 CFR 351.205(e), the petitioner must submit a request for postponement 25 days or more before the scheduled date of the preliminary determination and must state the reasons for the request. Commerce will grant the request unless it finds compelling reasons to deny the request.

On May 21, 2025, the petitioners³ submitted a timely request that Commerce postpone the preliminary CVD determination.⁴ The petitioners stated that they request postponement for Commerce to analyze initial responses and to issue supplemental questionnaires prior to making its preliminary CVD determination.⁵

In accordance with 19 CFR 351.205(e), the petitioners have stated the reasons for requesting a postponement of the preliminary determination, and Commerce finds no compelling reason to deny the request. Therefore, in accordance with section 703(c)(1)(A) of the Act, Commerce is postponing the deadline for the preliminary determination to no later than 130 days after the date on which this investigation was initiated, *i.e.*, August 15, 2025.⁶ Pursuant to section 705(a)(1) of the Act and 19 CFR 351.210(b)(1), the deadline for the final

determination of this investigation will continue to be 75 days after the date of the preliminary determination.

This notice is issued and published pursuant to section 703(c)(2) of the Act and 19 CFR 351.205(f)(1).

Dated: May 23, 2025.

Christopher Abbott,

Deputy Assistant Secretary for Policy and Negotiations, performing the non-exclusive functions and duties of the Assistant Secretary for Enforcement and Compliance.

[FR Doc. 2025–09782 Filed 5–29–25; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF COMMERCE

International Trade Administration

[A–580–870]

Certain Oil Country Tubular Goods From the Republic of Korea: Final Results of Antidumping Duty Administrative Review; 2022–2023

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

SUMMARY: The U.S. Department of Commerce (Commerce) determines that certain producers/exporters subject to this review did not make sales of oil country tubular goods (OCTG) from the Republic of Korea (Korea) at less than normal value (NV) during the period of review (POR) September 1, 2022, through August 31, 2023.

DATES: Applicable May 30, 2025.

FOR FURTHER INFORMATION CONTACT: Carolyn Adie, AD/CVD Operations, Office VI, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230; telephone: (202) 482–6250.

SUPPLEMENTARY INFORMATION:

Background

On October 10, 2024, Commerce published the *Preliminary Results*.¹ We invited interested parties to comment on the *Preliminary Results*. On November 12, 2024, Commerce received timely filed case briefs or letters in lieu of case briefs from various interested parties.²

¹ See *Certain Oil Country Tubular Goods from the Republic of Korea: Preliminary Results of Antidumping Duty Administrative Review; 2022–2023*, 89 FR 82216 (October 10, 2024) (*Preliminary Results*), and accompanying Preliminary Decision Memorandum.

² See SeAH Steel Corporation (SeAH)'s Letter, "Case Brief," dated November 12, 2024 (SeAH's Comments); see also AJU Besteel Co., Ltd. (AJU Besteel)'s Letter, "Letter in Lieu of Case Brief," dated November 12, 2024; and Hyundai Steel Company (Hyundai Steel)'s Letter, "Letter in Lieu of Case Brief," dated November 12, 2024; and ILJIN

On December 9, 2024, Commerce tolled the deadline for these final results by 90 days until May 8, 2025.³ On May 7, 2025, Commerce extended the deadline for the final results by 14 days, to May 22, 2025.⁴ These final results cover six companies.⁵ Commerce conducted this review in accordance with section 751(a) of the Tariff Act of 1930, as amended (the Act).

For a complete description of the events that followed the *Preliminary Results* of this administrative review, see the Issues and Decision Memorandum.⁶ The Issues and Decision Memorandum is a public document and is on file electronically via Enforcement and Compliance's Antidumping and Countervailing Duty Centralized Electronic Service System (ACCESS). ACCESS is available to registered users at <https://access.trade.gov>. Additionally, a complete version of the Issues and Decision Memorandum can be accessed at <https://access.trade.gov/public/FRNoticesListLayout.aspx>.

Scope of the Order⁷

The merchandise covered by the Order is certain OCTG. For a complete description of the scope of the Order, see the Issues and Decision Memorandum.

Analysis of Comments Received

All issues raised in the case and rebuttal briefs that were submitted by parties in this review are addressed in the Issues and Decision Memorandum and listed in the appendix to this notice.

Steel Corporation (ILJIN)'s Letter, "Letter in Lieu of Case Brief," dated November 12, 2024. AJU Besteel, Hyundai Steel, and ILJIN each supported SeAH's Comments.

³ See Memorandum, "Tolling of Deadlines for Antidumping and Countervailing Duty Proceedings," dated December 9, 2024.

⁴ See Memorandum, "Extension of Deadline for Final Results of Antidumping Duty Administrative Review," dated May 7, 2025.

⁵ See *Initiation of Antidumping and Countervailing Duty Administrative Reviews*, 88 FR 78298 (November 15, 2023). The six companies consist of two mandatory respondents (NEXTEEL Co., Ltd. (NEXTEEL), and SeAH) and four companies not individually examined (AJU Besteel, Husteel Co., Ltd., Hyundai Steel, and ILJIN).

⁶ See Memorandum, "Issues and Decision Memorandum for the Final Results of the Administrative Review of the Antidumping Duty Order on Certain Oil Country Tubular Goods from the Republic of Korea; 2022–2023," dated concurrently with, and hereby adopted by, this notice (Issues and Decision Memorandum).

⁷ See *Certain Oil Country Tubular Goods from India, the Republic of Korea, Taiwan, the Republic of Turkey, and the Socialist Republic of Vietnam: Antidumping Duty Orders; and Certain Oil Country Tubular Goods from the Socialist Republic of Vietnam: Amended Final Determination of Sales at Less Than Fair Value*, 79 FR 53691 (September 10, 2014) (Order).

³ The petitioners are CoolSeal USA Inc., Intoplast Group Corporation, SeaCa Plastic Packaging, and Technology Container Corp.

⁴ See Petitioner's Letter, "Petitioners' Request for Postponement of Preliminary Determination," dated May 21, 2025.

⁵ *Id.*

⁶ *Id.* at 2. The petitioners stated that 130 days after the date on which this investigation was initiated is August 22, 2025. This investigation was initiated on April 7, 2025, the date applicable in the *Initiation Notice*. Therefore, pursuant to section 703(c)(1) of the Act, Commerce is extending the deadline to 130 days after April 7, 2025, which is August 15, 2025. See *Initiation Notice*, 90 FR at 15555; see also China PCBs CVD Initiation Checklist at 2.

Changes Since the Preliminary Results

We have made one change since the *Preliminary Results*, pertaining to SeAH. For additional information, *see* the Issues and Decision Memorandum.

Rate for Non-Examined Companies

For the rate for non-selected respondents in an administrative review, generally, Commerce looks to section 735(c)(5) of the Act, which provides instructions for calculating the all-others rate in a market economy investigation, for guidance. Under section 735(c)(5)(A) of the Act, the all-others rate is normally “an amount equal to the weighted-average of the estimated weighted-average dumping margins established for exporters and producers individually investigated, excluding any zero or *de minimis* margins, and any margins determined entirely {on the basis of facts available}.” The estimated weighted-average dumping margin established for both mandatory respondents is zero percent. Section 735(c)(5)(B) of the Act states, “If the estimated weighted average dumping margins established for all exporters and producers individually investigated are zero or *de minimis* margins, or are determined entirely under section 776, the administering authority may use any reasonable method to establish the estimated all-others rate for exporters and producers not individually investigated, including averaging the estimated weighted average dumping margins determined for the exporters and producers individually investigated.” Consistent with the U.S. Court of Appeals for the Federal Circuit’s decision in *Albemarle*,⁸ and Commerce’s practice,⁹ we assigned the companies not selected for individual examination in this review (*i.e.*, AJU Besteel Co., Ltd.; Husteel Co., Ltd.; Hyundai Steel Company; and ILJIN Steel Corporation) a weighted-average dumping margin of zero percent based on the rates calculated for SeAH and NEXTEEL, in accordance with section 735(c)(5)(B) of the Act.

Final Results of Review

For these final results, Commerce determines that the following estimated weighted-average dumping margins

exist for the period September 1, 2022, through August 31, 2023:

Exporter/producer	Weighted-average dumping margin (percent)
NEXTEEL Co., Ltd	0.00
SeAH Steel Corporation	0.00
Review-Specific Rate for Non-Examined Companies	
AJU Besteel Co., Ltd	0.00
Hyundai Steel Company	0.00
Husteel Co., Ltd	0.00
ILJIN Steel Corporation	0.00

Disclosure

Commerce intends to disclose the calculations performed for these final results of review for SeAH within five days of the date of publication of this notice in the **Federal Register**, in accordance with 19 CFR 351.224(b). Because we made no changes to NEXTEEL’s dumping margin since the *Preliminary Results*, no disclosure of NEXTEEL’s calculations is necessary for these final results.

Assessment

Pursuant to section 751(a)(2)(C) of the Act and 19 CFR 351.212(b), Commerce shall determine, and CBP shall assess, antidumping duties on all appropriate entries of subject merchandise in accordance with the final results of this review. Where the respondent’s weighted-average dumping margin is either zero or *de minimis* (*i.e.*, less than 0.5 percent), we will instruct CBP to liquidate the appropriate entries without regard to dumping duties. Accordingly, because weighted-average dumping margins calculated for both Nexteel and SeAH are zero, we will instruct CBP to liquidate the appropriate entries without regard to antidumping duties.¹⁰

For the companies which were not selected for individual review, we will assign an assessment rate based on the methodology described in the “Rates for Non-Examined Companies” section, above.

Consistent with Commerce’s assessment practice, for entries of subject merchandise during the POR produced by NEXTEEL or SeAH for which the producer did not know that its merchandise was destined for the United States, we will instruct CBP to liquidate unreviewed entries at the all-others rate established in the original less-than-fair-value (LTFV) investigation

(*i.e.*, 5.24 percent)¹¹ if there is no rate for the intermediate company(ies) involved in the transaction.¹²

Commerce intends to issue assessment instructions to CBP no earlier than 35 days after the date of publication of the final results of this review in the **Federal Register**.¹³ If a timely summons is filed at the U.S. Court of International Trade, the assessment instructions will direct CBP not to liquidate relevant entries until the time for parties to file a request for a statutory injunction has expired (*i.e.*, within 90 days of publication).

Cash Deposit Requirements

The following cash deposit requirements will be effective for all shipments of subject merchandise entered, or withdrawn from warehouse, for consumption on or after the publication date of the final results of this administrative review, as provided for by section 751(a)(2)(C) of the Act: (1) the cash deposit rates for the companies listed in these final results will be equal to the weighted-average dumping margins established in the final results of this review; (2) for merchandise exported by producers or exporters not covered in this review but covered in a prior segment of this proceeding, the cash deposit rate will continue to be the company-specific rate published for the most recently completed segment in which the company was reviewed; (3) if the exporter is not a firm covered in this review, a prior review, or the original LTFV investigation, but the producer is, the cash deposit rate will be the rate established for the most recently completed segment of this proceeding for the producer of the subject merchandise; and (4) the cash deposit rate for all other producers or exporters will continue to be 5.24 percent,¹⁴ the all-others rate established in the LTFV investigation. These cash deposit requirements, when imposed, shall remain in effect until further notice.

Notification to Importers

This notice serves as a final reminder to importers of their responsibility

¹¹ See *Certain Oil Country Tubular Goods from the Republic of Korea: Notice of Court Decision Not in Harmony with Final Determination*, 81 FR 59603, 59604 (August 30, 2016) (*OCTG Korea Timken Notice*).

¹² For a full discussion of this practice, *see Antidumping and Countervailing Duty Proceedings: Assessment of Antidumping Duties*, 68 FR 23954 (May 6, 2003).

¹³ See *Notice of Discontinuation Policy to Issue Liquidation Instructions After 15 Days in Applicable Antidumping and Countervailing Duty Administrative Proceedings*, 86 FR 3995 (January 15, 2021).

¹⁴ See *OCTG Korea Timken Notice*, 81 FR at 59604.

⁸ See *Albemarle Corp. v. United States*, 821 F.3d 1345 (Fed. Cir. 2016) (*Albemarle*).

⁹ See, e.g., *Certain Cold-Rolled Steel Flat Products from the Republic of Korea: Preliminary Results of Antidumping Duty Administrative Review; 2020–2021*, 87 FR 60989 (October 7, 2022), unchanged in *Certain Cold-Rolled Steel Flat Products from the Republic of Korea: Final Results of Antidumping Duty Administrative Review; 2020–2021*, 88 FR 20218 (April 5, 2023).

¹⁰ See 19 CFR 351.106(c)(2).

under 19 CFR 351.402(f)(2) to file a certificate regarding the reimbursement of antidumping and/or countervailing duties prior to liquidation of the relevant entries during this POR. Failure to comply with this requirement could result in Commerce's presumption that reimbursement of antidumping and/or countervailing duties occurred and the subsequent assessment of double antidumping duties, and/or an increase in the amount of antidumping duties by the amount of the countervailing duties.

Administrative Protective Order (APO)

This notice also serves as the only reminder to parties subject to an APO of their responsibility concerning the disposition of proprietary information disclosed under APO in accordance with 19 CFR 351.305(a)(3), which continues to govern business proprietary information in this segment of the proceeding. Timely written notification of the return or destruction of APO materials or conversion to judicial protective order is hereby requested. Failure to comply with the regulations and terms of an APO is a sanctionable violation.

Notification to Interested Parties

This administrative review and notice are issued and published in accordance with sections 751(a)(1) and 777(i)(1) of the Act, and 19 CFR 351.213(h) and 19 CFR 351.221(b)(5).

Dated: May 22, 2025.

Christopher Abbott,

Deputy Assistant Secretary for Policy and Negotiations, performing the non-exclusive functions and duties of the Assistant Secretary for Enforcement and Compliance.

Appendix

List of Topics Discussed in the Issues and Decision Memorandum

I. Summary

- II. Background
- III. Scope of the *Order*
- IV. Changes Since the *Preliminary Results*
- V. Rate for Non-Examined Companies
- VI. Discussion of the Issues
 - Comment 1: Constructed Export Price (CEP) Offset
 - Comment 2: Exclusion of Back-to-Back U.S. Sales
- VII. Recommendation

[FR Doc. 2025–09783 Filed 5–29–25; 8:45 am]

BILLING CODE 3510–DS–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XE945]

Management Track Assessment for Black Sea Bass, Bluefish, Scup, and Summer Flounder; Public Meeting

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice of public meeting.

SUMMARY: NMFS will convene the Management Track Assessment Peer Review Meeting for the purpose of reviewing black sea bass, bluefish, scup, and summer flounder stocks. The Management Track Assessment Peer Review is a formal scientific peer-review process for evaluating and presenting stock assessment results to managers for fish stocks in the offshore U.S. waters of the northwest Atlantic. Assessments are prepared by the lead stock assessment scientist and reviewed by an independent panel of stock assessment experts. The public is invited to attend the presentations and discussions between the review panel and the scientists who have participated in the stock assessment process.

DATES: The Management Track Assessment Peer Review Meeting will be held from June 24, 2025–June 25, 2025. The meeting will conclude on June 25, 2025 at 12 p.m. Eastern Standard Time. Please see **SUPPLEMENTARY INFORMATION** for the daily meeting agenda.

ADDRESSES: The meeting will be held in the S.H. Clark Conference Room in the Aquarium Building of the National Marine Fisheries Service, Northeast Fisheries Science Center (NEFSC), 166 Water Street, Woods Hole, MA 02543 and virtually using this Google Meet link: <https://meet.google.com/tdh-rcmm-cnv>.

FOR FURTHER INFORMATION CONTACT:

Brian Hooper, 508–258–9580; brian.hooper@noaa.gov.

SUPPLEMENTARY INFORMATION: For further information, please visit the NEFSC website at <https://www.fisheries.noaa.gov/new-england-mid-atlantic/population-assessments/fishery-stock-assessments-new-england-and-mid-atlantic>. For additional information about management track assessment peer review, please visit the NEFSC web page at <https://www.fisheries.noaa.gov/new-england-mid-atlantic/population-assessments/management-track-stock-assessments>.

Daily Meeting Agenda—Management Track Peer Review Meeting

The agenda is subject to change; all times are approximate and may be changed at the discretion of the Peer Review Chair.

TUESDAY, JUNE 24, 2025

Time	Stock	Topic	Presenter(s)
9 a.m.		Welcome/Logistics Conduct of Meeting	Brian Hooper, Kristan Blackhart, Olaf Jensen, Chair.
9:15 a.m.	Bluefish	Terms of Reference (TOR) Review & Panel Questions.	Tony Wood, Panel.
10:15 a.m.	Bluefish	Public Comment	Public.
10:30 a.m.	Bluefish	Panel Deliberations	Panel.
11 a.m.		Break.	
11:15 a.m.	Bluefish	Panel Conclusions/Recommendations and Final Stock Wrap Up.	Panel.
11:30 a.m.	Scup	TOR Review & Panel Questions	Sam Truesdell, Panel.
12:30 p.m.		Lunch.	
1:30 p.m.	Scup	Public Comment	Public.
1:45 p.m.	Scup	Panel Deliberations	Panel.
2:15 p.m.	Scup	Panel Conclusions/Recommendations and Final Stock Wrap Up.	Panel.
2:30 p.m.		Break.	
2:45 p.m.	Summer Flounder	TOR Review & Panel Questions	Sam Truesdell, Panel.
3:45 p.m.	Summer Flounder	Public Comment	Public.

TUESDAY, JUNE 24, 2025—Continued

Time	Stock	Topic	Presenter(s)
4 p.m.	Summer Flounder	Panel Deliberations	Panel.
4:30 p.m.	Summer Flounder	Panel Conclusions/Recommendations and Final Stock Wrap Up.	Panel.
5 p.m.		Adjourn.	

WEDNESDAY, JUNE 25, 2025

Time	Stock	Topic	Presenter(s)
9 a.m.		Welcome/Logistics	Brian Hooper, Olaf Jensen, Chair.
9:05 a.m.	Black Sea Bass	TOR Review & Panel Questions	Emily Liljestrand, Panel.
10:30 a.m.	Black Sea Bass	Public Comment	Public.
10:45 a.m.		Break.	
11 a.m.	Black Sea Bass	Panel Deliberations	Panel.
11:30 a.m.	Black Sea Bass	Panel Conclusions/Recommendations and Final Stock Wrap Up.	Panel.
12 p.m.		Adjourn.	

Special Accommodations

This meeting is physically accessible to people with disabilities. Special requests should be directed to Brian Hooper, via the email provided in the **ADDRESSES** section.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: May 21, 2025.

Kelly Denit,

*Director, Office of Sustainable Fisheries,
National Marine Fisheries Service.*

[FR Doc. 2025–09793 Filed 5–29–25; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE**National Oceanic and Atmospheric Administration**

[RTID 0648–XE722]

Marine Mammals; File No. 28217

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; receipt of application.

SUMMARY: Notice is hereby given that Douglas Nowacek, Duke University, 135 Duke Marine Lab Rd., Beaufort, NC 28516, has applied in due form for a permit to conduct research on marine mammals, including endangered blue (*Balaenoptera musculus*), fin (*B. physalus*), sei (*B. borealis*) and sperm (*Physeter macrocephalus*) whales.

DATES: Written comments must be received on or before June 30, 2025.

ADDRESSES: The application and related documents are available for review by

selecting “Records Open for Public Comment” from the “Features” box on the Applications and Permits for Protected Species home page, <https://apps.nmfs.noaa.gov>, and then selecting File No. 28217 from the list of available applications. These documents are also available upon written request via email to NMFS.Pr1Comments@noaa.gov.

Written comments on this application should be submitted via email to NMFS.Pr1Comments@noaa.gov. Please include File No. 28217 in the subject line of the email comment.

Those individuals requesting a public hearing should submit a written request via email to NMFS.Pr1Comments@noaa.gov. The request should set forth the specific reasons why a hearing on this application would be appropriate.

FOR FURTHER INFORMATION CONTACT: Amy Hapeman or Shasta McClenahan, Ph.D., (301) 427–8401.

SUPPLEMENTARY INFORMATION: The subject permit is requested under the authority of the Marine Mammal Protection Act of 1972, as amended (MMPA; 16 U.S.C. 1361 *et seq.*), the regulations governing the taking and importing of marine mammals (50 CFR part 216), the Endangered Species Act of 1973, as amended (ESA; 16 U.S.C. 1531 *et seq.*), and the regulations governing the taking, importing, and exporting of endangered and threatened species (50 CFR parts 222–226).

The applicant proposes to study marine mammals in the Northwest Atlantic Ocean to assess their behavior, foraging ecology, body condition, health status, population structure, and response to sounds. Researchers would

conduct vessel and ground surveys of pinnipeds for counts, observations, photography, scat collection, and unmanned aircraft operations. Researchers would conduct vessel surveys of cetaceans for observations; passive acoustic recordings; photography; photo-identification; photogrammetry; temporary marking; biological sampling (blow, skin and blubber, and sloughed skin); tagging (suction-cup and dart); active acoustics; unmanned aircraft operations; tracking; and unintentional harassment. Biological samples collected on the high seas would be imported into the United States. Tissue samples may be used for cell line development. See the application’s take table for take numbers by species and procedure. The permit is requested for 10 years.

In compliance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*), an initial determination has been made that the activity proposed is categorically excluded from the requirement to prepare an environmental assessment or environmental impact statement.

Concurrent with the publication of this notice in the **Federal Register**, NMFS is forwarding copies of the application to the Marine Mammal Commission and its Committee of Scientific Advisors.

Dated: May 27, 2025.

Shannon Bettridge,

Chief, Marine Mammal and Sea Turtle Conservation Division, Office of Protected Resources, National Marine Fisheries Service.

[FR Doc. 2025–09803 Filed 5–29–25; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE**National Oceanic and Atmospheric Administration**

[RTID 0648–XE944]

Magnuson-Stevens Act Provisions; Atlantic Coastal Fisheries Cooperative Management Act Provisions; General Provisions for Domestic Fisheries; Application for Exempted Fishing Permits

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; request for comments.

SUMMARY: The Assistant Regional Administrator for Sustainable Fisheries, Greater Atlantic Region, NMFS, has made a preliminary determination that an Exempted Fishing Permit (EFP)

application contains all of the required information and warrants further consideration. The EFP would allow federally permitted fishing vessels to fish outside fishery regulations in support of exempted fishing activities proposed by the Commercial Fisheries Research Foundation (CFRF). Regulations under the Magnuson-Stevens Fishery Conservation and Management Act and the Atlantic Coastal Fisheries Cooperative Management Act require publication of this notification to provide interested parties the opportunity to comment on applications for proposed EFPs.

DATES: Comments must be received on or before June 16, 2025.

ADDRESSES: You may submit written comments by email at nmfs.gar.efp@noaa.gov. Include in the subject line “CFRF Ventless Trap EFP.” All comments received are a part of the

public record and may be posted for public viewing without change. All personal identifying information (e.g., name, address), confidential business information, or otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NMFS will accept anonymous comments (enter “anonymous” as the signature if you wish to remain anonymous).

FOR FURTHER INFORMATION CONTACT: Christine Ford, Fishery Management Specialist, christine.ford@noaa.gov, 978–281–9185.

SUPPLEMENTARY INFORMATION: The applicant submitted a complete application for an EFP to conduct commercial fishing activities that the regulations would otherwise restrict. This EFP would exempt the participating vessels from the following Federal regulations:

TABLE 1—REQUESTED EXEMPTIONS

CFR citation	Regulation	Need for exemption
50 CFR 697.21(c)	Gear specification requirements	To allow for closed escape vents and smaller trap mesh and entrance heads.
§ 697.19(a), (b), (c), and (d)	Trap limit requirements for Areas 1, 2, 3, and 4.	To allow for 3 additional traps per fishing vessel, for a total of 60 additional traps.
§ 697.19(j)	Trap tag requirements	To allow for the use of untagged traps (though each modified trap will have the participating fisherman’s identification attached).
§ 697.20(a), (d), (g), and (h)(1) and (2).	Possession restrictions	To allow for onboard biological sampling of undersized, v-notched, and egg-bearing lobsters and undersized and egg-bearing Jonah crabs.

TABLE 2—PROJECT SUMMARY

Project title	A collaborative fishing vessel approach to addressing data needs for the American lobster and Jonah crab fisheries
Project start	07/01/2025.
Project end	05/31/2026.
Project objectives	To continue to provide distribution, abundance, and biological data on juvenile lobsters and Jonah crabs from times and areas with low coverage from traditional surveys.
Project location	Lobster Management Areas 1, 2, 3, and 4.
Number of vessels	Up to 20.
Number of trips	Up to 26 per inshore vessel; up to 36 per offshore vessel (up to 816 total).
Trip duration (days)	Up to 4.
Total number of days	Up to 3,264.
Gear type(s)	Trap.
Number of tows or sets	Up to 2,448.
Duration of tows or sets	7 days inshore; 10 days offshore.

Project Narrative

This project would continue an ongoing effort to collect data on juvenile lobster and Jonah crab abundance and distribution in areas and times of the year with low or no coverage by traditional surveys. To date, this project has collected data from over 251,000 lobsters and 144,000 Jonah crabs, as well as coupled bottom water temperatures from the Gulf of Maine to the Mid-Atlantic.

The project would include up to 6 inshore vessels (Lobster Management Area 2) and up to 14 offshore vessels (Lobster Management Areas 1, 3, and 4). Each vessel would fish 3 modified, ventless traps designed to capture juvenile lobsters, totaling up to 60 modified traps. Vessels may fish all three ventless traps on one trawl, or may spread them out across two or three trawls. The modified traps would adhere to the standard coastwide survey

gear for lobster and Jonah crab set by the Atlantic States Marine Fisheries Commission (ASMFC) and would be fished with standard Atlantic Large Whale Take Reduction Plan-compliant trawls. The traps would remain in the water for up to 12 months and be hauled regularly, following the normal fishing schedule of the participating vessels.

This study would take place during regular fishing activity of the participating vessels, but catch from

modified traps would remain separate from that of standard gear. Operators would collect data on size, sex, presence of eggs, and shell hardness for lobsters and Jonah crabs, and v-notch and shell disease for lobsters. Operators would return all specimens from modified gear to the ocean once sampling was complete.

The study is designed to inform management by addressing questions about changing reproduction and recruitment dynamics of lobster and to develop a foundation of knowledge for the data-deficient Jonah crab fishery. CFRF would share data with the Atlantic Coastal Cooperative Statistics Program, the Northeast Fisheries Science Center, ASMFC, and the Rhode Island Department of Environmental Management every 6 months.

If approved, the applicant may request minor modifications and extensions to the EFP throughout the year. EFP modifications and extensions may be granted without further notice if they are deemed essential to facilitate completion of the proposed research and have minimal impacts that do not change the scope or impact of the initially approved EFP request. Any fishing activity conducted outside the scope of the exempted fishing activity would be prohibited.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: May 27, 2025.

Kelly Denit,

*Director, Office of Sustainable Fisheries,
National Marine Fisheries Service.*

[FR Doc. 2025–09791 Filed 5–29–25; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XE830]

Taking and Importing of Marine Mammals

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; new 5-year affirmative finding for Colombia, Ecuador, El Salvador, Guatemala, Mexico, Peru, and Spain.

SUMMARY: The NMFS Assistant Administrator (Assistant Administrator) has issued a new 5-year affirmative finding for the Governments of

Colombia, Ecuador, El Salvador, Guatemala, Mexico, Peru, and Spain (referred to hereafter as “The Nations”) under the Marine Mammal Protection Act (MMPA) related to the eastern tropical Pacific Ocean (ETP) tuna purse seine fishery and the importation of yellowfin tuna from nations participating in this fishery. This affirmative finding will allow the importation into the United States of yellowfin tuna and yellowfin tuna products harvested in the ETP, in compliance with the Agreement on the International Dolphin Conservation Program (AIDCP), by purse seine vessels operating under The Nations’ jurisdiction or exported from The Nations. NMFS bases the affirmative finding determination on reviews of documentary evidence submitted by the Governments of The Nations and of information obtained from the Inter-American Tropical Tuna Commission (IATTC).

DATES: This new affirmative finding is effective for the 5-year period of April 1, 2025, through March 31, 2030.

FOR FURTHER INFORMATION CONTACT:

Justin Greenman, West Coast Region, NMFS, by mail: 501 W Ocean Blvd., Suite 4200, Long Beach, CA 90802, email: justin.greenman@noaa.gov, or phone: (562) 980–3264.

SUPPLEMENTARY INFORMATION: The MMPA, 16 U.S.C. 1361 *et seq.*, allows for importation into the United States of yellowfin tuna harvested by purse seine vessels in the ETP from a nation with jurisdiction over purse seine vessels with carrying capacity greater than 400 short tons that harvest tuna in the ETP, only if the nation has an “affirmative finding” issued by the NMFS Assistant Administrator. See section 101(a)(2)(B) of the MMPA, 16 U.S.C. 1371(a)(2)(B); see also 50 CFR 216.24(f)(6)(i). If requested by the government of such a nation, the Assistant Administrator will determine whether to make an affirmative finding based upon documentary evidence provided by the government, the IATTC, or the Department of State.

The affirmative finding process requires that the harvesting nation is meeting its obligations under the AIDCP and its obligations of membership in the IATTC. Every 5 years, the government of the harvesting nation must request a new affirmative finding and submit the required documentary evidence directly to the Assistant Administrator. On an annual basis, NMFS must determine whether the harvesting nation continues

to meet the requirements of their 5-year affirmative finding. NMFS does this by reviewing the documentary evidence from the last year. A nation may provide information related to compliance with AIDCP and IATTC measures directly to NMFS on an annual basis or may authorize the IATTC to release the information to NMFS to annually renew an affirmative finding determination without an application from the harvesting nation.

An affirmative finding will be terminated, in consultation with the Secretary of State, if the Assistant Administrator determines that the requirements of 50 CFR 216.24(f) are no longer being met or that a nation is consistently failing to take enforcement actions on violations, thereby diminishing the effectiveness of the AIDCP.

As a part of the affirmative finding process set forth in 50 CFR 216.24(f)(8), the Assistant Administrator considered documentary evidence submitted by the Governments of The Nations and obtained from the IATTC and has determined that The Nations have each met the MMPA’s requirements to receive a new 5-year affirmative finding.

After consultation with the Department of State, the Assistant Administrator issued new 5-year affirmative findings to each of The Nations, allowing the importation into the United States of yellowfin tuna and products derived from yellowfin tuna harvested in the ETP by purse seine vessels operating under The Nations’ jurisdiction or exported from The Nations. Issuance of new 5-year affirmative findings for The Nations does not affect implementation of an intermediary nation embargo under 50 CFR 216.24(f)(9), which applies to exports from a nation that exports to the United States yellowfin tuna or yellowfin tuna products that was subject to a ban on importation into the United States under section 101(a)(2)(B) of the MMPA, 16 U.S.C. 1371(a)(2)(B).

These new affirmative findings for each of The Nations are for the 5-year period of April 1, 2025, through March 31, 2030, subject to subsequent annual reviews by NMFS.

Dated: May 27, 2025.

Samuel D. Rauch, III,

*Deputy Assistant Administrator for
Regulatory Programs, National Marine
Fisheries Service.*

[FR Doc. 2025–09821 Filed 5–29–25; 8:45 am]

BILLING CODE 3510–22–P

DEPARTMENT OF COMMERCE**National Oceanic and Atmospheric Administration**

[RTID 0648-XE943]

Magnuson-Stevens Act Provisions; General Provisions for Domestic Fisheries; Application for Exempted Fishing Permits

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; request for comments.

SUMMARY: The Assistant Regional Administrator for Sustainable Fisheries, Greater Atlantic Region, NMFS, has made a preliminary determination that an Exempted Fishing Permit (EFP) application contains all of the required information and warrants further

consideration. The EFP would allow federally permitted fishing vessels to fish outside fishery regulations in support of exempted fishing activities proposed by the Coonamessett Farm Foundation, Inc. (CFF). Regulations under the Magnuson-Stevens Fishery Conservation and Management Act require publication of this notification to provide interested parties the opportunity to comment on applications for proposed EFPs.

DATES: Comments must be received on or before June 16, 2025.

ADDRESSES: You may submit written comments by the following method:

- Email: nmfs.gar.efp@noaa.gov.

Include in the subject line

“Investigation of baiting practices on seabird bycatch in gillnets.”

All comments received are a part of the public record and may be posted for public viewing without change. All

personal identifying information (e.g., name, address), confidential business information, or otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NMFS will accept anonymous comments (enter “anonymous” as the signature if you wish to remain anonymous).

FOR FURTHER INFORMATION CONTACT: Ashley Trudeau, Fishery Resource Management Specialist, ashley.trudeau@noaa.gov, 978–281–9252.

SUPPLEMENTARY INFORMATION: The applicant submitted a complete application for an EFP to conduct commercial fishing activities that the regulations would otherwise restrict. This EFP would exempt the participating vessels from the following Federal regulations:

TABLE 1—REQUESTED EXEMPTIONS

CFR citation	Regulation	Need for exemption
50 CFR 648.11, but not to include § 648.11(l)(3).	Monitoring Coverage	The vessels participating in this EFP have limited deck space and/or life raft capacity and cannot accommodate both an observer and a project scientist. As stated in § 648.11(l)(3), the participating vessels are still required to submit pre-trip notifications.

Project Narrative

CFF is requesting an EFP in support of a study aimed at better understanding how demersal gillnet baiting practices influence shearwater bycatch off the coast of Cape Cod. In the subject fishery, vessels harvest and process skates, and then use the skate racks to bait gillnets that are deployed to target dogfish, which can result in bycaught seabirds. This EFP would be issued for the second year of a 2-year study. In the project's first year, experimental fishing produced preliminary findings that baiting after gillnet deployment increased target catch while reducing seabird bycatch. In this second year of sampling, the project team proposes to conduct additional trials to ensure collection of a balanced dataset, with additional trials comparing the effects of baiting before and after deployment.

Sampling for this study would begin on July 1, 2025, and end by November 15, 2025. Under the EFP, five participating vessels would be exempt from Northeast Fishery Observer Program monitoring coverage due to limited space on vessels and life rafts needed to accommodate CFF personnel during research trips. No other exemptions are needed to perform this project. Vessels will target dogfish using 6.5-inch (16.5-cm) mesh gillnets set in

strings consisting of 12 nets each. Of the 12 nets, half will utilize either forward baiting (baiting nets before setting) or after baiting (baiting nets after setting), and the remaining nets will not include bait. The vessels are expected to spend approximately 25 days on the water on Georges Bank, southeast of Cape Cod, with approximately two vessels fishing per day. A maximum of 50 vessel trips will be taken, with 1 gillnet set per trip and a soak time ranging from 45 minutes to 3 hours. CFF intends to use retained and discarded catch weights to assess the effect that different baiting treatments have on catch. Any entangled seabird will be documented in detail. CFF intends to use cameras to quantify behavior and abundance of seabird species in the study area. The results may help researchers determine if high levels of seabird bycatch correlate with specific gillnet baiting strategies.

CFF, or contracted scientific personnel, will accompany vessels on trips under the EFP. Legal catch will be landed for sale. If approved, the applicant may request minor modifications and extensions to the EFP throughout the year. EFP modifications and extensions may be granted without further notice if they are deemed essential to facilitate completion of the

proposed research and have minimal impacts that do not change the scope or impact of the initially approved EFP request. Any fishing activity conducted outside the scope of the exempted fishing activity would be prohibited.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: May 20, 2025.

Kelly Denit,

Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2025–09792 Filed 5–29–25; 8:45 am]

BILLING CODE 3510–22–P

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR SEVERELY DISABLED**Procurement List; Deletions**

AGENCY: Committee for Purchase From People Who Are Blind or Severely Disabled.

ACTION: Additions to and deletions from the Procurement List.

SUMMARY: This action deletes product(s) and service(s) to the Procurement List that were furnished by nonprofit agencies employing persons who are blind or have other severe disabilities.

DATES: *Date added to and deleted from the Procurement List:* June 29, 2025.

ADDRESSES: Committee for Purchase From People Who Are Blind or Severely Disabled, 355 E Street SW, Suite 325, Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: For further information or to submit comments contact: Michael R. Jurkowski, Telephone: (703) 489-1322, or email CMTEFedReg@AbilityOne.gov.

SUPPLEMENTARY INFORMATION:

Deletions

On 4/25/2025 (90 FR 17423), the Committee for Purchase From People Who Are Blind or Severely Disabled published notice of proposed deletions from the Procurement List. This notice is published pursuant to 41 U.S.C. 8503(a)(2) and 41 CFR 51-2.3.

After consideration of the relevant matter presented, the Committee has determined that the product(s) and service(s) listed below are no longer suitable for procurement by the Federal Government under 41 U.S.C. 8501-8506 and 41 CFR 51-2.4.

Regulatory Flexibility Act Certification

I certify that the following action will not have a significant impact on a substantial number of small entities. The major factors considered for this certification were:

1. The action will not result in additional reporting, recordkeeping or other compliance requirements for small entities.
2. The action may result in authorizing small entities to furnish the product(s) and service(s) to the Government.
3. There are no known regulatory alternatives which would accomplish the objectives of the Javits-Wagner-O'Day Act (41 U.S.C. 8501-8506) in connection with the product(s) and service(s) deleted from the Procurement List.

End of Certification

Accordingly, the following product(s) and service(s) are deleted from the Procurement List:

Product(s)

NSN(s)—Product Name(s): 7920-01-215-6568—Cloth, Synthetic Shammy, Assorted Colors, 15" x 15"

Authorized Source of Supply: Industries for the Blind and Visually Impaired, Inc., West Allis, WI

Contracting Activity: STRATEGIC ACQUISITION CENTER, FREDERICKSBURG, VA

Contracting Activity: GSA/FSS GREATER SOUTHWEST ACQUISITI, FORT WORTH, TX

NSN(s)—Product Name(s): 9905-01-661-2140—Flag, Marking, 4" x 5", 21" Staff, Yellow

9905-01-661-2150—Flag, Marking, 4" x 5", 21" Staff, Fluorescent Orange
9905-01-661-2151—Flag, Marking, 4" x 5", 21" Staff, Fluorescent Pink

Authorized Source of Supply: West Texas Lighthouse for the Blind, San Angelo, TX
Contracting Activity: GSA/FSS GREATER SOUTHWEST ACQUISITI, FORT WORTH, TX

NSN(s)—Product Name(s): 8415-01-204-2668—Sleeves, Arm, Radioactive Contaminants Protective, Yellow, Universal

Contracting Activity: DLA TROOP SUPPORT, PHILADELPHIA, PA

NSN(s)—Product Name(s): 1005-00-791-5420—Case, Carrying, M60, Olive
Contracting Activity: DLA LAND AND MARITIME, COLUMBUS, OH

NSN(s)—Product Name(s): 9330-LL-NO1-0397—Sleeve, Protective

Contracting Activity: NAVSUP FLT LOG CTR PUGET SOUND, BREMERTON, WA

NSN(s)—Product Name(s):

8415-01-228-1323—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, XSS
8415-01-228-1324—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, XSL
8415-01-228-1325—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, SSR
8415-01-228-1326—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, SL
8415-01-228-1327—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, MSR
8415-01-228-1328—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, ML
8415-01-228-1329—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, LSR
8415-01-228-1330—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, LL
8415-01-228-1331—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, XLS
8415-01-228-1332—Overalls, Bib, Cold Weather, ECWCS, Army, Brown, XLL

Authorized Source of Supply: ORC Industries, Inc., La Crosse, WI

Authorized Source of Supply: TradeWinds Services, Inc., Merrillville, IN

Authorized Source of Supply: Peckham Vocational Industries, Inc., Lansing, MI
Contracting Activity: DLA TROOP SUPPORT, PHILADELPHIA, PA

NSN(s)—Product Name(s):

8415-00-177-7992—Socks, Extreme Cold Weather 100% Wool, ECWCS, White, Small
8415-00-177-7993—Socks, Extreme Cold Weather 100% Wool, ECWCS, White, Medium

Authorized Source of Supply: Dawn Enterprises, Inc., Blackfoot, ID

Contracting Activity: DLA TROOP SUPPORT, PHILADELPHIA, PA

Service(s)

Service Type: Janitorial/Custodial
Mandatory for: Department of Veteran Affairs, VA Southern Nevada Healthcare System, Pahrump Community Outpatient Clinic, Pahrump, NV
Authorized Source of Supply: Opportunity Village, Las Vegas, NV

Contracting Activity: VETERANS AFFAIRS, DEPARTMENT OF, 262-NETWORK CONTRACT OFFICE 22

Service Type: Janitorial/Custodial
Mandatory for:

VA Data Center (Diablo Site), Las Vegas, NV
VA Outpatient Clinic: East Clinic (La Canada), Las Vegas, NV
VA Outpatient Clinic: Central Clinic (Delta Point), Las Vegas, NV
VA Outpatient Clinic: North Clinic (Nucleus Plaza), Las Vegas, NV
VA Outpatient Clinic: Northwest Clinic, Las Vegas, NV
VA Outpatient Clinic: Southeast Clinic (Ambulatory Procedures), Las Vegas, NV
VA Outpatient Clinic: Southwest Clinic (South Jones), Las Vegas, NV
VA Outpatient Clinic: West Clinic (Rancho/Palomino), Las Vegas, NV
VA Warehouse, 1841 E. Craig Road, Las Vegas, NV

Authorized Source of Supply: Opportunity Village, Las Vegas, NV

Contracting Activity: VETERANS AFFAIRS, DEPARTMENT OF, 262-NETWORK CONTRACT OFFICE 22

Service Type: Laundry Service

Mandatory for: US Marine Corps, Marine Corps Logistics Base, Albany, GA

Authorized Source of Supply: Wiregrass Rehabilitation Center, Inc., Dothan, AL
Contracting Activity: DEPT OF THE NAVY, COMMANDER

Service Type: Janitorial/Custodial

Mandatory for: Department of Veterans Affairs, National Acquisition Center, Building 37, Hines, IL

Authorized Source of Supply: Jewish Child and Family Services, Chicago, IL

Contracting Activity: VETERANS AFFAIRS, DEPARTMENT OF, DEPARTMENT OF VETERANS AFFAIRS

Service Type: Janitorial/Custodial

Mandatory for: Department of Veterans Affairs, Hines Information and Technology Center, Hines, IL

Authorized Source of Supply: Jewish Child and Family Services, Chicago, IL

Contracting Activity: VETERANS AFFAIRS, DEPARTMENT OF, ACQUISITION OPERATION SERVICE (049A3)

Service Type: Supply and Warehousing Service

Mandatory for: Department of Veterans Affairs, Service Distribution Center, Building 37, Hines, IL

Authorized Source of Supply: Jewish Child and Family Services, Chicago, IL

Contracting Activity: VETERANS AFFAIRS, DEPARTMENT OF, DEPARTMENT OF VETERANS AFFAIRS

Service Type: Shelf Stocking, Custodial & Warehousing

Mandatory for: Defense Commissary Agency, Bangor Naval Base Kitsap Commissary, Silverdale, WA

Authorized Source of Supply: Peninsula Services, Bremerton, WA

Contracting Activity: DEFENSE COMMISSARY AGENCY (DECA), DEFENSE COMMISSARY AGENCY

Michael R. Jurkowski,

Director, Business Operations.

[FR Doc. 2025-09815 Filed 5-29-25; 8:45 am]

BILLING CODE 6353-01-P

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR SEVERELY DISABLED**Procurement List; Proposed Deletions**

AGENCY: Committee for Purchase From People Who Are Blind or Severely Disabled.

ACTION: Proposed deletions from the Procurement List.

SUMMARY: The Committee is proposing to delete product(s) and service(s) from the Procurement List that were furnished by nonprofit agencies employing persons who are blind or have other severe disabilities.

DATES: Comments must be received on or before: June 29, 2025.

ADDRESSES: Committee for Purchase From People Who Are Blind or Severely Disabled, 355 E Street SW, Suite 325, Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: For further information or to submit comments contact: Michael R. Jurkowski, Telephone: (703) 489-1322, or email CMTEFedReg@AbilityOne.gov.

SUPPLEMENTARY INFORMATION: This notice is published pursuant to 41 U.S.C. 8503(a)(2) and 41 CFR 51-2.3. Its purpose is to provide interested persons an opportunity to submit comments on the proposed actions.

Deletions

The following product(s) and service(s) are proposed for deletion from the Procurement List:

Product(s)

NSN(s)—Product Name(s): 8530-01-702-8831—Kit, Personal Sanitizing
Authorized Source of Supply: Blind Industries & Services of Maryland, Baltimore, MD

Contracting Activity: GSA/FSS GREATER SOUTHWEST ACQUISITI, FORT WORTH, TX

Service(s)

Service Type: Administrative Services
Mandatory for: GSA, Colorado Field Office: 730 Simmons Street; Denver, CO

Authorized Source of Supply: Bayaud Enterprises, Inc., Denver, CO

Contracting Activity: PUBLIC BUILDINGS SERVICE, PBS R8

Service Type: Janitorial/Custodial
Mandatory for: US Army Reserve, PFC Cloyse E. Hall USARC, Salem, VA; 1915 Roanoke Boulevard; Salem, VA

Authorized Source of Supply: Goodwill Industries of the Valleys, Inc., Roanoke, VA

Contracting Activity: DEPT OF THE ARMY, W6QK ACC-PICA

Service Type: Janitorial/Custodial
Mandatory for: US Army Reserve, New River Valley Memorial USARC, Dublin, VA; 5746 Reserve Way; Dublin, VA

Authorized Source of Supply: Goodwill Industries of the Valleys, Inc., Roanoke, VA

Contracting Activity: DEPT OF THE ARMY, W6QK ACC-PICA

Service Type: Custodial service
Mandatory for: US Army Reserve, TSgt Frank D. Peregory USARC, Charlottesville, VA; 1634 Cherry Ave.: Charlottesville, VA

Authorized Source of Supply: Goodwill Industries of the Valleys, Inc., Roanoke, VA

Contracting Activity: DEPT OF THE ARMY, W6QK ACC-PICA

Service Type: Janitorial Service
Mandatory for: US Army Reserve, Hewgley USARC, Knoxville, TN; 1334 East Weisgarber Road; Knoxville, TN

Contracting Activity: DEPT OF THE ARMY, W074 ENDIST CHARLESTON

Service Type: Medical Transcription
Mandatory for: Department of Veteran Affairs, VA Long Beach Healthcare System, 5901 E 7th Street; Long Beach,

CA

Authorized Source of Supply: Goodwill Industries of San Antonio Contract Services, San Antonio, TX

Contracting Activity: VETERANS AFFAIRS, DEPARTMENT OF, 262-NETWORK CONTRACT OFFICE 22

Michael R. Jurkowski,

Director, Business Operations.

[FR Doc. 2025-09814 Filed 5-29-25; 8:45 am]

BILLING CODE 6353-01-P

DEPARTMENT OF DEFENSE**Office of the Secretary**

[Transmittal No. 24-0C]

Arms Sales Notification

AGENCY: Defense Security Cooperation Agency, Department of Defense (DoD).

ACTION: Arms sales notice.

SUMMARY: The DoD is publishing the unclassified text of an arms sales notification.

FOR FURTHER INFORMATION CONTACT:

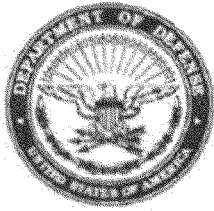
Pamela Young at (703) 953-6092, pamela.a.young14.civ@mail.mil, or dsca.ncr.rsrcmgmt.list.cns-mbx@mail.mil.

SUPPLEMENTARY INFORMATION: This 36(b)(5)(C) arms sales notification is published to fulfill the requirements of section 155 of Public Law 104-164 dated July 21, 1996. The following is a copy of a letter to the Speaker of the House of Representatives with attached Transmittal 24-0C.

Dated: May 27, 2025.

Aaron T. Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.



DEFENSE SECURITY COOPERATION AGENCY
2800 Defense Pentagon
Washington, DC 20301-2800

April 2, 2024

The Honorable Mike Johnson
Speaker of the House
U.S. House of Representatives
H-209, The Capitol
Washington, DC 20515

Dear Mr. Speaker:

Pursuant to the reporting requirements of Section 36(b)(5)(C) of the Arms Export Control Act (AECA), as amended, we are forwarding Transmittal No. 24-0C. This notification relates to enhancements or upgrades from the level of sensitivity of technology or capability described in the Section 36(b)(1) AECA certification 19-30 of July 26, 2019.

Sincerely,

James A. Hursch
Director

Enclosure:
1. Transmittal

Transmittal No. 24-0C

*REPORT OF ENHANCEMENT OR
UPGRADE OF SENSITIVITY OF
TECHNOLOGY OR CAPABILITY (SEC.
36(B)(5)(C), AECA)*

(i) *Purchaser:* Government of India

(ii) *Sec. 36(b)(1), AECA Transmittal
No.: 19-30*

Date: July 26, 2019

Implementing Agency: Air Force

Funding Source: National Funds

(iii) *Description:* On July 26, 2019, Congress was notified by congressional certification transmittal number 19-30 of the possible sale, under Section 36(b)(1) of the Arms Export Control Act, of C-17 follow-on support, including spares and repair parts; support equipment; personnel training and training equipment; publications and technical documentation; support and

test equipment; U.S. Government and contractor engineering, technical, and logistical support services; and other related elements of logistics and program support. The estimated total program cost was \$670 million. There was no Major Defense Equipment (MDE) associated with this sale.

This transmittal notifies additional non-MDE follow-on support equipment, including aircraft components, parts, and accessories; Precision Measurement Equipment Laboratory (PMEL) calibration; and additional sustainment support, as previously notified. The estimated total cost of added non-MDE articles and services is \$130 million. The total estimated case value will increase from \$670 million to \$800 million. There is no MDE associated with this sale.

(iv) *Significance:* The proposed sale will allow India to maintain and operate its C-17s in support of military operations, humanitarian assistance and disaster response, and other operations, thereby promoting interoperability, and regional security efforts.

(v) *Justification:* This proposed sale will support the foreign policy and national security objectives of the United States by helping to strengthen the U.S.-India strategic relationship and to improve the security of a major defensive partner that continues to be an important force for political stability, peace, and economic progress in the Indo-Pacific and South Asia region.

(vi) *Date Report Delivered to
Congress:* April 2, 2024

[FR Doc. 2025-09789 Filed 5-29-25; 8:45 am]

BILLING CODE 6001-FR-P

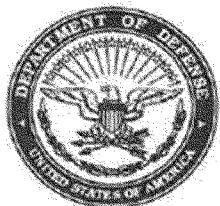
DEPARTMENT OF DEFENSE**Office of the Secretary**

[Transmittal No. 23-90]

Arms Sales Notification**AGENCY:** Defense Security Cooperation Agency, Department of Defense (DoD).**ACTION:** Arms sales notice.**SUMMARY:** The DoD is publishing the unclassified text of an arms sales notification.**FOR FURTHER INFORMATION CONTACT:** Pamela Young at (703) 953-6092, pamela.a.young14.civ@mail.mil, or dscn.ncr.rsrcmgmt.list.cns-mbx@mail.mil.**SUPPLEMENTARY INFORMATION:** This 36(b)(1) arms sales notification is

published to fulfill the requirements of section 155 of Public Law 104-164 dated July 21, 1996. The following is a copy of a letter to the Speaker of the House of Representatives with attached Transmittal 23-90, Policy Justification, and Sensitivity of Technology.

Dated: May 27, 2025.

Aaron T. Siegel,*Alternate OSD Federal Register Liaison Officer, Department of Defense.***DEFENSE SECURITY COOPERATION AGENCY**
2800 Defense Pentagon
Washington, DC 20301-2800

MAR 19 2024

The Honorable Mike Johnson
Speaker of the House
U.S. House of Representatives
H-209, The Capitol
Washington, DC 20515

Dear Mr. Speaker:

Pursuant to the reporting requirements of Section 36(b)(1) of the Arms Export Control Act, as amended, we are forwarding herewith Transmittal No. 23-90, concerning the Army's proposed Letter(s) of Offer and Acceptance to the Government of Bahrain for defense articles and services estimated to cost \$2.2 billion. We will issue a news release to notify the public of this proposed sale upon delivery of this letter to your office.

Sincerely,

A handwritten signature of James A. Hursch, written in dark ink, is located below the word "Sincerely,".

James A. Hursch
Director

Enclosures:

1. Transmittal
2. Policy Justification
3. Sensitivity of Technology
4. Regional Balance (Classified document provided under separate cover)

Transmittal No. 23–90

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act, as amended

(i) *Prospective Purchaser*: Government of Bahrain

(ii) *Total Estimated Value*:

Major Defense Equipment *	\$1.6 billion
Other	\$0.6 billion

TOTAL	\$2.2 billion

Funding Source: National Funds

(iii) *Description and Quantity or Quantities of Articles or Services under Consideration for Purchase*:

Major Defense Equipment (MDE):

Fifty (50) M1A2 SEPv3 Abrams Main Battle Tanks

Four (4) M88A2 HERCULES Combat Recovery Vehicles

Eight (8) M1110 Joint Assault Bridges

Eight (8) M1150 Assault Breacher Vehicles

Eight (8) Heavy Assault Scissor Bridge (HASB)

One hundred (100) M240 Coaxial 7.62mm Machine Guns

Three (3) AGT1500 Gas Turbine Engines

Six thousand (6,000) 120mm M1002 Target Practice Multipurpose Tracer (TPMP–T) Projectiles

Five thousand seven hundred sixty (5,760) 120mm M1147 High Explosive Multipurpose Tracers

Non-MDE:

Also included are M2A1 .50 caliber machine guns; Common Remote Operated Weapons Station Low Profile (CROWS–LP); Forward Repair System; M250 smoke grenade launchers; service and training ammunition; M1300/M1302 Enhanced Heavy Equipment Transporter System (EHETS); M978A4 Heavy Expanded Mobility Tactical Truck (HEMTT) tanker and Load Handling System (LHS); M074A1 Palletized Load Systems and trailers and flat racks; support and test equipment; integration and test support; spare and repair parts; Special Tools and Test Equipment (STTE); communications equipment; Selective Availability Anti-Spoofing Module (SAASM)-based Global Positioning System (GPS) receivers; software delivery and support; Identification Friend or Foe (IFF) equipment; publications and technical manuals; maintenance trainers; training equipment; U.S. Government and contractor engineering, technical, and logistics support services; Next Generation Automatic Test System (NGATS); and other related elements of logistics and program

support.

(iv) *Military Department*: Army (BA–B–ULL)

(v) *Prior Related Cases, if any*: None

(vi) *Sales Commission, Fee, etc., Paid, Offered, or Agreed to be Paid*: None

(vii) *Sensitivity of Technology Contained in the Defense Article or Defense Services Proposed to be Sold*: See Attached Annex

(viii) *Date Report Delivered to Congress*: March 19, 2024

* As defined in Section 47(6) of the Arms Export Control Act.

POLICY JUSTIFICATION

Bahrain—M1A2 Abrams Main Battle Tanks

The Government of Bahrain has requested to buy fifty (50) M1A2 SEPv3 Abrams Main Battle Tanks; four (4) M88A2 HERCULES Combat Recovery Vehicles; eight (8) M1110 Joint Assault Bridges; eight (8) M1150 Assault Breacher Vehicles; eight (8) Heavy Assault Scissor Bridge (HASB); one hundred (100) M240 Coaxial 7.62mm machine guns; three (3) AGT1500 Gas Turbine engines; six thousand (6,000) 120mm M1002 Target Practice Multipurpose Tracer (TPMP–T) projectiles; and five thousand seven hundred sixty (5,760) 120mm M1147 High Explosive Multipurpose Tracers. Also included are M2A1 .50 caliber machine guns; Common Remote Operated Weapons Station Low Profile (CROWS–LP); Forward Repair System; M250 smoke grenade launchers; service and training ammunition; M1300/M1302 Enhanced Heavy Equipment Transporter System (EHETS); M978A4 Heavy Expanded Mobility Tactical Truck (HEMTT) tanker and Load Handling System (LHS); M074A1 Palletized Load Systems and trailers and flat racks; support and test equipment; integration and test support; spare and repair parts; Special Tools and Test Equipment (STTE); communications equipment; Selective Availability Anti-Spoofing Module (SAASM)-based Global Positioning System (GPS) receivers; software delivery and support; Identification Friend or Foe (IFF) equipment; publications and technical manuals; maintenance trainers; training equipment; U.S. Government and contractor engineering, technical, and logistics support services; Next Generation Automatic Test System (NGATS); and other related elements of logistics and program support. The estimated total cost is \$2.2 billion.

This proposed sale will support the foreign policy and national security objectives of the United States by helping to improve the security of a

Major Non-NATO Ally that is an important force for political stability and economic progress in the Middle East.

The proposed sale will improve Bahrain's capability to meet current and future threats by providing a credible force that can deter adversaries and provide the capability to participate in regional operations with the United States and other U.S. partner nations. Bahrain will have no difficulty absorbing this equipment into its armed forces.

The proposed sale of this equipment and support will not alter the basic military balance in the region.

The principal contractors will be General Dynamics Land Systems, Sterling Heights, MI; BAE Systems, York, PA; Leonardo DRS, Arlington, VA; Honeywell Aerospace, Phoenix, AZ; RTX Corporation, McKinney, TX; and Lockheed Martin, Orlando, FL. The purchaser typically requests offsets. Any offset agreement will be defined in negotiations between the purchaser and the contractor.

Implementation of this proposed sale will require the assignment of one (1) U.S. Government and thirty (30) U.S. contractor representatives to travel to Bahrain for a duration of up to five years to support equipment fielding and training.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

Transmittal No. 23–90

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act

Annex

Item No. vii

(vii) *Sensitivity of Technology*:

1. The M1A2 SEPv3 Abrams Tank is a third-generation American Main Battle Tank produced by General Dynamics Land Systems and named for General Creighton Abrams. The M1A2 SEPv3 (System Enhancement Package version 3) features include a multi-fuel turbine engine, composite armor, an advanced computer fire control system, separate ammunition storage in a blow-out compartment, and 120mm main gun. Extensive improvements have been integrated into the latest M1A2 SEPv3 configuration. These improvements include improved digital systems, increased electrical power margin to support demands of future technologies, line replaceable modules (LRM) to reduce operational support costs, ammunition data link to support new tank main gun rounds, and an auxiliary power unit (APU). M1A2 SEPv3 Abrams

Tank components considered to contain sensitive technology in the proposed sale are as follows:

a. Export Thermal Imaging System (TIS) and Export Commander's Independent Thermal Viewer (CITV): The TIS and CITV constitute a target acquisition system which, when operated with other tank systems, gives the tank crew a substantial battlefield advantage over adversary. The TIS provides the Abrams M1A2 crew with the ability to effectively aim and fire the tank main armament system under a broad range of adverse conditions. The TIS can be operated and viewed by the tank gunner or tank commander and is the main sighting system for the tank or main gun (cannon). The CITV provides the same target acquisition system as the TIS but through a separate system that can be controlled and operated independent of the TIS.

b. Special Armor (FMS-released version of special armor): Major components of special armor are fabricated in sealed modules and in serialized removable subassemblies.

c. 120 millimeter (mm) Main Gun (Cannon) and M256 Gun Barrel: The Abrams 120mm main gun system is composed of a 120mm smoothbore gun (cannon), also referred to as the M256 gun barrel, manufactured at Watervliet Arsenal. It can fire armor-piercing fin-stabilized discarding sabot (APFSDS), other warheads, and combustible cartridge case ammunition.

d. AGT-1500 Gas Turbine Propulsion System: The use of AGT-1500 gas turbine propulsion system in the M1A2 is a unique application of armored vehicle power pack technology. The hardware is composed of the AGT-1500 engine and transmission.

e. Common Remotely Operated Weapon Station—Low Profile (CROWS-LP) (M153A2E1): The CROWS-LP allows for remote operation of the M2HB, M2A1, M240B, and M240 machine gun systems.

f. Ammunition Data Link (ADL): The ADL consists of hardware, electronics, and software. The ADL is required to effectively fire the latest generation of "smart" 120mm main gun ammunition. The ADL transmits data to main gun smart ammunition to increase its capability and effectiveness.

g. Driver Vision Enhancer: The AN/VAS-5 Driver Vision Enhancer—Abrams (DVE-A) and Rear-View Sensor System (RVSS), M88 (DVE-CV), and JAB (DVE & RVSS) are un-cooled thermal imaging systems. The DVE-A (CV) and RVSS allow for tactical vehicle movement in support of operational missions in all environmental conditions (day/night and all weather)

and provides enhanced driving capability during limited visibility conditions (darkness, smoke, dust, fog, etc.).

h. AN/PSN-13 Defense Advanced Global Positioning System (GPS) Receiver (DAGR): The DAGR is a handheld GPS receiver used by the U.S. Army and select foreign military services. DAGR is a military-grade, dual-frequency receiver and has the security hardware necessary to decode GPS band signals. The DAGR is a handheld GPS receiver which utilizes Selective Availability Anti-Spoofing Module (SAASM) security. It is used for the Abrams Tank, the M88A2 Heavy Equipment Recovery Combat Utility Lifting Extraction System (HERCULES) Combat Recovery Vehicle, and the Joint Assault Bridge.

i. GPS with M-Code capability: M-Code is designed to enhance military position, navigation, and timing capabilities. M-Code is designed with improved resistance to existing and emerging threats to GPS, such as jamming and spoofing (i.e., detecting and rejecting false signals).

j. AN/PRC-158: The AN/PRC-158 is a multiband handheld radio. It is a portable, compact, tactical, software-defined combat-net radio manufactured by L3/Harris Corporation. It is used for the Abrams Tank and the M88A2 HERCULES Combat Recovery Vehicle.

k. PVS-14 Night Vision Monocular: The PVS-14 Night Vision Monocular is a rugged, lightweight, multi-purpose night vision device that has repeatedly proven itself in combat. The PVS-14 can be used as a handheld device or mounted on a head harness.

2. M88A2 HERCULES Combat Recovery Vehicle: The M88A2 HERCULES is designed to recover damaged Abrams M1 Main Battle Tanks from the battlefield. The vehicle can extricate M1s and other combat vehicles that have become bogged down or entangled and can additionally repair or replace damaged parts under fire. The M88A2 main winch is capable of 70-ton single line recovery and a 140-ton 2:1 recovery when used with a 140-ton pulley. The A-frame boom of the M88A2 can lift 35 tons when used in conjunction with the spade down. The spade can be used for light earth moving and to anchor the vehicle when using the main winch. The M88A2 employs an Auxiliary Power Unit (APU) to provide auxiliary electrical and hydraulic power when the main engine is not in operation; the APU can also be used to start other vehicles.

3. M1110 Joint Assault Bridge (JAB): The M1110 JAB is a fully tracked armored Combat Engineer System

designed to provide assault bridging capabilities to armored forces. The JAB System consists of an M1A1 Abrams chassis (with A2 heavy suspension) and a hydraulic bridge launch mechanism that will launch and retrieve the Heavy Assault Scissor Bridge (HASB).

4. M1150 Assault Breacher Vehicle: The M1150 is a tracked, Combat Engineer System designed to breach mine fields and complex obstacles and provide in-stride breaching capability. It provides crew protection and vehicle survivability while having the speed and mobility to keep pace with the maneuver force.

5. The highest level of classification of defense articles, components, and services included in this potential sale is SECRET.

6. If a technologically advanced adversary were to obtain knowledge of the specific hardware and software elements, the information could be used to develop countermeasures that might reduce weapon system effectiveness or be used in the development of a system with similar or advanced capabilities.

7. A determination has been made that Bahrain can provide substantially the same degree of protection for the sensitive technology being released as the U.S. Government. This sale is necessary in furtherance of the U.S. foreign policy and national security objectives outlined in the Policy Justification.

8. All defense articles and services listed in this transmittal have been authorized for release and export to the Government of Bahrain.

[FR Doc. 2025-09788 Filed 5-29-25; 8:45 am]

BILLING CODE 6001-FR-P

DEPARTMENT OF DEFENSE

Office of the Secretary

[Transmittal No. 23-0S]

Arms Sales Notification

AGENCY: Defense Security Cooperation Agency, Department of Defense (DoD).

ACTION: Arms sales notice.

SUMMARY: The DoD is publishing the unclassified text of an arms sales notification.

FOR FURTHER INFORMATION CONTACT: Pamela Young at (703) 953-6092, pamela.a.young14.civ@mail.mil, or dsca.ncr.rsrcmgmt.list.cns-mbx@mail.mil.

SUPPLEMENTARY INFORMATION: This 36(b)(5)(C) arms sales notification is published to fulfill the requirements of section 155 of Public Law 104-164

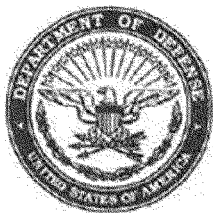
dated July 21, 1996. The following is a copy of a letter to the Speaker of the House of Representatives with attached Transmittal 23-0S.

Dated: May 27, 2025.

Aaron T. Siegel,

Alternate OSD Federal Register Liaison
Officer, Department of Defense.

BILLING CODE 6001-FR-P



DEFENSE SECURITY COOPERATION AGENCY

2800 Defense Pentagon
Washington, DC 20301-2800

MAR 26 2024

The Honorable Mike Johnson
Speaker of the House
U.S. House of Representatives
H-209, The Capitol
Washington, DC 20515

Dear Mr. Speaker:

Pursuant to the reporting requirements of Section 36(b)(5)(C) of the Arms Export Control Act (AECA), as amended, we are forwarding Transmittal No. 23-0S. This notification relates to enhancements or upgrades from the level of sensitivity of technology or capability described in the Section 36(b)(1) AECA certification 19-74 of May 7, 2020.

Sincerely,

A handwritten signature in dark ink, reading "James A. Hursch".

James A. Hursch
Director

Enclosures:

1. Transmittal
2. Regional Balance (Classified document provided under separate cover)

Transmittal No. 23-0S

*REPORT OF ENHANCEMENT OR
UPGRADE OF SENSITIVITY OF
TECHNOLOGY OR CAPABILITY (SEC.
36(B)(5)(C), AECA)*

(i) Purchaser: Government of Egypt

(ii) Sec. 36(b)(1), AECA Transmittal
No.: 19-74

Date: May 7, 2020

Implementing Agency: Army

Funding Source: National Funds

(iii) *Description:* On May 7, 2020, Congress was notified by Congressional certification transmittal number 19-74, of the possible sale under Section 36(b)(1) of the Arms Export Control Act, of equipment to refurbish forty-three (43) AH-64E Apache attack helicopters. This included: eighty-eight (88) T700-GE-701D engines (86 remanufactured, 2 spares); forty-seven (47) AN/ASQ-170 Modernized Target Acquisition and

Designation Sight/AN/AAR-11 Modernized Pilot Night Vision Sensors (MTADS/PNVs) (43 remanufactured, 2 new, 2 spares); forty-five (45) AAR-57 Common Missile Warning Systems (CMWS) (43 new, 2 spares); and ninety-two (92) Embedded Global Positioning System/Inertial Navigation Systems (EGI) (86 new, 6 spares). Also included were AN/AVR-2B Laser Detecting Sets, AN/APX-119 transponders, Identify

Friend or Foe (IFF), AN/APN-209 radar altimeters, AN/ARN-149 Automatic Direction Finders, UHF/VHF radio, tactical AN/ARC-201E radio, APR-39 Radar Warning Sets, Improved Data Modems IDM-401, Enhanced Image Intensifiers EI2, Hellfire launchers M299, 2.75 inch 19 tube rocket launchers, M230 automatic guns, M230 spare gun barrels, MT06 initiators, cartridge actuated JAU-59, training devices, helmets, simulators, generators, transportation, wheeled vehicles and organization equipment, spare and repair parts, support equipment, tools and test equipment, technical data and publications, personnel training and training equipment, U.S. government and contractor engineering, technical, and logistics support services, and other related elements of logistics support. The total estimated program cost was \$2.3 billion. Major Defense Equipment (MDE) constituted \$2.0 billion of this total.

This transmittal notifies inclusion of the following MDE items: ninety-five (95) AN/ARC-231A (RT-1987) radios (not enumerated in the original notification); an additional ten (10) T700-GE-701D engines; and one (1) AN/ASQ-170 Modernized Target Acquisition and Designation Sight/AN/AAR-11 Modernized Pilot Night Vision Sensor (MTADS/PNVS). Also included are AN/APX-123A Identify Friend or Foe (IFF) transponders; KIV-77 Crypto Appliques; AN/PYQ-10 (C) Simple Key Loaders (SKL); and the Automated Communication Engineering Software (ACES) package. The estimated total value of the added items is \$150 million. The estimated total MDE value will increase by \$150 million to a revised \$2.15 billion. The estimated total non-MDE value will decrease by \$150 million. The total estimated case value will remain \$2.3 billion.

(iv) *Significance*: This notification is being provided as the additional items replace obsolete items which had not been included in the original notification, and because the aircraft that had been programmed to undergo remanufacture as part of this refurbishment received additional recent damage that required additional parts and support. The proposed articles and services will support Egypt's ongoing effort to modernize its armed forces and increase its capacity to detect threats and control its borders, contributing to the maintenance of regional stability and security. This will contribute to the Egyptian military's effort to update their capabilities and enhance interoperability with the United States and other strategic allies.

(v) *Justification*: This proposed sale will support the foreign policy and national security objectives of the United States by helping to improve the security of a Major Non-NATO Ally that continues to be an important force for political stability and economic progress in the Middle East.

(vi) *Sensitivity of Technology*:

The AN/ARC-231A (RT-1987) radio is a multi-mode software defined radio providing line of sight very high frequency (VHF)/ultra high frequency (UHF) secure and non-secure voice and data communications over the 30.000–941.000 MHz frequency range and Satellite Communications (SATCOM) beyond line of sight secure and non-secure voice and data, including Demand Assigned Multiple ACCESS (DAMA) communications over the 240–320 MHz frequency range on manned and unmanned aviation platforms. ARC-231A includes improved type-1 cryptographic algorithm and processing capabilities, Civil Land Mobile Radio, Single Channel Ground and Airborne Radios System (SINCGARS) capabilities, HAVE QUICK (HQ), Second Generation Anti-Jam Tactical UHF Radio for NATO (SATURN) wave form, 8.33 kHz channel spacing for Global Air-Traffic Management (GATM) compliance, and capability for Mobile User Objective System (MUOS) waveform through possible future hardware and software updates.

The AN/APX-123A Transponder is an IFF digital transponder set that provides pertinent platform information in response to an IFF interrogator. It provides this cooperative capability using full diversity selection, as well as Mode Select capability.

The KIV-77 is a Common Crypto Applique for IFF that provides Mode 4/5 capability.

The AN/PYQ-10 (C) Simple Key Loader (SKL) is a ruggedized, portable, hand-held fill device used for securely receiving, storing, and transferring electronic key material and data between compatible end cryptographic units (ECU) and communications equipment. It supports both the DS-101 and DS-102 interfaces, as well as the Crypto Ignition Key, and is compatible with existing ECUs.

The Sensitivity of Technology Statement contained in the original notification applies to other items reported here.

The highest level of classification of defense articles, components, and services included in this potential sale is SECRET.

(vii) *Date Report Delivered to Congress*: March 26, 2024

[FR Doc. 2025–09787 Filed 5–29–25; 8:45 am]

BILLING CODE 6001–FR–C

DEPARTMENT OF DEFENSE

Office of the Secretary

[Docket ID: DoD-2025-OS-0019]

Proposed Collection; Comment Request

AGENCY: Washington Headquarters Services (WHS), Department of Defense (DoD).

ACTION: 60-Day information collection notice.

SUMMARY: In compliance with the *Paperwork Reduction Act of 1995*, the WHS announces a proposed public information collection and seeks public comment on the provisions thereof. Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the information collection on respondents, including through the use of automated collection techniques or other forms of information technology.

DATES: Consideration will be given to all comments received by July 29, 2025.

ADDRESSES: You may submit comments, identified by docket number and title, by any of the following methods:

Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

Mail: Department of Defense, Office of the Assistant to the Secretary of Defense for Privacy, Civil Liberties, and Transparency, 4800 Mark Center Drive, Mailbox #24, Suite 05F16, Alexandria, VA 22350-1700.

Instructions: All submissions received must include the agency name, docket number and title for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the internet at <http://www.regulations.gov> as they are received without change, including any personal identifiers or contact information.

FOR FURTHER INFORMATION CONTACT: To request more information on this

proposed information collection or to obtain a copy of the proposal and associated collection instruments, please write to the United States of America Vietnam War Commemoration, 241 18th St S., Suite 101, Arlington, VA 22202, Melchiorre Chiarenza, or call 703-639-7144.

SUPPLEMENTARY INFORMATION:

Title; Associated Form; and OMB Number: Vietnam War Commemoration Program Partner Events; DD Form 2953, DD Form 2954, DD Form 3027, DD Form 3028, DD Form 3029; OMB Control Number 0704-0500.

Needs and Uses: This information collection requirement is necessary to notify the United States of America Vietnam War Commemoration Program of Commemorative Partner's planned events. Information is submitted for inclusion on the program's events calendar and to request event support in the form of materials and/or speakers from the program. The information collection is necessary to obtain, vet, record, process and provide Certificates of Honor to be presented on behalf of a grateful nation by partner organizations. Additionally, this collection is necessary for the partner organizations to communicate to the Commemoration

program the results of their events and lessons learned.

Affected Public: Businesses or other for-profits; Not-for-profit institutions; Federal Government; State, local or tribal government, or, by exception, eligible individuals or households.

Annual Burden Hours: 7,505.

Number of Respondents: 16,020.

Responses per Respondent: 1.87.

Annual Responses: 30,020.

Average Burden per Response: 15 minutes.

Frequency: On Occasion.

Respondents are representatives of commemorative partner organizations or immediate family members of veterans listed on the Vietnam Veterans Memorial in Washington, DC or, by exception, individuals, acting on behalf of eligible family members of American military personnel who are listed as missing and unaccounted for from the Vietnam War by the Department of Defense. Burden is reported as an annual average; not every respondent will complete all five (5) forms.

Dated: May 27, 2025.

Aaron T. Siegel,

Alternate OSD Federal Register, Liaison Officer, Department of Defense.

[FR Doc. 2025-09827 Filed 5-29-25; 8:45 am]

BILLING CODE 6001-FR-P

DEPARTMENT OF DEFENSE**Office of the Secretary**

[Transmittal No. 23-56]

Arms Sales Notification

AGENCY: Defense Security Cooperation Agency, Department of Defense (DoD).

ACTION: Arms sales notice.

SUMMARY: The DoD is publishing the unclassified text of an arms sales notification.

FOR FURTHER INFORMATION CONTACT:

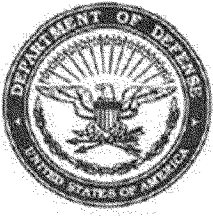
Pamela Young at (703) 953-6092, pamela.a.young14.civ@mail.mil, or dsca.ncr.rsrcmgmt.list.cns-mbx@mail.mil.

SUPPLEMENTARY INFORMATION: This 36(b)(1) arms sales notification is published to fulfill the requirements of section 155 of Public Law 104-164 dated July 21, 1996. The following is a copy of a letter to the Speaker of the House of Representatives with attached Transmittal 23-56, Policy Justification, and Sensitivity of Technology.

Dated: May 27, 2025.

Aaron T. Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.



DEFENSE SECURITY COOPERATION AGENCY

2800 Defense Pentagon
Washington, DC 20301-2800

MAR 19 2024

The Honorable Mike Johnson
Speaker of the House
U.S. House of Representatives
H-209, The Capitol
Washington, DC 20515

Dear Mr. Speaker:

Pursuant to the reporting requirements of Section 36(b)(1) of the Arms Export Control Act, as amended, we are forwarding herewith Transmittal No. 23-56, concerning the Army's proposed Letter(s) of Offer and Acceptance to the Government of Morocco for defense articles and services estimated to cost \$260 million. We will issue a news release to notify the public of this proposed sale upon delivery of this letter to your office.

Sincerely,

James A. Hursch
Director

Enclosures:

1. Transmittal
2. Policy Justification
3. Sensitivity of Technology
4. Regional Balance (Classified document provided under separate cover)

Transmittal No. 23-56

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act, as amended

(i) *Prospective Purchaser:* Government of Morocco

(ii) *Total Estimated Value:*

Major Defense Equipment *	\$180 million
Other	\$ 80 million

TOTAL \$260 million

Funding Source: National Funds

(iii) *Description and Quantity or Quantities of Articles or Services under Consideration for Purchase:*

Major Defense Equipment (MDE):

Six hundred twelve (612) Javelin
FGM-148F Missiles (includes
twelve (12) Fly-to-Buy Missiles)
Two hundred (200) Javelin
Lightweight Command Launch
Units (LWCLUs)

Non-MDE:

Also included are missile simulation
rounds; Javelin support equipment;
hand and measuring tools; books

and publications; power plus
distribution equipment; component
parts and support equipment; life
cycle support and other technical
assistance; gunner training;
ammunition officer's training;
System Integration and Check Out
(SICO); maintenance training;
Tactical Aviation and Ground
Munitions (TAGM); and other
related elements of logistics and
program support.

(iv) *Military Department:* Army (MO-
B-UUG)

(v) *Prior Related Cases, if any:* None
 (vi) *Sales Commission, Fee, etc., Paid, Offered, or Agreed to be Paid:* None
 (vii) *Sensitivity of Technology Contained in the Defense Article or Defense Services Proposed to be Sold:* See Attached Annex

(viii) *Date Report Delivered to Congress:* March 19, 2024

* As defined in Section 47(6) of the Arms Export Control Act.

POLICY JUSTIFICATION

Morocco—Javelin Missiles

The Government of Morocco has requested to buy six hundred twelve (612) Javelin FGM-148F missiles (includes twelve (12) fly-to-buy missiles) and two hundred (200) Javelin Lightweight Command Launch Units (LWCLUs). Also included are missile simulation rounds; Javelin support equipment; hand and measuring tools; books and publications; power plus distribution equipment; component parts and support equipment; life cycle support and other technical assistance; gunner training; ammunition officer's training; System Integration and Checkout (SICO); maintenance training; Tactical Aviation and Ground Munitions (TAGM); and other related elements of logistics and program support. The total estimated cost is \$260 million.

This proposed sale will support the foreign policy and national security of the United States by helping to improve the security of a Major Non-NATO Ally that continues to be an important force for political stability and economic progress in North Africa.

The proposed sale will improve Morocco's long-term defense capacity to defend its sovereignty and territorial integrity and to meet its national defense requirements. Morocco will have no difficulty absorbing this equipment into its armed forces.

The proposed sale of this equipment and support will not alter the basic military balance in the region.

The prime contractors will be the Javelin Joint Venture between Lockheed Martin in Orlando, FL, and RTX Corporation in Tucson, AZ. There are no known offset agreements in connection with this potential sale.

Implementation of this proposed sale will not require the assignment of U.S. Government or contractor representatives to Morocco.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

Transmittal No. 23-56

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act

Annex

Item No. vii

(vii) Sensitivity of Technology:

1. The Javelin Weapon System is a medium-range, man portable, shoulder-launched, fire and forget, anti-tank system for infantry, scouts, and combat engineers. It may also be mounted on a variety of platforms including vehicles, aircraft, and watercraft. The system weighs 49.5 pounds and has a maximum range in excess of 2,500 meters. The system is highly lethal against tanks and other systems with conventional and reactive armors. The system possesses a secondary capability against bunkers.

2. Javelin's key technical feature is the use of fire-and-forget technology which allows the gunner to fire and immediately relocate or take cover. Additional special features are the top attack and direct fire modes, an advanced tandem warhead and imaging infrared seeker, target lock-on before launch, and soft launch from enclosures or covered fighting positions. The Javelin missile also has a minimum smoke motor that decreases the chance of it being detected on the battlefield.

3. The Javelin Weapon System is comprised of two major tactical components, a reusable Light Weight Command Launch Unit (LWCLU) and a round contained in a disposable launch tube assembly. The LWCLU incorporates an integrated day/night sight that provides target engagement capability in adverse weather and countermeasure environments. The LWCLU may also be used in a stand-alone mode for battlefield surveillance and target detection. The LWCLU's thermal sight includes an advanced Forward Looking Infrared (FLIR) sensor. To facilitate initial loading and subsequent updating of software, all on-board missile software is uploaded via the LWCLU after mating and prior to launch.

4. The missile is autonomously guided to the target using an imaging infrared seeker and adaptive correlation tracking algorithms. This allows the gunner to take cover or reload and engage another target after firing a missile. The missile has an advanced tandem warhead and can be used in either the top attack or direct fire modes (for target under cover). An onboard flight computer guides the missile to the selected target.

5. The highest level of classification of defense articles, components, and services included in this potential sale is SECRET.

6. If a technologically advanced adversary obtains knowledge of the specific hardware and software elements, the information could be used to develop countermeasures or equivalent systems that might reduce weapon system effectiveness or be used in the development of a system with similar or advanced capabilities.

7. A determination has been made that Morocco can provide substantially the same degree of protection for the sensitive technology being released as the U.S. Government. This proposed sale is necessary to further the U.S. foreign policy and national security objectives outlined in the Policy Justification.

8. All defense articles and services listed on this transmittal are authorized for release and export to the Government of Morocco.

[FR Doc. 2025-09790 Filed 5-29-25; 8:45 am]

BILLING CODE 6001-FR-P

DEPARTMENT OF ENERGY

Energy Information Administration

Agency Information Collection Proposed Extension

AGENCY: U.S. Energy Information Administration (EIA), Department of Energy (DOE).

ACTION: Notice and request for comments.

SUMMARY: EIA invites public comment on the proposed three-year extension, with changes, to the Form EIA-64A, "Annual Report of the Origin of Natural Gas Liquids Production" and Form EIA-23L, "Annual Report of Domestic Oil and Gas Reserves," and continued suspension of Form EIA-23S, "Annual Survey of Domestic Oil and Gas Reserves (Summary Version)," as required under the Paperwork Reduction Act of 1995.

DATES: EIA must receive all comments on this proposed information collection no later than July 29, 2025. If you anticipate any difficulties in submitting your comments by the deadline, contact the person listed in the **ADDRESSES** section of this notice as soon as possible.

ADDRESSES: You may submit comments, identified by OMB control number 1905-0057, by email at EIA-FRNcomments@eia.gov. Include the OMB control number listed in the subject line of the message.

FOR FURTHER INFORMATION CONTACT:

Kenneth Pick, EIA Clearance Officer, at (202) 586–5562. The forms and instructions are available on EIA's website at www.eia.gov/survey/.

SUPPLEMENTARY INFORMATION: This information collection request contains:

(1) OMB No.: 1905–0057;

(2) *Information Collection Request Title:* Oil and Gas Reserves System;

(3) *Type of Request:* Three-year extension with changes;

(4) *Purpose:* The surveys included in the Oil and Gas Reserves System collect information on U.S. proved crude oil, natural gas, and natural gas liquids reserves. The surveys included in the Oil and Gas Reserves System are the Form EIA–64A, “Annual Report of the Origin of Natural Gas Liquids Production,” Form EIA–23L, “Annual Report of Domestic Oil and Gas Reserves,” and Form EIA–23S, “Annual Survey of Domestic Oil and Gas Reserves, (Summary Version) (suspended).”

In response to Public Law 95–91 section 657, estimates of U.S. oil and gas reserves are to be reported annually. Many U.S. Government agencies have an interest in the definitions of proved oil and gas reserves and the quality, reliability, and usefulness of estimates of reserves. Among these are the U.S. Energy Information Administration (EIA), Department of Energy; Bureau of Ocean Energy Management (BOEM), Department of Interior; Internal Revenue Service (IRS), Department of the Treasury; and the Securities and Exchange Commission (SEC). Each of these organizations has specific purposes for collecting, using, or estimating proved reserves. The EIA has a congressional mandate to provide accurate annual estimates of U.S. proved crude oil, natural gas, and natural gas liquids reserves, and EIA presents annual reserves data in EIA Web reports to meet this requirement. The BOEM maintains estimates of proved reserves to carry out their responsibilities in leasing, collecting royalty payments, and regulating the activities of oil and gas companies on Federal waters. Accurate reserve estimates are important, as the BOEM is second only to the IRS in generating Federal revenue. For the IRS, proved reserves and occasionally probable reserves are an essential component of calculating taxes for companies owning or producing oil and gas. The SEC requires publicly traded petroleum companies to annually file a reserves statement as part of their 10–K filing. The basic purpose of the 10–K filing is to give the investing public a clear and

reliable financial basis to assess the relative value, as a financial asset, of a company's reserves, especially in comparison to other similar oil and gas companies.

The Government also uses the resulting information to develop national and regional estimates of proved reserves of domestic crude oil, natural gas, and natural gas liquids to facilitate national energy policy decisions. These estimates are essential to the development, implementation, and evaluation of energy policy and legislation. Data are used directly in EIA Web reports concerning U.S. crude oil, natural gas, and natural gas liquids reserves, and are incorporated into a number of other Web reports and analyses;

(4a) *Proposed Changes to Information Collection:*

Form EIA–23L, Annual Report of Domestic Oil and Gas Reserves (Change to Instructions)

EIA proposes a minor modification to Form EIA–23L instructions to align the disclosure language with other EIA surveys, without substantially changing the intention of the disclosure language.

Form EIA–64A, Annual Report of the Origin of Natural Gas Liquids Production (Change to Instructions)

EIA proposes six minor modifications to Form EIA–64A instructions to clarify the data requested:

1. Page 1 of the instructions describing who must file the form indicates that “facilities” refers to natural gas processing plants. EIA proposes adding “including gas sweetening plants” to clarify the respondent frame.

2. Page 4 of the instructions includes a diagram to assist respondents when filling out Section 2 of the form. EIA proposes defining residue gas as “dry natural gas after liquids extraction” in the text describing the diagram. This is the first place EIA uses the term residue natural gas other than in the Section title.

3. Page 4 of the instructions for Section 2.1 request the total outlet of residue natural gas. EIA proposes clarifying the current definition of residue natural gas from “dry gas” to “dry natural gas after liquids extraction.”

4. Page 4 of the instructions for Section 2.2 request the total natural gas used on site as plant fuel. EIA proposes modifying the current instruction to clarify that this data should include natural gas that is used to generate electricity consumed by the plant.

5. EIA proposes changing all instances of “residue gas” to “residue natural gas” for consistency within the instructions.

6. Pages 6 and 7 of the instructions include a form glossary. EIA proposes adding a definition to this glossary for gas sweetening plants: “A type of natural gas processing plant designed for removal of impurities such as hydrogen sulfide, carbon dioxide, sulfur, etc. from sour gas to make it suitable for transport and use.”

(5) *Annual Estimated Number of Respondents:* 878;

(6) *Annual Estimated Number of Total Responses:* 878;

(7) *Annual Estimated Number of Burden Hours:* 15,768;

(8) *Annual Estimated Reporting and Recordkeeping Cost Burden:* \$1,497,802 (15,768 estimated burden hours times \$94.99). EIA estimates that respondents will have no additional costs associated with the surveys other than the burden hours and the maintenance of the information during the normal course of business.

Comments are invited on whether or not: (a) The proposed collection of information is necessary for the proper performance of agency functions, including whether the information will have a practical utility; (b) EIA's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used, is accurate; (c) EIA can improve the quality, utility, and clarity of the information it will collect; and (d) EIA can minimize the burden of the collection of information on respondents, such as automated collection techniques or other forms of information technology.

Statutory Authority: 15 U.S.C. 772(b) and 42 U.S.C. 7101 *et seq.*

Signed in Washington, DC, on May 23, 2025.

Samson A. Adeshiyan,

Director, Office of Statistical Methods and Research, U. S. Energy Information Administration.

[FR Doc. 2025–09780 Filed 5–29–25; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

Combined Notice of Filings #1

Take notice that the Commission received the following electric rate filings:

Docket Numbers: ER13–79–014.

Applicants: Public Service Company of New Mexico.

Description: Compliance filing: Compliance Filing to April 2025 Order to be effective 12/17/2024.

Filed Date: 5/23/25.

Accession Number: 0250523–5141.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2299–000.

Applicants: Sentinel Energy Center, LLC.

Description: Petition for Limited Waiver of Sentinel Energy Center, LLC.

Filed Date: 5/21/25.

Accession Number: 20250521–5183.

Comment Date: 5 p.m. ET 6/11/25.

Docket Numbers: ER25–2300–000.

Applicants: Southwest Power Pool, Inc.

Description: 205(d) Rate Filing: 1534R16 Kansas Municipal Energy Agency NITSA NOA to be effective 5/1/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5007.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2301–000.

Applicants: PJM Interconnection, L.L.C.

Description: 205(d) Rate Filing: Amendment to ISA, Service Agreement No. 6842; Queue No. AF1–215/AF2–134 to be effective 7/23/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5026.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2302–000.

Applicants: Midcontinent Independent System Operator, Inc.

Description: 205(d) Rate Filing: 2025–05–23_SA 3374 Entergy Louisiana-Amite Solar 2nd Rev GIA (J909) to be effective 5/19/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5035.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2303–000.

Applicants: PJM Interconnection, L.L.C.

Description: 205(d) Rate Filing: Amendment to ISA, Service Agreement No. 5732; Queue Position No. AC1–208 to be effective 7/23/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5049.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2304–000.

Applicants: Midcontinent Independent System Operator, Inc.

Description: 205(d) Rate Filing: 2025–05–23_Tariff Revisions Related to ROE to be effective 9/28/2016.

Filed Date: 5/23/25.

Accession Number: 20250523–5082.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2305–000.

Applicants: PJM Interconnection, L.L.C.

Description: 205(d) Rate Filing: Original NSA, Service Agreement No.

7674; AF1–028 to be effective 7/23/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5086.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2306–000.

Applicants: Southwestern Electric Power Company.

Description: 205(d) Rate Filing: SWEPCO-Rabbit's Foot Solar Preliminary Development Agreement to be effective 4/28/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5100.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2307–000.

Applicants: Midcontinent Independent System Operator, Inc.

Description: 205(d) Rate Filing: 2025–05–23_Revisions to Coordination Agreement between MISO and IESO to be effective 5/1/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5106.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2308–000.

Applicants: Magnolia Power LLC.

Description: Initial Rate Filing: Application for Market Based Rate Authority to be effective 7/4/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5109.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2309–000.

Applicants: Southwest Power Pool, Inc.

Description: 205(d) Rate Filing: Revisions to Develop HVDC Planning Criteria (RR 650) to be effective 7/23/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5130.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2310–000.

Applicants: SESCO Enterprises, LLC.

Description: Tariff Amendment: Notice of Cancellation of Market-Based Rate Tariff to be effective 5/24/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5131.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: ER25–2311–000.

Applicants: SESCO CALISO, LLC.

Description: Tariff Amendment: Notice of Cancellation of Market-Based Rate Tariff to be effective 5/24/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5137.

Comment Date: 5 p.m. ET 6/13/25.

The filings are accessible in the Commission's eLibrary system (<https://elibrary.ferc.gov/idmws/search/fercensearch.asp>) by querying the docket number.

Any person desiring to intervene, to protest, or to answer a complaint in any of the above proceedings must file in

accordance with Rules 211, 214, or 206 of the Commission's Regulations (18 CFR 385.211, 385.214, or 385.206) on or before 5:00 p.m. Eastern time on the specified comment date. Protests may be considered, but intervention is necessary to become a party to the proceeding.

eFiling is encouraged. More detailed information relating to filing requirements, interventions, protests, service, and qualifying facilities filings can be found at: <http://www.ferc.gov/docs-filing/efiling/filing-req.pdf>. For other information, call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

The Commission's Office of Public Participation (OPP) supports meaningful public engagement and participation in Commission proceedings. OPP can help members of the public, including landowners, community organization, Tribal members and others, access publicly available information and navigate Commission processes.

For public inquiries and assistance with making filings such as interventions, comments, or requests for rehearing, the public is encouraged to contact OPP at (202) 502–6595 or OPP@ferc.gov.

Dated: May 23, 2025.

Debbie-Anne A. Reese,

Secretary.

[FR Doc. 2025–09804 Filed 5–29–25; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

Combined Notice of Filings

Take notice that the Commission has received the following Natural Gas Pipeline Rate and Refund Report filings:

Filings Instituting Proceedings

Docket Numbers: PR25–53–000.

Applicants: Northern Indiana Public Service Company.

Description: 284.123 Rate Filing: Revision to NIPSCO LLC SOC May 2025 to be effective 5/23/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5018.

Comment Date: 5 p.m. ET 6/13/25.

Docket Numbers: RP25–904–000.

Applicants: National Fuel Gas Supply Corporation.

Description: Compliance filing: Petition for Limited Waiver to be effective N/A.

Filed Date: 5/22/25.

Accession Number: 20250522–5130.

Comment Date: 5 p.m. ET 6/3/25.

Docket Numbers: RP25–905–000.

Applicants: White River Hub, LLC.
Description: Annual Fuel Gas Reimbursement Report of White River Hub, LLC.

Filed Date: 5/23/25.

Accession Number: 20250523–5044.

Comment Date: 5 p.m. ET 6/4/25.

Docket Numbers: RP25–906–000.

Applicants: Fayetteville Express Pipeline LLC.

Description: 4(d) Rate Filing: Updates Related to GT&C Section 36 to be effective 7/1/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5043.

Comment Date: 5 p.m. ET 6/4/25.

Docket Numbers: RP25–907–000.

Applicants: MountainWest Overthrust Pipeline, LLC.

Description: 4(d) Rate Filing: Priority of Service Revisions to be effective 7/1/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5077.

Comment Date: 5 p.m. ET 6/4/25.

Docket Numbers: RP25–908–000.

Applicants: Columbia Gas Transmission, LLC.

Description: 4(d) Rate Filing: Neg Rate Agmts—BP & Citadel Eff 5.24.25 to be effective 5/24/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5089.

Comment Date: 5 p.m. ET 6/4/25.

Any person desiring to intervene, to protest, or to answer a complaint in any of the above proceedings must file in accordance with Rules 211, 214, or 206 of the Commission's Regulations (18 CFR 385.211, 385.214, or 385.206) on or before 5:00 p.m. Eastern time on the specified comment date. Protests may be considered, but intervention is necessary to become a party to the proceeding.

Filings in Existing Proceedings

Docket Numbers: RP25–520–001.

Applicants: Spire STL Pipeline LLC.

Description: Compliance filing: Spire STL Amended NAESB 4.0 Filing to be effective 8/1/2025.

Filed Date: 5/23/25.

Accession Number: 20250523–5081.

Comment Date: 5 p.m. ET 6/4/25.

Any person desiring to protest in any of the above proceedings must file in accordance with Rule 211 of the Commission's Regulations (18 CFR 385.211) on or before 5:00 p.m. Eastern time on the specified comment date.

The filings are accessible in the Commission's eLibrary system (<https://elibrary.ferc.gov/idmws/search/>

fercensearch.asp) by querying the docket number.

eFiling is encouraged. More detailed information relating to filing requirements, interventions, protests, service, and qualifying facilities filings can be found at: <http://www.ferc.gov/docs-filing/efiling/filing-req.pdf>. For other information, call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

The Commission's Office of Public Participation (OPP) supports meaningful public engagement and participation in Commission proceedings. OPP can help members of the public, including landowners, community organization, Tribal members and others, access publicly available information and navigate Commission processes. For public inquiries and assistance with making filings such as interventions, comments, or requests for rehearing, the public is encouraged to contact OPP at (202) 502–6595 or OPP@ferc.gov.

Dated: May 23, 2025.

Debbie-Anne A. Reese,

Secretary.

[FR Doc. 2025–09805 Filed 5–29–25; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. ID–10387–000]

Cosby, Christopher F.; Notice of Filing

Take notice that on May 22, 2025, of Christopher F. Cosby submitted for filing, application for authority to hold interlocking positions, pursuant to section 305(b) of the Federal Power Act, 16 U.S.C. 825d (b) and § 45.8 of the Federal Energy Regulatory Commission's (Commission) Rules of Practice and Procedure, 18 CFR 45.8.

Any person desiring to intervene or to protest this filing must file in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211, 385.214). Protests will be considered by the Commission in determining the appropriate action to be taken but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a notice of intervention or motion to intervene, as appropriate. Such notices, motions, or protests must be filed on or before the comment date. On or before the comment date, it is not necessary to serve motions to intervene or protests on persons other than the Applicant.

In addition to publishing the full text of this document in the **Federal Register**, the Commission provides all interested persons an opportunity to view and/or print the contents of this document via the internet through the Commission's Home Page (<http://www.ferc.gov>). From the Commission's Home Page on the internet, this information is available on eLibrary. The full text of this document is available on eLibrary in PDF and Microsoft Word format for viewing, printing, and/or downloading. To access this document in eLibrary, type the docket number excluding the last three digits of this document in the docket number field.

User assistance is available for eLibrary and the Commission's website during normal business hours from FERC Online Support at 202–502–6652 (toll free at 1–866–208–3676) or email at ferconlinesupport@ferc.gov, or the Public Reference Room at (202) 502–8371, TTY (202) 502–8659. Email the Public Reference Room at public.referenceroom@ferc.gov.

The Commission strongly encourages electronic filings of comments, protests and interventions in lieu of paper using the “eFiling” link at <https://www.ferc.gov>. Persons unable to file electronically may mail similar pleadings to the Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426. Hand delivered submissions in docketed proceedings should be delivered to Health and Human Services, 12225 Wilkins Avenue, Rockville, Maryland 20852.

The Commission's Office of Public Participation (OPP) supports meaningful public engagement and participation in Commission proceedings. OPP can help members of the public, including landowners, community organizations, Tribal members and others, access publicly available information and navigate Commission processes. For public inquiries and assistance with making filings such as interventions, comments, or requests for rehearing, the public is encouraged to contact OPP at (202) 502–6595 or OPP@ferc.gov.

Comment Date: 5 p.m. Eastern Time on June 12, 2025.

Dated: May 23, 2025.

Debbie-Anne A. Reese,

Secretary.

[FR Doc. 2025–09806 Filed 5–29–25; 8:45 am]

BILLING CODE 6717–01–P

ENVIRONMENTAL PROTECTION AGENCY**[FRL OP-OFA-180]****Environmental Impact Statements; Notice of Availability**

Responsible Agency: Office of Federal Activities, General Information 202-564-5632 or <https://www.epa.gov/nepa>.

Weekly receipt of Environmental Impact Statements (EIS)

Filed May 19, 2025 10 a.m. EST

Through May 23, 2025 10 a.m. EST

Pursuant to CEQ Guidance on 42 U.S.C. 4332.

Notice: Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxapps.epa.gov/cdx-enepa-II/public/cdxapps.epa.gov/cdx-enepa-II/public/action/eis/search>.

EIS No. 20250064, Draft, NRC, AL, Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 21, Second Renewal Regarding Subsequent License Renewal of Browns Ferry Nuclear Power Plant, Units 1, 2, and 3, Draft Report for Comment, Comment Period Ends: 07/14/2025, Contact: Jessica Umana 301-415-5207.

EIS No. 20250065, Draft Supplement, NRC, PA, Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal for Peach Bottom Atomic Power Station Units 2 and 3, Supplement 1, Draft Report for Comment (NUREG-1437), Comment Period Ends: 07/14/2025, Contact: Kevin Folk 301-415-6944.

EIS No. 20250066, Draft Supplement, NRC, IL, Generic Environmental Impact Statement for License Renewal of Nuclear Plants Supplement 17, Second Renewal Regarding Subsequent License Renewal for Dresden Nuclear Power Station, Units 2 and 3, Draft Report for Comment, Comment Period Ends: 07/14/2025, Contact: Angela Sabet 301-415-1162.

EIS No. 20250067, Draft, USACE, MI, Enbridge Line 5 Tunnel, Comment Period Ends: 06/30/2025, Contact: Katie Otanez 313-226-5479.

EIS No. 20250068, Draft, USACE, LA, 2025 Draft GRR SEIS Mississippi River, Baton Rouge to the Gulf of Mexico Mississippi River-Gulf Outlet, Louisiana, New Industrial Canal Lock and Connecting Channels Project, Comment Period Ends: 07/17/2025, Contact: Mark H. Lahare 504-862-1344.

EIS No. 20250069, Final, USFS, OR, Ellis Integrated Vegetation Project, Review Period Ends: 06/30/2025, Contact: Leslie Taylor 541-427-5324.
EIS No. 20250070, Draft, TVA, TN, TVA Pumped Storage Hydropower, Comment Period Ends: 07/14/2025, Contact: Elizabeth Smith 865-632-3053.

Dated: May 23, 2025.

Nancy Abrams,
Associate Director, Office of Federal Activities.

[FR Doc. 2025-09784 Filed 5-29-25; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY**[EPA-HQ-OPP-2025-0011; FRL-12572-01-OCSPF]****Pesticide Program Dialogue Committee (PPDC); Notice of Public Meeting for June 2025**

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: Pursuant to the Federal Advisory Committee Act (FACA), the Environmental Protection Agency (EPA or Agency) is announcing the date of the Spring 2025 meeting of the Pesticide Program Dialogue Committee (PPDC) on June 17, 2025. This will be a virtual meeting that is open to the public.

DATES: The meeting will be held on June 17, 2025, from approximately 11 a.m. to 5 p.m. Requests to participate in this virtual meeting must be received on or before June 10, 2025.

To request accommodation of a disability, please contact the technical person listed under **FOR FURTHER INFORMATION CONTACT** at least 10 days prior to the meeting to give EPA as much time as possible to process your request.

ADDRESSES: This meeting will be held virtually. Links to register for the meeting will be available at <https://www.epa.gov/pesticide-advisory-committees-and-regulatory-partners/pesticide-program-dialogue-committee-ppdc>.

FOR FURTHER INFORMATION CONTACT: Jeffrey Chang, Designated Federal Official (DFO) for the PPDC; telephone number: (202) 566-2213, email address: chang.jeffrey@epa.gov.

SUPPLEMENTARY INFORMATION:**I. General Information****A. Does this action apply to me?**

You may be potentially affected by this action if you work in agricultural

settings or if you are concerned about implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) (7 U.S.C. 136 *et seq.*); the Federal Food, Drug, and Cosmetic Act (FFDCA) (21 U.S.C. 301 *et seq.*); the Pesticide Registration Improvement Act (PRIA) (which amends FIFRA section 33); and the Endangered Species Act (ESA) (16 U.S.C. 1531 *et seq.*). Potentially affected entities may include but are not limited to: Agricultural workers and farmers; pesticide industry and trade associations; environmental, consumer, and farm worker groups; pesticide users and growers; animal rights groups; pest consultants; state, local, and tribal governments; academia; public health organizations; and the public. If you have questions regarding the applicability of this action to a particular entity, consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

B. How can I get copies of this document and other related information?

The docket for this action, identified by docket identification (ID) number EPA-HQ-OPP-2025-0011, is available online at <https://www.regulations.gov>. The docket will also be available in-person at the Office of Pesticide Programs Regulatory Public Docket (OPP Docket) in the EPA/DC, West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW, Washington, DC 20460-0001. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566-1744.

For further information on EPA/DC services, docket contact information and the current status of the EPA/DC and Reading Room, please visit <https://www.epa.gov/dockets>.

The agenda and meeting materials will be available seven calendar days in advance of each meeting at <https://www.epa.gov/pesticide-advisory-committees-and-regulatory-partners/pesticide-program-dialogue-committee-ppdc>.

II. Background

The PPDC is a federal advisory committee chartered under the Federal Advisory Committee Act (FACA), Public Law 92-463. EPA established the PPDC in September 1995 to provide policy advice, information and recommendations to the EPA Administrator through the Director of the Office of Pesticide Programs, Office of Chemical Safety and Pollution Prevention. The PPDC provides a public forum to discuss a wide variety of

pesticide regulatory developments and reform initiatives, evolving public policy and program implementation issues associated with evaluating and risks from the use of pesticides.

III. How can I request to participate in this meeting?

Please visit <https://www.epa.gov/pesticide-advisory-committees-and-regulatory-partners/pesticide-program-dialogue-committee-ppdc> to find a link to register to attend the meeting. The agenda and meeting materials will be available seven calendar days in advance of the meeting.

Requests to make brief oral comments to the PPDC during the meeting should be submitted to the individual listed under **FOR FURTHER INFORMATION CONTACT** on or before noon on the date set in the **DATES** section.

Authority: 5 U.S.C. Appendix 2 *et seq.* and 7 U.S.C. 136 *et seq.*

Dated: May 23, 2025.

Edward Messina,

Director, Office of Pesticide Programs.

[FR Doc. 2025-09809 Filed 5-29-25; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPP-2024-0092; FRL-12543-01-OCSPP]

Notice of Receipt of Requests to Voluntarily Cancel Certain Pesticide Registrations (January 2025)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: In accordance with the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), this document announces the Agency's receipt of and solicits comment on requests by registrants to voluntarily cancel their pesticide registration of certain products. EPA provides a periodic notice of receipt addressing requests received by EPA since the last notice of receipt was issued and uses the month and year in the title to help distinguish one document from the other. For this notice, EPA has compiled the requests received between September 30, 2024, and December 31, 2024. EPA intends to grant these requests at the close of the comment period for this announcement unless the Agency receives substantive comments during the comment period that would merit its further review of the requests or the request is withdrawn by the registrant. If these requests are granted, EPA will issue an order in the

Federal Register cancelling the listed product registrations, after which any sale, distribution, or use of products listed in this document will only be permitted after the registrations have been cancelled only if such sale, distribution, or use is consistent with the terms as described in the final order.

DATES: Comments must be received on or before November 26, 2025.

ADDRESSES: Submit your comments, identified by docket identification (ID) number EPA-HQ-OPP-2024-0092, through the *Federal eRulemaking Portal* at <https://www.regulations.gov>. Follow the online instructions for submitting comments. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Additional instructions on commenting and visiting the docket, along with more information about dockets generally, is available at <https://www.epa.gov/dockets>.

FOR FURTHER INFORMATION CONTACT:

Christopher Green, Registration Division (7505T), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460-0001; telephone number: (202) 566-2707; email address: green.christopher@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Executive Summary

A. Does this action apply to me?

This action is directed to the public and may be of interest to a wide range of stakeholders including environmental, human health, and agricultural advocates; the chemical industry; pesticide users; and members of the public interested in the sale, distribution, or use of pesticides.

B. What action is the Agency taking?

This document announces receipt by EPA of requests from registrants to voluntarily cancel their pesticide registration of the products listed in Unit II. that are currently registered under FIFRA sections 3 or 24(c) (7 U.S.C. 136a or 136v(c)). EPA provides a periodic notice of receipt addressing requests received by EPA since the last notice of receipt was issued and uses the month and year in the title to help distinguish one document from the other. For this notice, EPA has compiled the requests received between September 30, 2024, and December 31, 2024. Unless the Agency determines that there are substantive comments that warrant further review of the requests or the registrants withdraw their requests, EPA intends to issue an order in the

Federal Register canceling the affected registrations.

C. What is EPA's authority for taking this action?

FIFRA section 6(f)(1) (7 U.S.C. 136d(f)(1)) provides that a registrant of a pesticide product may at any time request that any of its pesticide registrations be canceled. Before acting on a request for voluntary cancellation, EPA must provide a 30-day public comment period on the request. FIFRA further provides that, before acting on a request for voluntary cancellation or termination of any minor agricultural use, EPA must provide a 180-day comment period unless:

1. The registrants request a waiver of the comment period, or
2. The EPA Administrator determines that continued use of the pesticide would pose an unreasonable adverse effect on the environment.

The registrants in Table 3 of Unit II. have not requested that EPA waive the 180-day comment period. Accordingly, this document provides a 180-day comment period on these requests.

D. What should I consider as I prepare my comments for EPA?

1. *Submitting CBI.* Do not submit this information to EPA through [regulations.gov](https://www.regulations.gov) or email. Clearly mark the part or all of the information that you claim to be CBI. In addition to one complete version of the comment that includes information claimed as CBI, a copy of the comment that does not contain the information claimed as CBI must be submitted for inclusion in the public docket. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2.

2. *Tips for preparing your comments.* When preparing and submitting your comments, see the commenting tips at <https://www.epa.gov/dockets>.

E. How can a registrant withdraw their request for voluntary cancellation?

Registrants who choose to withdraw their request for voluntary cancellation should submit a withdrawal request in writing to the person listed under **FOR FURTHER INFORMATION CONTACT**. If the products have been subject to a previous cancellation action, the effective date of cancellation and all other provisions of any earlier cancellation action are controlling.

II. Requests to Voluntarily Cancel Certain Registrations

The registrations with pending voluntary requests for cancellation are listed in sequence by registration

number (or company number and 24(c) number) in Table 1 of this unit.

TABLE 1—REGISTRATIONS WITH PENDING VOLUNTARY REQUESTS FOR CANCELLATION

Registration No.	Company No.	Product name	Active ingredients
10163–189	10163	Botran 75–W Fungicide	Dicloran (031301/99–30–9)—(75%).
10163–226	10163	Botran 5F Fungicide	Dicloran (031301/99–30–9)—(46.7%).
10163–329	10163	Botran P 5F Fungicide	Dicloran (031301/99–30–9)—(46.7%).

Table 2 of this unit includes the names and addresses of record for all registrants of the products in Table 1 of this unit, in sequence by EPA company number. This number corresponds to the first part of the EPA registration numbers of the products listed in Table 1 of this unit.

TABLE 2—REGISTRANTS REQUESTING VOLUNTARY CANCELLATION

EPA company No.	Company name and address
10163 ...	Gowan company, LLC, 370 S Main St., Yuma, AZ 85366.

III. Provisions for Disposition of Existing Stocks

Existing stocks are those stocks of registered pesticide products that are currently in the United States and that were packaged, labeled, and released for shipment prior to the effective date of the cancellation, which will be the date of publication of the cancellation order in the **Federal Register**. In any order issued in response to these requests, EPA anticipates including the following provisions for the treatment of any existing stocks of the products listed in Unit II.:

The registrant of the products in Table 1 of Unit II. has requested to sell and distribute existing stocks for a period of 18-months after the effective date of the cancellation order. Thereafter, registrants will be prohibited from selling or distributing the products identified in Table 1 of Unit II., except for export consistent with FIFRA section 17 (7 U.S.C. 136o) or for proper disposal.

Persons other than the registrant will generally be allowed to sell, distribute, or use existing stocks of the canceled products until such stocks are exhausted, provided that such sale, distribution, or use is consistent with the terms of the previously approved labeling on, or that accompanied, the canceled products.

Authority: 7 U.S.C. 136 *et seq.*

Dated: May 22, 2025.
Charles Smith,
Director, Registration Division, Office of Pesticide Programs.
[FR Doc. 2025–09818 Filed 5–29–25; 8:45 am]
BILLING CODE 6560–50–P

EXPORT-IMPORT BANK

Intent To Conduct a Detailed Economic Impact Analysis

AGENCY: Export-Import Bank.

ACTION: Notice.

SUMMARY: Pursuant to the Charter of the Export-Import Bank of the United States, this notice is to inform the public that the Export-Import Bank of the United States has received an application for a \$1,000 million long-term direct loan to support the export of approximately \$556 million worth of mining equipment and services to Pakistan. The U.S. exports will enable the copper-gold mining project in Pakistan to establish a projected average production capacity of c.800 kdmT per annum of copper concentrate, leading to an expected output of c.220 kt of copper and c.310 koz of gold per year for Phase 1 of the project during the first ten years (100% basis, excluding 2028 ramp-up year). Available information indicates that the copper concentrate will likely be sold to smelters in other OECD jurisdictions, including Japan, Korea, Germany, Sweden, and Finland.

DATES: Comments are due 14 days from publication in the **Federal Register**.

ADDRESSES: Interested parties may submit comments on this transaction electronically on www.regulations.gov, or by email to economic.impact@exim.gov.

Scott Condren,
Vice President, Policy Analysis Division, Office of Policy Analysis and International Relations.
[FR Doc. 2025–09794 Filed 5–29–25; 8:45 am]
BILLING CODE 6690–01–P

FEDERAL ELECTION COMMISSION

Sunshine Act Meetings

TIME AND DATE: Tuesday, June 3, 2025 at 11:00 a.m.

PLACE: 1050 First Street NE, Washington, DC, and virtual. (This meeting will be a hybrid meeting.)

STATUS: This meeting will be closed to the public.

MATTERS TO BE CONSIDERED: Matters concerning participation in civil actions or proceedings or arbitration.

* * * * *

CONTACT PERSON FOR MORE INFORMATION: Myles Martin, Deputy Press Officer, Telephone: (202) 694–1221.

(Authority: Government in the Sunshine Act, 5 U.S.C. 552b)

Vicktorja J. Allen,
Deputy Secretary of the Commission.
[FR Doc. 2025–09862 Filed 5–28–25; 11:15 am]
BILLING CODE 6715–01–P

FEDERAL MARITIME COMMISSION

[Docket No. FMC–2025–0010]

Notice of Intent To Revoke Exemptions Granted to Certain Controlled Carriers

AGENCY: Federal Maritime Commission.

ACTION: Notice and request for comments.

SUMMARY: The Federal Maritime Commission (“Commission”) intends to revoke certain exemptions that had been granted to some controlled carriers, allowing for their rates, charges, classifications, rules or regulations to become effective with less than thirty (30) days’ notice. This revocation would apply to exemptions that were granted to entities that have since been removed from the Commission’s list of controlled carriers. Exemptions that have been granted to controlled carriers that remain on this list would continue to be valid but may be reviewed in the future. The Commission invites comments from the public on this proposed action.

DATES: Submit comments on or before June 30, 2025.

ADDRESSES: You may submit comments, identified by Docket No. FMC–2025–0010, by the following method:

Federal eRulemaking Portal: Your comments must be written and in English. You may submit your comments electronically through the Federal Rulemaking Portal at www.regulations.gov. Please refer to the “Public Participation” heading under the **SUPPLEMENTARY INFORMATION** section of this notice for detailed instructions on how to submit comments, including instructions on how to request confidential treatment.

FOR FURTHER INFORMATION CONTACT: David Eng, Secretary; Phone: (202) 523–5725; Email: Secretary@fmc.gov.

SUPPLEMENTARY INFORMATION:

I. Background

A controlled carrier is a vessel-operating common carrier that is owned or controlled by a foreign government.¹ Controlled carriers are subject to enhanced regulatory oversight to ensure that they do not abuse their subsidized position in the marketplace.² One of the provisions of 46 U.S.C. Chapter 407 stipulates that the tariff rates or charges of controlled carriers cannot become effective until the 30th day after their publication.³

The Commission has previously granted exemptions to certain controlled carriers from the requirements of 46 U.S.C. 40703, pursuant to the administrative exemption authority found at 46 U.S.C. 40103. Such exemptions allowed these controlled carriers’ rates, charges, classifications, rules and regulations to become effective less than 30 days after their publication. These exemptions did not change the status of any of these carriers as controlled carriers; they are limited to allowing the carrier’s rates, charges, classifications, rules or regulations to become effective in less than 30 days’ notice.⁴ The Commission also has the authority to revoke previously granted administrative exemptions.⁵ In granting these exemptions from section 40703, the Commission has declined to grant permanent exemptions because doing so would impinge on the Commission’s authority to revoke them.⁶

In 2004, sections of the Shipping Act of 1984 were rearranged and renumbered. Exemptions under section 9(c) of the Shipping Act that had been codified at 46 U.S.C. 1708, allowing changes to controlled carriers’ rates, charges, classifications, rules or regulations to become effective more quickly than 30 days after their publication with Commission permission, were moved to 46 U.S.C. 40703. The statutory language of the two sections is nearly identical. In addition, Commission explanations suggest that the Commission did not view exemptions under section 40703 differently than exemptions under section 1708. For example, in granting a section 40703 exemption to United Arab Shipping and Hainan P O Shipping, the Commission stated that it “has previously granted exemptions from [section] 40703” and cited to some exemptions that were granted under section 40703 and to others that were granted under section 1708.⁷ As such, it is the Commission’s position that, historically, it has viewed the exemptions granted under section 1708 to be equivalent to the exemptions granted under section 40703.

II. Intent To Revoke Certain Exemptions Granted Under 46 U.S.C. 40703

Many of the entities to which the Commission granted exemptions from 46 U.S.C. 40703 have since been removed from the Commission’s list of controlled carriers for various reasons, such as no longer offering carriage in the U.S. trades or having been bought by private companies. Because the Commission has declined to grant permanent exemptions,⁸ there should not be any expectations that these exemptions are permanent. However, until now, the Commission has not revoked any exemptions, even when an entity’s circumstances have changed, such as having been removed from the list of controlled carriers. Rather than allowing that to create an expectation that an exemption remains valid

abrogate the Commission’s authority under section 16 and its obligations under section 9 [of the Shipping Act of 1984] . . . The Commission retains its full authority to revoke the instant exemption subject to the requirements of section 16 of the Shipping Act of 1984, 46 U.S.C. app. [sec.] 1715.”)

⁷ See Petition of United Arab Shipping Company (S.A.G.) for an Exemption from the Controlled Carrier Act, Docket No. P1–14, *Order Granting Petition* (July 16, 2015); Petition of Hainan P O Shipping Co., Ltd. for an Exemption from the Controlled Carrier Act, Docket No. P1–10, *Order Granting Petition* (December 9, 2010).

⁸ See, e.g., Petition of China Ocean Shipping (Group) Company for a Partial Exemption from the Controlled Carrier Act, Docket No. P3–99, *Order Granting Petition in Part* (April 1, 2004).

through such changes in circumstances, the Commission is giving notice that it intends to revoke these exemptions.

The revocation of these exemptions would not prevent an entity from petitioning for an exemption again, if its status changes such that it again becomes classified as a controlled carrier. The Commission is requesting comments regarding its intent to revoke these exemptions.

The Commission has granted exemptions to the following entities:

1. China Ocean Shipping (Group) Company on April 1, 2004 (now named COSCO SHIPPING Lines Co., Ltd.);⁹
 2. China Shipping Container Lines Co., Ltd., on April 1, 2004;¹⁰
 3. Sinotrans Container Lines Co., Ltd. (SINOLINES), on April 1, 2004;¹¹
 4. American President Lines, Ltd. and APL Co., Pte. Ltd., (one ocean common carrier designated as “APL”) on October 27, 2004;¹²
 5. China Shipping (Hong Kong) Container Lines Co., Ltd., on March 29, 2005;¹³
 6. Hainan P O Shipping Co., Ltd. (“Hainan Shipping Co.”) on December 9, 2010;¹⁴
 7. United Arab Shipping Company (S.A.G.) (“United Arab Shipping Company”) on July 16, 2015;¹⁵
 8. COSCO Container Lines Europe GmbH (“COSCO Europe”) on November 9, 2015;¹⁶
 9. Orient Overseas Container Line Limited (“OOCL”) on October 30, 2018;¹⁷ and
 10. OOCL (Europe) Limited on October 30, 2018.¹⁸
- The following entities have since been removed from the list of controlled carriers:¹⁹
1. Sinotrans Container Lines Co., Ltd. on August 27, 2012;
 2. Hainan Shipping Co. on August 2, 2017;
 3. United Arab Shipping Company on August 2, 2017;
 4. China Shipping Container Lines (Hong Kong) Company, Ltd. on August 2, 2017;
 5. China Shipping Container Lines on August 2, 2017;

⁹ Docket No. P3–99.

¹⁰ Docket No. P4–03.

¹¹ Docket No. P6–03.

¹² Docket No. P5–04.

¹³ Docket No. P6–04.

¹⁴ Docket No. P1–10.

¹⁵ Docket No. P1–14.

¹⁶ Docket No. P3–15.

¹⁷ Docket No. P2–18.

¹⁸ *Id.*

¹⁹ Federal Maritime Commission, *Controlled Carrier List*, <https://www.fmc.gov/databases-and-publications/controlled-carrier-list/> (last visited May 21, 2025).

¹ 46 U.S.C. 40102(9).

² See 46 U.S.C. chapter 407.

³ 46 U.S.C. 40703.

⁴ *Id.*

⁵ 46 U.S.C. 40103(a).

⁶ See, e.g., Petition of China Ocean Shipping (Group) Company for a Partial Exemption from the Controlled Carrier Act, Docket No. P3–99, *Order Granting Petition in Part* (April 1, 2004) (“The Commission declines to make this exemption permanent, as the Petition requests . . . a specific provision for ‘permanence’ of this Order would

6. American President Lines, Ltd. and APL Co. Pte, Ltd. on August 2, 2017; and

7. COSCO Europe on February 27, 2024.

The above-named entities listed as being removed from the list of controlled carriers are no longer controlled carriers under 46 U.S.C. 40102(9), 46 U.S.C. chapter 407 and 46 CFR part 565. As a result, the Commission finds that there is good cause to revoke their exemptions and is issuing this notice of intent to revoke them.

The exemptions granted to OOCL,²⁰ OOCL (Europe),²¹ and COSCO SHIPPING Lines Co., Ltd.²² remain in place because these companies are still on the Commission's list of controlled carriers. However, the Commission may review these exemptions in the future.

III. Public Participation

A. How do I prepare and submit comments?

You may submit comments by using the Federal eRulemaking Portal at www.regulations.gov, under Docket No. FMC–2025–0010. Please follow the instructions provided on the Federal eRulemaking Portal to submit comments.

B. How do I submit confidential business information?

The Commission will provide confidential treatment for identified confidential information to the extent allowed by law. If you would like to request confidential treatment, pursuant to 46 CFR 502.5, you must submit the following, by email, to Secretary@fmc.gov:

- A transmittal letter that identifies the specific information in the comments for which protection is sought and demonstrates that the information is a trade secret or other confidential research, development, or commercial information.
- A confidential copy of your comments, consisting of the complete filing with a cover page marked “Confidential-Restricted,” and the confidential material clearly marked on each page.
- A public version of your comments with the confidential information excluded. The public version must state “Public Version—confidential materials excluded” on the cover page and on each affected page and must clearly indicate any information withheld.

C. How can I read comments submitted by other people?

You may read the comments received by the Commission at www.regulations.gov, under Docket No. FMC–2025–0010.

By the Commission.

David Eng,

Secretary.

[FR Doc. 2025–09786 Filed 5–29–25; 8:45 am]

BILLING CODE 6730–02–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Medicare & Medicaid Services

[Document Identifier: CMS–2744 and CMS–10905]

Agency Information Collection Activities: Submission for OMB Review; Comment Request

AGENCY: Centers for Medicare & Medicaid Services, Health and Human Services (HHS).

ACTION: Notice.

SUMMARY: The Centers for Medicare & Medicaid Services (CMS) is announcing an opportunity for the public to comment on CMS' intention to collect information from the public. Under the Paperwork Reduction Act of 1995 (PRA), federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension or reinstatement of an existing collection of information, and to allow a second opportunity for public comment on the notice. Interested persons are invited to send comments regarding the burden estimate or any other aspect of this collection of information, including the necessity and utility of the proposed information collection for the proper performance of the agency's functions, the accuracy of the estimated burden, ways to enhance the quality, utility, and clarity of the information to be collected, and the use of automated collection techniques or other forms of information technology to minimize the information collection burden.

DATES: Comments on the collection(s) of information must be received by the OMB desk officer by June 30, 2025.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular

information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

To obtain copies of a supporting statement and any related forms for the proposed collection(s) summarized in this notice, please access the CMS PRA website by copying and pasting the following web address into your web browser: <https://www.cms.gov/Regulations-and-Guidance/Legislation/PaperworkReductionActof1995/PRA-Listing>.

FOR FURTHER INFORMATION CONTACT: William Parham at (410) 786–4669.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501–3520), federal agencies must obtain approval from the Office of Management and Budget (OMB) for each collection of information they conduct or sponsor. The term “collection of information” is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c) and includes agency requests or requirements that members of the public submit reports, keep records, or provide information to a third party. Section 3506(c)(2)(A) of the PRA (44 U.S.C. 3506(c)(2)(A)) requires federal agencies to publish a 30-day notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension or reinstatement of an existing collection of information, before submitting the collection to OMB for approval. To comply with this requirement, CMS is publishing this notice that summarizes the following proposed collection(s) of information for public comment:

1. *Type of Information Collection Request:* Reinstatement with change of a previously approved collection; *Title of Information Collection:* End Stage Renal Disease Annual Facility Survey Form; *Use:* The Program Management and Medical Information System (PMMIS) collects provider-specific and aggregate patient population data on ESRD beneficiaries treated by dialysis and transplant providers. Each facility certification/survey record represents one provider. The CMS–2744 captures certification and other information about ESRD facilities approved by Medicare to provide kidney dialysis and transplant services. Additionally, the CMS–2744 captures activities performed during the calendar year, as well as aggregate year-end population counts for both Medicare beneficiaries and non-Medicare patients. The data elements include basic provider information such as provider certification and type of ownership; aggregated dialysis patient data such as the number of patients,

²⁰ *Id.*

²¹ *Id.*

²² Docket No. P3–99.

number of deaths, and number of patients receiving different types of dialysis; dialysis treatment data; kidney transplant data such as number of transplants, type of transplants, and number of patients awaiting transplants; and the total number of each method used to obtain kidneys for transplants. The CMS-2744 collects data on hemodialysis patients dialyzing, vocational rehabilitation, and staffing. The accuracy of the Facility Survey depends on complete reporting by each facility.

Modifications to the CMS-2744 are (a) collection of days the dialysis facility is open; (b) shifts dialysis is provided; (c) adding “failed” to “return after transplant” for clarity; (d) removing questions related to vocational rehabilitation; and (e) aligning instructions with revisions. *Form Number:* CMS-2744 (OMB control number: 0938-0447); *Frequency:* Yearly; *Affected Public:* Business or other for-profit, Not-for-profit institutions; *Number of Respondents:* 7,726; *Total Annual Responses:* 7,726; *Total Annual Hours:* 15,452. (For policy questions regarding this collection contact Christina Goatee at 410-786-6689.)

2. *Type of Information Collection Request:* New collection (Request for a new OMB control number); *Title of Information Collection:* Service Level Data Collection for Initial Determinations and Appeals; *Use:* The Part C and D Reporting Requirements, as set forth in §§ 422.516(a) and 423.514(a), provide CMS with the ability to collect more granular data related to all plan activities regarding adjudicating requests for coverage and plan procedures related to making service utilization decisions. This includes

collecting more timely data with greater frequency or closer in real-time.

The proposed data elements listed in the Technical Specifications document in this proposed PRA would provide key data to CMS on the utilization of benefits, enhance audit activities to ensure plans are operating in accordance with CMS guidelines, and ensure appropriate access to covered services and benefits.

CMS staff will use this information to monitor health plans and to hold them accountable for their performance. CMS users include group managers, division managers, branch managers, account managers, and researchers.

Health plans can use this information to measure and benchmark their performance. CMS receives inquiries from the industry and other interested stakeholders about beneficiary access to the items, services, and drugs, including service level data for initial determinations and appeals, and other factors pertaining to use of government funds, as well the performance of MA plans. *Form Number:* CMS-10905 (OMB control number: 0938-New); *Frequency:* Quarterly; *Affected Public:* Private Sector, Business or other for-profits, Not for-profits and Federal Government State, Local; *Number of Respondents:* 728; *Number of Responses:* 2,912; *Total Annual Hours:* 728. (For policy questions regarding this collection contact Sabrina Edmonston at 410-786-3209 or Sabrina.edmonston@cms.hhs.gov).

William N. Parham, III,

Director, Division of Information Collections and Regulatory Impacts, Office of Strategic Operations and Regulatory Affairs.

[FR Doc. 2025-09813 Filed 5-29-25; 8:45 am]

BILLING CODE 4120-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA-2025-N-1138]

Meda AB and B. Braun Medical, Inc.; Withdrawal of Approval of Two New Drug Applications

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice.

SUMMARY: The Food and Drug Administration (FDA or Agency) is withdrawing approval of two new drug applications (NDAs) from two applicants. The applicants notified the Agency in writing that the drug products were no longer marketed and requested that the approval of the applications be withdrawn.

DATES: Approval is withdrawn as of June 30, 2025.

FOR FURTHER INFORMATION CONTACT: Jennifer Scharpf, Center for Biologics Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 71, Silver Spring, MD 20993-0002, 240-402-8437.

SUPPLEMENTARY INFORMATION: The applicants listed in table 1 have informed FDA that these drug products are no longer marketed and have requested that FDA withdraw approval of the applications under the process in § 314.150(c) (21 CFR 314.150(c)). The applicants have also, by their requests, waived their opportunity for a hearing. Withdrawal of approval of an application under § 314.150(c) is without prejudice to refiling.

TABLE 1—NDAS FOR WHICH APPROVAL IS WITHDRAWN

Application No.	Drug	Applicant
NDA 830715	Promit (dextran1), 150 mg/mL	Meda AB, C/O Mylan Specialty L.P., 3711 Collins Ferry Rd., Morgantown, WV 26505.
NDA 890105	Hespan (6% hetastarch in 0.9% sodium chloride injection) in Excel Plastic Container.	B. Braun Medical, Inc., 824 12th Ave., PA 18018.

Therefore, approval of the applications listed in table 1, and all amendments and supplements thereto, is hereby withdrawn as of June 30, 2025. Approval of each entire application is withdrawn, including any strengths and dosage forms inadvertently missing from table 1. Introduction or delivery for introduction into interstate commerce of products listed in table 1 without an approved new drug application violates

sections 505(a) and 301(d) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355(a) and 331(d)). Drug products that are listed in table 1 that are in inventory on June 30, 2025 may continue to be dispensed until the inventories have been depleted or the drug products have reached their expiration dates or otherwise become violative, whichever occurs first.

Dated: May 23, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025-09781 Filed 5-29-25; 8:45 am]

BILLING CODE 4164-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES**Food and Drug Administration****[Docket No. FDA-2025-P-0101]****Determination That COREG CR (Carvedilol Phosphate) Extended-Release Capsules, 10 Milligrams, 20 Milligrams, 40 Milligrams, and 80 Milligrams, Were Not Withdrawn From Sale for Reasons of Safety or Effectiveness****AGENCY:** Food and Drug Administration, HHS.**ACTION:** Notice.

SUMMARY: The Food and Drug Administration (FDA, Agency, or we) has determined that COREG CR (carvedilol phosphate) extended-release capsules, 10 milligrams (mg), 20 mg, 40 mg, and 80 mg, were not withdrawn from sale for reasons of safety or effectiveness. This determination means that FDA will not begin procedures to withdraw approval of abbreviated new drug applications (ANDAs) that refer to this drug product, and it will allow FDA to continue to approve ANDAs that refer to the product as long as they meet relevant legal and regulatory requirements.

FOR FURTHER INFORMATION CONTACT:

Stacy Kane, Center for Drug Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 51, Rm. 6236, Silver Spring, MD 20993-0002, 301-796-8363, Stacy.Kane@fda.hhs.gov.

SUPPLEMENTARY INFORMATION: Section 505(j) of the Federal Food, Drug, and Cosmetic Act (FD&C Act) (21 U.S.C. 355(j)) allows the submission of an ANDA to market a generic version of a previously approved drug product. To obtain approval, the ANDA applicant must show, among other things, that the generic drug product: (1) has the same active ingredient(s), dosage form, route of administration, strength, conditions of use, and (with certain exceptions) labeling as the listed drug, which is a version of the drug that was previously approved, and (2) is bioequivalent to the listed drug. ANDA applicants do not have to repeat the extensive clinical testing otherwise necessary to gain approval of a new drug application (NDA).

Section 505(j)(7) of the FD&C Act requires FDA to publish a list of all approved drugs. FDA publishes this list as part of the "Approved Drug Products With Therapeutic Equivalence Evaluations," which is known generally as the "Orange Book." Under FDA

regulations, drugs are removed from the list if the Agency withdraws or suspends approval of the drug's NDA or ANDA for reasons of safety or effectiveness or if FDA determines that the listed drug was withdrawn from sale for reasons of safety or effectiveness (21 CFR 314.162).

A person may petition the Agency to determine, or the Agency may determine on its own initiative, whether a listed drug was withdrawn from sale for reasons of safety or effectiveness. This determination may be made at any time after the drug has been withdrawn from sale, but must be made prior to approving an ANDA that refers to the listed drug (§ 314.161 (21 CFR 314.161)). FDA may not approve an ANDA that does not refer to a listed drug.

COREG CR (carvedilol phosphate) extended-release capsules, 10 mg, 20 mg, 40 mg, and 80 mg, are the subject of NDA 022012, held by Waylis Therapeutics LLC, and initially approved on October 20, 2006. COREG CR is an alpha-/beta-adrenergic blocking agent indicated for the treatment of mild to severe chronic heart failure, left ventricular dysfunction following myocardial infarction in clinically stable patients, and hypertension.

COREG CR (carvedilol phosphate) extended-release capsules, 10 mg, 20 mg, 40 mg, and 80 mg, are currently listed in the "Discontinued Drug Product List" section of the Orange Book.

Amata Labs Ltd. submitted a citizen petition dated January 9, 2025 (Docket No. FDA-2025-P-0101), under 21 CFR 10.30, requesting that the Agency determine whether COREG CR (carvedilol phosphate) extended-release capsules, 10 mg, 20 mg, 40 mg, and 80 mg, were withdrawn from sale for reasons of safety or effectiveness.

After considering the citizen petition and reviewing Agency records and based on the information we have at this time, FDA has determined under § 314.161 that COREG CR (carvedilol phosphate) extended-release capsules, 10 mg, 20 mg, 40 mg, and 80 mg, were not withdrawn for reasons of safety or effectiveness. The petitioner has identified no data or other information suggesting that COREG CR (carvedilol phosphate) extended-release capsules, 10 mg, 20 mg, 40 mg, and 80 mg, were withdrawn for reasons of safety or effectiveness. We have carefully reviewed our files for records concerning the withdrawal of COREG CR (carvedilol phosphate) extended-release capsules, 10 mg, 20 mg, 40 mg, and 80 mg, from sale. We have also independently evaluated relevant literature and data for possible

postmarketing adverse events. We have reviewed the available evidence and determined that these drug products were not withdrawn from sale for reasons of safety or effectiveness.

Accordingly, the Agency will continue to list COREG CR (carvedilol phosphate) extended-release capsules, 10 mg, 20 mg, 40 mg, and 80 mg, in the "Discontinued Drug Product List" section of the Orange Book. The "Discontinued Drug Product List" delineates, among other items, drug products that have been discontinued from marketing for reasons other than safety or effectiveness. FDA will not begin procedures to withdraw approval of approved ANDAs that refer to these drug products. Additional ANDAs for these drug products may also be approved by the Agency as long as they meet all other legal and regulatory requirements for the approval of ANDAs. If FDA determines that labeling for these drug products should be revised to meet current standards, the Agency will advise ANDA applicants to submit such labeling.

Dated: May 23, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025-09772 Filed 5-29-25; 8:45 am]

BILLING CODE 4164-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES**Food and Drug Administration****[Docket No. FDA-2025-N-0128]****Report on the Performance of Drug and Biologics Firms in Conducting Postmarketing Requirements and Commitments; Availability****AGENCY:** Food and Drug Administration, HHS.**ACTION:** Notice of availability.

SUMMARY: The Food and Drug Administration (FDA or Agency) is announcing the availability of the Agency's annual report entitled "Report on the Performance of Drug and Biologics Firms in Conducting Postmarketing Requirements and Commitments." Under the Federal Food, Drug, and Cosmetic Act (FD&C Act), FDA is required to report annually on the status of postmarketing requirements (PMRs) and postmarketing commitments (PMCs) required of, or agreed upon by, application holders of approved drug and biological products. The report on the status of the studies and clinical trials that applicants are required to, or have agreed to, conduct

is on FDA's website entitled "Postmarketing Requirements and Commitments: Reports" (<https://www.fda.gov/drugs/postmarketing-requirements-and-commitments-introduction/postmarketing-requirements-and-commitments-reports>).

FOR FURTHER INFORMATION CONTACT:

Lauren Choi, Center for Drug Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 22, Rm. 6424, Silver Spring, MD 20993-0002, 301-796-0700; or James Myers, Center for Biologics Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 71, Rm. 7301, Silver Spring, MD 20993-0002, 240-402-7911.

SUPPLEMENTARY INFORMATION:

I. Background

Section 506B(c) of the FD&C Act (21 U.S.C. 356b(c)) requires FDA to publish an annual report on the status of postmarketing studies that applicants are required to, or have committed to, conduct and for which annual status reports have been submitted. Under the regulations governing postmarketing studies at 21 CFR 314.81(b)(2)(vii) and 601.70, applicants of approved drug products and licensed biological products are required to submit annually a report on the status of each clinical safety, clinical efficacy, clinical pharmacology, and nonclinical toxicology study or clinical trial either required by FDA (PMRs) or that they have committed to conduct (PMCs), either at the time of approval or after approval of their new drug application, abbreviated new drug application, or biologics license application, as applicable. The status of PMCs concerning chemistry, manufacturing, and production controls and the status of other studies or clinical trials conducted on an applicant's own initiative are not required to be reported under §§ 314.81(b)(2)(vii) and 601.70 and are not addressed in this report. Furthermore, section 505(o)(3)(E) of the FD&C Act (21 U.S.C. 355(o)(3)(E)) requires that applicants report periodically on the status of each required study or clinical trial and each study or clinical trial "otherwise undertaken . . . to investigate a safety issue . . ."

An applicant must report on the progress of the PMR/PMC on the anniversary of the drug product's approval¹ until the PMR/PMC is

completed or terminated and FDA determines that the PMR/PMC has been fulfilled or that the PMR/PMC is either no longer feasible or would no longer provide useful information.

II. Fiscal Year 2023 Report

With this notice, FDA is announcing the availability of the Agency's annual report entitled "Report on the Performance of Drug and Biologics Firms in Conducting Postmarketing Requirements and Commitments" for fiscal year 2023. Information in this report covers any PMR/PMC that was established, in writing, at the time of approval or after approval of an application or a supplement to an application and summarizes the status of PMRs/PMCs in fiscal year 2023 (*i.e.*, as of September 30, 2023). Information summarized in the report reflects combined data from the Center for Drug Evaluation and Research and the Center for Biologics Evaluation and Research and includes the following: (1) the number of applicants with open PMRs/PMCs; (2) the number of open PMRs/PMCs; (3) the timeliness of applicant submission of the annual status reports (ASRs); (4) FDA-verified status of open PMRs/PMCs reported in § 314.81(b)(2)(vii) or § 601.70 ASRs; (5) the status of closed PMRs/PMCs; and (6) the distribution of the status by fiscal year (FY) of establishment² (FY2017 to FY2023) for PMRs and PMCs open at the end of FY2023, or those closed within FY2023. Additional information about PMRs/PMCs is provided on FDA's website at <https://www.fda.gov/drugs/guidance-compliance-regulatory-information/postmarketing-requirements-and-commitments-introduction>.

Dated: May 23, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025-09771 Filed 5-29-25; 8:45 am]

BILLING CODE 4164-01-P

within 60 days of the anniversary date of U.S. approval of the original application or on an alternate reporting date that was granted by FDA in writing. Some applicants have requested and been granted by FDA alternate annual reporting dates to facilitate harmonized reporting across multiple applications.

² The establishment date is the date of the formal FDA communication to the applicant that included the final FDA-required (PMR) or requested (PMC) postmarketing study or clinical trial.

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA-2023-N-5281]

Evan Asher Field: Final Debarment Order

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice.

SUMMARY: The Food and Drug Administration (FDA) is issuing an order under the Federal Food, Drug, and Cosmetic Act (FD&C Act) debarring Evan Asher Field for a period of 5 years from importing or offering for import any drug into the United States. FDA bases this order on a finding that Mr. Field was convicted of one felony count under Federal law. The factual basis supporting Mr. Field's conviction, as described below, is conduct relating to the importation into the United States of a drug or controlled substance. Mr. Field was given notice of the proposed debarment and was given an opportunity to request a hearing to show why he should not be debarred. As of April 25, 2024 (30 days after receipt of the notice), Mr. Field had not responded. Mr. Field's failure to respond and request a hearing constitutes a waiver of his right to a hearing concerning this matter.

DATES: This order is applicable May 30, 2025.

ADDRESSES: Any application by Mr. Field for termination of debarment under section 306(d)(1) of the FD&C Act (21 U.S.C. 335a(d)(1)) may be submitted at any time as follows:

Electronic Submissions

- **Federal eRulemaking Portal:** <https://www.regulations.gov>. Follow the instructions for submitting comments. An application submitted electronically, including attachments, to <https://www.regulations.gov> will be posted to the docket unchanged. Because your application will be made public, you are solely responsible for ensuring that your application does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your application, that information will be posted on <https://www.regulations.gov>.

- If you want to submit an application with confidential

¹ An applicant must submit an annual status report on the progress of each open PMR/PMC

information that you do not wish to be made available to the public, submit the application as a written/paper submission and in the manner detailed (see “Written/Paper Submissions” and “Instructions”).

Written/Paper Submissions

- *Mail/Hand Delivery/Courier (for written/paper submissions):* Dockets Management Staff (HFA-305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

- For a written/paper application submitted to the Dockets Management Staff, FDA will post your application, as well as any attachments, except for information submitted, marked, and identified, as confidential, if submitted as detailed in “Instructions.”

Instructions: All applications must include the Docket No. FDA-2023-N-5281. Received applications will be placed in the docket and, except for those submitted as “Confidential Submissions,” publicly viewable at <https://www.regulations.gov> or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday, 240-402-7500.

- **Confidential Submissions**—To submit an application with confidential information that you do not wish to be made publicly available, submit your application only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states “THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.” The Agency will review this copy, including the claimed confidential information, in its consideration of your application. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on <https://www.regulations.gov>. Submit both copies to the Dockets Management Staff. Any information marked as “confidential” will not be disclosed except in accordance with 21 CFR 10.20 and other applicable disclosure law. For more information about FDA’s posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: <https://www.govinfo.gov/content/pkg/FR-2015-09-18/pdf/2015-23389.pdf>.

Docket: For access to the docket, go to <https://www.regulations.gov> and insert the docket number, found in brackets in the heading of this document, into the “Search” box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852 between 9 a.m. and 4 p.m., Monday through Friday,

240-402-7500. Publicly available submissions may be seen in the docket.

FOR FURTHER INFORMATION CONTACT:

Jaime Espinosa, Division of Field Enforcement, Office of Field Regulatory Operations, Office of Inspections and Investigations, Food and Drug Administration, 240-402-8743, or debarments@fda.hhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Section 306(b)(1)(D) of the FD&C Act (21 U.S.C. 335a(b)(1)(D)) permits debarment of an individual from importing or offering for import any drug into the United States if FDA finds, as required by section 306(b)(3)(C) of the FD&C Act, that the individual has been convicted of a felony for conduct relating to the importation into the United States of any drug or controlled substance.

On November 9, 2023, Mr. Field was convicted as defined in section 306(l)(1) of the FD&C Act (21 U.S.C. 335a(l)(1)), in the U.S. District Court for the Western District of Texas-San Antonio Division, when the court accepted his plea of guilty and entered judgment against him for the felony offense of Conspiracy to Defraud the United States and Violate 21 U.S.C. 331-Introduction of Misbranded Drugs into Interstate Commerce in violation of 18 U.S.C. 371. The underlying facts supporting the conviction are as follows: As contained in the Information from his case, beginning no later than August 2019 and continuing to on or about September 2021, Mr. Field operated multiple businesses and associated websites, including Proximo Research. The website for Proximo Research allowed end consumers to place orders for misbranded prescription drugs, which would be shipped to them via the U.S. Postal Service and other common carriers. The website offered various drugs for sale, including Clonazepam, Flubromazepam, Fluclozepam, O-Desmethyl-cis-tramadol (ODSMT) and 2-Methyl-AP-237 (2MAP); these drugs are not approved by FDA for any use in the United States and, during the time Mr. Field operated the Proximo Research website, were not controlled under the Controlled Substances Act. At least some of the drugs offered on Mr. Field’s website was purchased by him, and others, in bulk quantities from sellers located outside the United States, primarily from China. Once orders were placed through his website, Mr. Field, assisted by others, would repack the drugs into consumer-size containers and ship them to customers at various locations throughout the United States.

Mr. Field did not require evidence or submission of lawful prescriptions before accepting payment for and shipping the drugs. Despite his awareness that individuals were buying the drugs for personal use, Mr. Field misbranded the drugs being sold with disclaimers that they were “for research purposes only” and “not for human consumption” in an attempt to evade FDA’s regulatory oversight and authority.

FDA sent Mr. Field, by certified mail, on March 18, 2024, a notice proposing to debar him for a 5-year period from importing or offering for import any drug into the United States. The proposal was based on a finding under section 306(b)(3)(C) of the FD&C Act that Mr. Field’s felony conviction under Federal law for conspiracy to defraud the United States and Violate 21 U.S.C. 331-Introduction of Misbranded Drugs into Interstate Commerce in violation of 18 U.S.C. 371, was for conduct relating to the importation of any drug or controlled substance into the United States because Mr. Field illegally imported unapproved drugs from sellers located outside of the United States, including in China, and introduced misbranded drug products into interstate commerce. In proposing a debarment period, FDA weighed the considerations set forth in section 306(c)(3) of the FD&C Act that it considered applicable to Mr. Field’s offense and concluded that the offense warranted the imposition of a 5-year period of debarment.

The proposal informed Mr. Field of the proposed debarment and offered him an opportunity to request a hearing, providing him 30 days from the date of receipt of the letter in which to file the request, and advised him that failure to request a hearing constituted a waiver of the opportunity for a hearing and of any contentions concerning this action. Mr. Field received the proposal and notice of opportunity for a hearing on March 26, 2024. Mr. Field failed to request a hearing within the timeframe prescribed by regulation and has, therefore, waived his opportunity for a hearing and waived any contentions concerning his debarment (21 CFR part 12).

II. Findings and Order

Therefore, the Division of Field Enforcement, Office of Inspections and Investigations, under section 306(b)(3)(C) of the FD&C Act, under authority delegated to the Director, Division of Enforcement, finds that Mr. Evan Asher Field has been convicted of a felony under Federal law for conduct relating to the importation into the United States of any drug or controlled

substance. FDA finds that the offense should be accorded a debarment period of 5 years as provided by section 306(c)(2)(A)(iii) of the FD&C Act.

As a result of the foregoing finding, Mr. Field is debarred for a period of 5 years from importing or offering for import any drug into the United States, effective (see **DATES**). Pursuant to section 301(cc) of the FD&C Act (21 U.S.C. 331(cc)), the importing or offering for import into the United States of any drug by, with the assistance of, or at the direction of Mr. Field is a prohibited act.

Dated: May 27, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025–09797 Filed 5–29–25; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket Nos. FDA–2024–E–0433 and FDA–2024–E–0432]

Determination of Regulatory Review Period for Purposes of Patent Extension; LOQTORZI

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice.

SUMMARY: The Food and Drug Administration (FDA or the Agency) has determined the regulatory review period for LOQTORZI and is publishing this notice of that determination as required by law. FDA has made the determination because of the submission of an application to the Director of the U.S. Patent and Trademark Office (USPTO), Department of Commerce, for the extension of a patent which claims that human biological product.

DATES: Anyone with knowledge that any of the dates as published (see **SUPPLEMENTARY INFORMATION**) are incorrect must submit either electronic or written comments and ask for a redetermination by July 29, 2025. Furthermore, any interested person may petition FDA for a determination regarding whether the applicant for extension acted with due diligence during the regulatory review period by November 26, 2025. See “Petitions” in the **SUPPLEMENTARY INFORMATION** section for more information.

ADDRESSES: You may submit comments as follows. Please note that late, untimely filed comments will not be

considered. The <https://www.regulations.gov> electronic filing system will accept comments until 11:59 p.m. Eastern Time at the end of July 29, 2025. Comments received by mail/hand delivery/courier (for written/paper submissions) will be considered timely if they are received on or before that date.

Electronic Submissions

Submit electronic comments in the following way:

- **Federal eRulemaking Portal:** <https://www.regulations.gov>. Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to <https://www.regulations.gov> will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else’s Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on <https://www.regulations.gov>.

- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see “Written/Paper Submissions” and “Instructions”).

Written/Paper Submissions

Submit written/paper submissions as follows:

- **Mail/Hand Delivery/Courier (for written/paper submissions):** Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.
- For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for information submitted, marked and identified, as confidential, if submitted as detailed in “Instructions.”

Instructions: All submissions received must include the Docket Nos. FDA–2024–E–0433 and FDA–2024–E–0432 for “Determination of Regulatory Review Period for Purposes of Patent Extension; LOQTORZI.” Received comments, those filed in a timely manner (see **ADDRESSES**), will be placed in the docket and, except for those submitted as “Confidential Submissions,” publicly viewable at <https://www.regulations.gov> or at the

Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday, 240–402–7500.

- **Confidential Submissions—**To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states “THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.” The Agency will review this copy, including the claimed confidential information, in its consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on <https://www.regulations.gov>. Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information to be made publicly available, you can provide this information on the cover sheet and not in the body of your comments and you must identify this information as “confidential.” Any information marked as “confidential” will not be disclosed except in accordance with § 10.20 (21 CFR 10.20) and other applicable disclosure law. For more information about FDA’s posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: <https://www.govinfo.gov/content/pkg/FR-2015-09-18/pdf/2015-23389.pdf>.

Docket: For access to the docket to read background documents or the electronic and written/paper comments received, go to <https://www.regulations.gov> and insert the docket number, found in brackets in the heading of this document, into the “Search” box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852, 240–402–7500.

FOR FURTHER INFORMATION CONTACT: Beverly Friedman, Office of Regulatory Policy, Food and Drug Administration, 10903 New Hampshire Ave. Bldg. 51, Rm. 6200, Silver Spring, MD 20993, 301–796–3600.

SUPPLEMENTARY INFORMATION:

I. Background

The Drug Price Competition and Patent Term Restoration Act of 1984 (Pub. L. 98–417) and the Generic Animal Drug and Patent Term Restoration Act (Pub. L. 100–670) generally provide that a patent may be extended for a period of up to 5 years so long as the patented item (human

drug or biologic product, animal drug product, medical device, food additive, or color additive) was subject to regulatory review by FDA before the item was marketed. Under these acts, a product's regulatory review period forms the basis for determining the amount of extension an applicant may receive.

A regulatory review period consists of two periods of time: a testing phase and an approval phase. For human biological products, the testing phase begins when the exemption to permit the clinical investigations of the biological product becomes effective and runs until the approval phase begins. The approval phase starts with the initial submission of an application to market the human biological product and continues until FDA grants permission to market the biological product. Although only a portion of a regulatory review period may count toward the actual amount of extension that the Director of USPTO may award (for example, half the testing phase must be subtracted as well as any time that may have occurred before the patent was issued), FDA's determination of the length of a regulatory review period for a human biological product will include all of the testing phase and approval phase as specified in 35 U.S.C. 156(g)(1)(B).

FDA has approved for marketing the human biologic product LOQTORZI (toripalimab-tpzi). LOQTORZI is indicated: (1) in combination with cisplatin and gemcitabine, for first-line treatment of adults with metastatic or with recurrent locally advanced nasopharyngeal carcinoma (NPC) and (2) as a single agent for the treatment of adults with recurrent unresectable or metastatic NPC with disease progression on or after a platinum-containing chemotherapy. Subsequent to this approval, the USPTO received patent term restoration applications for LOQTORZI (U.S. Patent Nos. 10,066,013 and 10,815,302) from Shanghai Junshi Biosciences Co., Ltd. and Junmeng Biosciences Co., Ltd., and the USPTO requested FDA's assistance in determining the patents' eligibility for patent term restoration. In a letter dated April 17, 2024, FDA advised the USPTO that this human biological product had undergone a regulatory review period and that the approval of LOQTORZI represented the first permitted commercial marketing or use of the product. Thereafter, the USPTO requested that FDA determine the product's regulatory review period.

II. Determination of Regulatory Review Period

FDA has determined that the applicable regulatory review period for LOQTORZI is 2,119 days. Of this time, 1,331 days occurred during the testing phase of the regulatory review period, while 788 days occurred during the approval phase. These periods of time were derived from the following dates:

1. *The date an exemption under section 505(i) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355(i)) became effective:* January 9, 2018. The applicant claims January 10, 2018, as the date the investigational new drug application (IND) became effective. However, FDA records indicate that the IND effective date was January 9, 2018, which was 30 days after FDA receipt of the IND.

2. *The date the application was initially submitted with respect to the human biological product under section 351 of the Public Health Service Act (42 U.S.C. 262):* August 31, 2021. FDA has verified the applicant's claim that the biologics license application (BLA) for LOQTORZI (BLA B761240) was initially submitted on August 31, 2021.

3. *The date the application was approved:* October 27, 2023. FDA has verified the applicant's claim that BLA B761240 was approved on October 27, 2023.

This determination of the regulatory review period establishes the maximum potential length of a patent extension. However, the USPTO applies several statutory limitations in its calculations of the actual period for patent extension. In its applications for patent extension, this applicant seeks 943 days or 987 days of patent term extension.

III. Petitions

Anyone with knowledge that any of the dates as published are incorrect may submit either electronic or written comments and, under 21 CFR 60.24, ask for a redetermination (see **DATES**). Furthermore, as specified in § 60.30 (21 CFR 60.30), any interested person may petition FDA for a determination regarding whether the applicant for extension acted with due diligence during the regulatory review period. To meet its burden, the petition must comply with all the requirements of § 60.30, including but not limited to: must be timely (see **DATES**), must be filed in accordance with § 10.20, must contain sufficient facts to merit an FDA investigation, and must certify that a true and complete copy of the petition has been served upon the patent applicant. (See H. Rept. 857, part 1, 98th Cong., 2d sess., pp. 41–42, 1984.)

Petitions should be in the format specified in 21 CFR 10.30.

Submit petitions electronically to <https://www.regulations.gov> at Docket Nos. FDA–2013–S–0610. Submit written petitions (two copies are required) to the Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

Dated: May 6, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025–09755 Filed 5–29–25; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA–2025–P–0184]

Determination That ACTIGALL (Ursodiol) Capsule, 150 Milligrams, Was Not Withdrawn From Sale for Reasons of Safety or Effectiveness

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice.

SUMMARY: The Food and Drug Administration (FDA or Agency) has determined that ACTIGALL (ursodiol) capsule, 150 milligrams (mg), was not withdrawn from sale for reasons of safety or effectiveness. This determination will allow FDA to approve abbreviated new drug applications (ANDAs) for ursodiol capsule, 150 mg, if all other legal and regulatory requirements are met.

FOR FURTHER INFORMATION CONTACT: Madeleine Giaquinto, Center for Drug Evaluation and Research, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 51, Rm. 6219, Silver Spring, MD 20993–0002, 240–863–8976, madeleine.giaquinto@fda.hhs.gov.

SUPPLEMENTARY INFORMATION: Section 505(j) of the Federal Food, Drug, and Cosmetic Act (FD&C Act) (21 U.S.C. 355(j)) allows the submission of an ANDA to market a generic version of a previously approved drug product. To obtain approval, the ANDA applicant must show, among other things, that the generic drug product: (1) has the same active ingredient(s), dosage form, route of administration, strength, conditions of use, and (with certain exceptions) labeling as the listed drug, which is a version of the drug that was previously approved and (2) is bioequivalent to the listed drug. ANDA applicants do not

have to repeat the extensive clinical testing otherwise necessary to gain approval of a new drug application (NDA).

Section 505(j)(7) of the FD&C Act requires FDA to publish a list of all approved drugs. FDA publishes this list as part of the “Approved Drug Products With Therapeutic Equivalence Evaluations,” which is known generally as the “Orange Book.” Under FDA regulations, drugs are removed from the list if the Agency withdraws or suspends approval of the drug’s NDA or ANDA for reasons of safety or effectiveness or if FDA determines that the listed drug was withdrawn from sale for reasons of safety or effectiveness (21 CFR 314.162).

A person may petition the Agency to determine, or the Agency may determine on its own initiative, whether a listed drug was withdrawn from sale for reasons of safety or effectiveness. This determination may be made at any time after the drug has been withdrawn from sale but must be made prior to approving an ANDA that refers to the listed drug (21 CFR 314.161). FDA may not approve an ANDA that does not refer to a listed drug.

ACTIGALL (ursodiol) capsule, 150 mg, is the subject of NDA 019594, held by Teva Branded Pharmaceutical Products R&D, Inc., and initially approved on December 31, 1987. ACTIGALL is indicated for patients with radiolucent, noncalcified gallbladder stones less than 20 millimeters in greatest diameter in whom elective cholecystectomy would be undertaken except for the presence of increased surgical risk due to systemic disease, advanced age, or idiosyncratic reaction to general anesthesia or for those patients who refuse surgery, and for the prevention of gallstone formation in obese patients experiencing rapid weight loss.

ACTIGALL (ursodiol) capsule, 150 mg, is currently listed in the “Discontinued Drug Product List” section of the Orange Book.

Pharmobedient Consulting, LLC submitted a citizen petition dated January 14, 2025 (Docket No. FDA–2025–P–0184), under 21 CFR 10.30, requesting that the Agency determine whether ACTIGALL (ursodiol) capsule, 150 mg, was withdrawn from sale for reasons of safety or effectiveness.

After considering the citizen petition and reviewing Agency records and based on the information we have at this time, FDA has determined under § 314.161 that ACTIGALL (ursodiol) capsule, 150 mg, was not withdrawn for reasons of safety or effectiveness. The petitioner has identified no data or other

information suggesting that this drug product was withdrawn for reasons of safety or effectiveness. We have carefully reviewed our files for records concerning the withdrawal of ACTIGALL (ursodiol) capsule, 150 mg, from sale. We have also independently evaluated relevant literature and data for possible postmarketing adverse events. We have reviewed the available evidence and determined that this drug product was not withdrawn from sale for reasons of safety or effectiveness.

Accordingly, the Agency will continue to list ACTIGALL (ursodiol) capsule, 150 mg, in the “Discontinued Drug Product List” section of the Orange Book. The “Discontinued Drug Product List” delineates, among other items, drug products that have been discontinued from marketing for reasons other than safety or effectiveness. ANDAs that refer to this drug product may be approved by the Agency as long as they meet all other legal and regulatory requirements for the approval of ANDAs. If FDA determines that labeling for this drug product should be revised to meet current standards, the Agency will advise ANDA applicants to submit such labeling.

Dated: May 23, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025–09779 Filed 5–29–25; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

[Docket No. FDA–2025–D–0507]

Replacing Color Additives in Approved or Marketed Drug Products; Draft Guidance for Industry; Availability

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice of availability.

SUMMARY: The Food and Drug Administration (FDA or Agency) is announcing the availability of a draft guidance for industry entitled “Replacing Color Additives in Approved or Marketed Drug Products.” This draft guidance provides recommendations for replacing color additives in approved or marketed drug products. If a color additive is replaced in a drug product, information to support the change should be retained and available at the manufacturing facility. Additionally, this draft guidance recommends that new drug application (NDA) and abbreviated new

drug application (ANDA) holders submit information to support color additive replacements in changes being effected in 30 days (CBE–30) supplements. Although a qualitative or quantitative change to an inactive ingredient is generally considered a major change, in many cases, replacing a color additive with one that is listed in the color additive regulations is unlikely to adversely affect the identity, strength, quality, purity, or potency of the drug product. Therefore, this draft guidance recommends a CBE–30 for such a change.

DATES: Submit either electronic or written comments on the draft guidance by July 29, 2025 to ensure that the Agency considers your comment on this draft guidance before it begins work on the final version of the guidance.

ADDRESSES: You may submit comments on any guidance at any time as follows:

Electronic Submissions

Submit electronic comments in the following way:

- **Federal eRulemaking Portal:** <https://www.regulations.gov>. Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to <https://www.regulations.gov> will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else’s Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on <https://www.regulations.gov>.

- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see “Written/Paper Submissions” and “Instructions”).

Written/Paper Submissions

Submit written/paper submissions as follows:

- **Mail/Hand Delivery/Courier (for written/paper submissions):** Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

- For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for

information submitted, marked and identified, as confidential, if submitted as detailed in “Instructions.”

Instructions: All submissions received must include the Docket No. FDA–2025–D–0507 for “Replacing Color Additives in Approved or Marketed Drug Products.” Received comments will be placed in the docket and, except for those submitted as “Confidential Submissions,” publicly viewable at <https://www.regulations.gov> or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday, 240–402–7500.

- **Confidential Submissions**—To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states “THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.” The Agency will review this copy, including the claimed confidential information, in its consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on <https://www.regulations.gov>. Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information to be made publicly available, you can provide this information on the cover sheet and not in the body of your comments and you must identify this information as “confidential.” Any information marked as “confidential” will not be disclosed except in accordance with 21 CFR 10.20 and other applicable disclosure law. For more information about FDA’s posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: <https://www.govinfo.gov/content/pkg/FR-2015-09-18/pdf/2015-23389.pdf>.

Docket: For access to the docket to read background documents or the electronic and written/paper comments received, go to <https://www.regulations.gov> and insert the docket number, found in brackets in the heading of this document, into the “Search” box and follow the prompts and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852, 240–402–7500.

You may submit comments on any guidance at any time (see 21 CFR 10.115(g)(5)).

Submit written requests for single copies of the draft guidance to the Division of Drug Information, Center for Drug Evaluation and Research, Food

and Drug Administration, 10001 New Hampshire Ave., Hillandale Building, 4th Floor, Silver Spring, MD 20993–0002. Send one self-addressed adhesive label to assist that office in processing your requests. See the **SUPPLEMENTARY INFORMATION** section for electronic access to the draft guidance.

FOR FURTHER INFORMATION CONTACT:

Ashley Boam, Center for Drug Evaluation and Research (CDER), Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 51, Rm. 4192, Silver Spring, MD 20993–0002, 301–796–6341, cdcr-quality-policy@fda.hhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

FDA is announcing the availability of a draft guidance for industry entitled “Replacing Color Additives in Approved or Marketed Drug Products.” This draft guidance provides recommendations for replacing color additives in approved or marketed drug products. If a color additive is used in a drug product, the color additive must conform to FDA’s color additive regulations. If FDA deems the color additive unsafe and repeals the color additive regulation, the color additive must be removed or replaced. Color additives can also be replaced for other reasons (e.g., as a business decision).

This draft guidance describes considerations for replacing a color additive, regardless of the reason for the change, including:

- Ensuring that the selected color additive conforms with the color additive requirements (see section 721(a)–(b) of the Federal Food, Drug, and Cosmetic Act (FD&C Act) (21 U.S.C. 379e(a)–(b)) and parts 70–71, 73–74, and 80–82 (21 CFR parts 70–71, 73–74, and 80–82))
- Updating information, including labeling, composition statements, master batch records, and drug product specifications (as applicable)
- Documenting information to support the change, including maintaining appropriate records at the manufacturing site (see 21 CFR 211.180)
- Submitting information to support the change in a supplement (for application products)

Although a qualitative or quantitative change in inactive ingredients is generally considered a major change, in many cases, replacing a color additive with one that is listed in the color additive regulations (parts 73, 74 and 82) is unlikely to adversely affect the identity, strength, quality, purity, or potency of the drug product. Therefore, replacing a color additive can generally

be considered a moderate change that applicants can submit in a CBE–30.

The recommendations in this draft guidance apply to two groups: *applicants* and *manufacturers*. In this draft guidance, the term *applicants* refers to holders of approved NDAs or ANDAs for drug products that are regulated by CDER. In this draft guidance, the term *manufacturers* refers to manufacturers of:

- Drug products marketed under an NDA or ANDA (including contract manufacturers)
- Drug products that are not marketed under a drug application, including nonprescription drugs subject to section 505G of the FD&C Act (21 U.S.C. 355h) (i.e., over-the-counter monograph drug products)
- Compounded drug products subject to section 503B of the FD&C Act (21 U.S.C. 353b)
- Other drug products that are subject to current good manufacturing practice (CGMP) requirements

Some entities may be both *applicants* and *manufacturers*. These entities should follow the appropriate recommendations for their roles in each specific situation.

The recommendations in this draft guidance do not apply to drug products in which a color additive is the active pharmaceutical ingredient (e.g., methylene blue). The recommendations also do not apply to drugs approved under section 505(b)(2) of the FD&C Act (21 U.S.C. 355(b)(2)) for which replacing a color additive would create a *different drug* (see also 21 CFR 314.70(h)). Additionally, because biological products rarely include color additives, the recommendations in this draft guidance do not apply to products that have an approved biologics license application. However, if a color additive is used as an inactive ingredient in a biological product, the additive must be listed in the color additive regulations and its use must conform to the regulation (see section 721(a)–(b) of the FD&C Act and parts 70, 71, 73, 74, and 80 through 82).

This draft guidance is being issued consistent with FDA’s good guidance practices regulation (21 CFR 10.115). The draft guidance, when finalized, will represent the current thinking of FDA on “Replacing Color Additives in Approved or Marketed Drug Products.” It does not establish any rights for any person and is not binding on FDA or the public. You can use an alternative approach if it satisfies the requirements of the applicable statutes and regulations. As we develop any final guidance on this topic, FDA will consider comments on the applicability

of Executive Order 14192, per OMB guidance M–25–20, and in particular, on any costs or cost savings.

II. Paperwork Reduction Act of 1995

While this draft guidance contains no collection of information, it does refer to previously approved FDA collections of information. The previously approved collections of information are subject to review by the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501–3521). The collections of information in §§ 70.25 and 71.1 relating to the submission of color additive petitions including labeling have been approved under OMB control number 0910–0016. The collections of information in 21 CFR 201.56 and 201.57 relating to the submission of labeling for prescription drug products and biological products have been approved under OMB control number 0910–0572. The collections of information in 21 CFR parts 210 and 211 relating to CGMP requirements, including manufacturing records, have been approved under OMB control number 0910–0139. The collections of information in 21 CFR part 314 relating to the submission of NDAs and ANDAs, as well as related post approval submissions (including annual reports) and drug master files, have been approved under OMB control number 0910–0001. The collections of information relating to labeling for certain over-the-counter products have been approved under OMB control number 0910–0340.

III. Electronic Access

Persons with access to the internet may obtain the draft guidance at <https://www.fda.gov/drugs/guidance-compliance-regulatory-information/guidances-drugs>, <https://www.fda.gov/regulatory-information/search-fda-guidance-documents>, or <https://www.regulations.gov>.

Dated: May 27, 2025.

Grace R. Graham,

Deputy Commissioner for Policy, Legislation, and International Affairs.

[FR Doc. 2025–09800 Filed 5–29–25; 8:45 am]

BILLING CODE 4164–01–P

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR–7094–N–03; OMB Control No.: 2506–0171]

60-Day Notice of Proposed Information Collection: HOME Investment Partnerships Program

AGENCY: Office of Community Planning and Development. HUD.

ACTION: Notice of proposed information collection.

SUMMARY: HUD is seeking approval from the Office of Management and Budget (OMB) for the information collection described below. In accordance with the Paperwork Reduction Act, HUD is requesting comments from all interested parties on the proposed collection of information. The purpose of this notice is to allow for 60 days of public comment.

DATES: *Comments Due Date:* July 29, 2025.

ADDRESSES: Interested persons are invited to submit comments regarding this proposal.

Written comments and recommendations for the proposed information collection can be sent within 60 days of publication of this notice to www.regulations.gov. Interested persons are also invited to submit comments regarding this proposal and comments should refer to the proposal by name and/or OMB Control Number and should be sent to: Urnell Johnson, PRA Liaison for Community Planning and Development, Department of Housing and Urban Development, 451 7th Street SW, Room 7232, Washington, DC 20410.

FOR FURTHER INFORMATION CONTACT: Danielle Frazier, Director, Financial & Information Services Division, Department of Housing and Urban Development, 451 7th Street SW, Washington, DC 20410; email Danielle.Frazier@hud.gov, telephone (202) 402–7354. This is not a toll-free number. HUD welcomes and is prepared to receive calls from individuals who are deaf or hard of hearing, as well as individuals with speech or communication disabilities. To learn more about how to make an accessible telephone call, please visit <https://www.fcc.gov/consumers/guides/telecommunications-relay-service-trs>.

Copies of available documents submitted to OMB may be obtained from Ms. Frazier.

SUPPLEMENTARY INFORMATION: This notice informs the public that HUD is seeking approval from OMB for the

information collection described in Section A.

A. Overview of Information Collection

Title of Information Collection: HOME Investment Partnerships Program.

OMB Approval Number: 2506–0171.

Type of Request: Extension of Approved Collection.

Form Number: HUD 27055.

Description of the need for the information and proposed use: The information collected through HUD's Integrated Disbursement and Information System (IDIS) (24 CFR 92.502) is used by HUD Field Offices, HUD Headquarters, and HOME Program Participating Jurisdictions (PJs). The information on program funds committed and disbursed is used by HUD to track PJ performance and to determine compliance with HOME regulations. The project-specific property, tenant, owner, and financial data is used to compile annual reports to Congress required at Section 284(b) of the HOME Investment Partnerships Act, as well as to make program management decisions about how well program participants are achieving the statutory objectives of the HOME Program. Program management reports are generated by IDIS to provide data on the status of program participants' commitment and disbursement of HOME funds. These reports are provided to HUD staff as well as to HOME PJs.

Management reports required in conjunction with the Annual Performance Report (§ 92.509) are used by HUD Field Offices to assess the effectiveness of locally designed programs in meeting specific statutory requirements and by Headquarters in preparing the Annual Report to Congress. Specifically, these reports permit HUD to determine compliance with the requirement that PJs provide a 25 percent match for HOME funds expended during the Federal fiscal year (Section 220 of the Act) and that program income be used for HOME eligible activities (Section 219 of the Act), as well as the Women and Minority Business Enterprise requirements (§ 92.351(b)).

Financial, project, tenant and owner documentation is used to determine compliance with HOME Program cost limits (Section 212(e) of the Act), eligible activities (§ 92.205), and eligible costs (§ 92.206), as well as to determine whether program participants are achieving the income targeting and affordability requirements of the Act (Sections 214 and 215). Other information collected under Subpart H (Other Federal Requirements) is

primarily intended for local program management and is only viewed by HUD during routine monitoring visits. The written agreement with the owner for long-term obligation (§ 92.504) and tenant protections (§ 92.253) are required to ensure that the property owner complies with these important elements of the HOME Program and are also reviewed by HUD during monitoring visits. HUD reviews all other

data collection requirements during monitoring to assure compliance with the requirements of the Act and other related laws and authorities.

HUD tracks PJ performance and compliance with the requirements of 24 CFR parts 91 and 92. PJs use the required information in the execution of their program, and to gauge their own performance in relation to stated goals.

Respondents (i.e. affected public): State and local government participating jurisdictions.

Estimated Number of Respondents: see table.

Estimated Number of Responses: see table.

Frequency of Response: see table.

Average Hours per Response: see table.

Total Estimated Burdens: see table.

Information collection	Number of respondents	Frequency of response	Responses per annum	Burden hour per response	Annual burden hours	Hourly cost per response	Annual cost
Insular areas submission requirement (§ 92.61(a))	4	1	4	10	40.00	\$48.59	\$1,944.00
Consortia Doc Submission (§ 92.101(a)(2))	49	1	48	5	245.00	48.59	11,905.00
Notification of intent to participate (§ 92.103(a))	3	1	3	1	3.00	48.59	146.00
Site and neighborhood standards (§ 92.202(b))	750	1	750	2	1,500.00	48.59	72,885.00
Income determinations (Rental) (§ 92.203(a)(1))	234,247	1	234,247	0.25	58,561.75	48.59	2,845,515.00
Income determinations (All other) (§ 92.203(a)(2))	49,296	1	49,296	0.25	12,324.00	48.59	598,823.00
TBRA Tenant selection (§ 92.209(c))	18,006	1	18,006	1	18,006.00	48.59	874,912.00
Troubled HOME-Assisted Rental Projects (§ 92.210)	5	1	5	0.5	2.50	48.59	122.00
Underwriting and subsidy layering (§ 92.250(b))	750	1	750	2	1,500.00	48.59	72,885.00
Marketing Plan after 6 months (§ 92.252)	200	1	200	4	800.00	48.59	38,872.00
Monthly utility allowances (§ 92.252(d)(1))	670	1	670	2	1,340.00	48.59	65,111.00
Annual rent review (§ 92.252(d)(2))	670	1	670	2	1,340.00	48.59	65,111.00
Lease (§ 92.253(a))	670	1	670	5	3,350.00	48.59	162,777.00
Homeownership—Median Purchase Price (§ 92.254(a)(2)(iii))	5	1	5	5	25.00	48.59	1,215.00
Designation of CHDOs (§ 92.300(a))	295	1	295	1.5	442.50	48.59	21,501.00
IDIS reporting (§ 92.502)	670	1	670	12	8,040.00	48.59	390,664.00
Executing a written agreement (§ 92.504(b))	7,596	1	7,596	4	30,384.00	48.59	1,476,359.00
Inspections (§ 92.504(d)(1))	14,026	1	14,026	4	56,102.40	48.59	2,726,016.00
Financial oversight (§ 92.504(d)(2))	7,261	1	7,261	1	7,261.00	48.59	352,812.00
Closeout (§ 92.652)	670	1	670	10	6,700.00	48.59	325,553.00
Record Keeping (§ 92.508)	670	1	670	40	26,800.00	48.59	1,302,212.00
Annual Performance Reports (§ 92.509)	670	1	670	1	670.00	48.59	32,555.00
Policy and procedure review	670	1	670	8	5,360.00	48.59	260,442.00
Total					240,797.15		11,700,337.00

B. Solicitation of Public Comment

This notice is soliciting comments from members of the public and affected parties concerning the collection of information described in Section A on the following:

(1) 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;

(2) The accuracy of the agency's estimate of the burden of the proposed collection of information;

(3) Ways to enhance the quality, utility, and clarity of the information to be collected; and

(4) Ways to minimize the burden of the collection of information on those who are to respond; including through the use of appropriate automated collection techniques or other forms of information technology, *e.g.*, permitting electronic submission of responses.

HUD encourages interested parties to submit comment in response to these questions.

C. Authority

Section 2 of the Paperwork Reduction Act of 1995, 44 U.S.C. 3507.

David C. Woll, Jr.,

Principal Deputy Assistant Secretary for Community Planning and Development.

[FR Doc. 2025-09812 Filed 5-29-25; 8:45 am]

BILLING CODE 4210-67-P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[Docket No. FWS-HQ-IA-2025-0032; FXIA16710900000-256-FF09A30000]

Foreign Endangered Species; Receipt of Permit Applications

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Notice of receipt of permit applications; request for comments.

SUMMARY: We, the U.S. Fish and Wildlife Service, invite the public to comment on applications to conduct certain activities with foreign species that are listed as endangered under the Endangered Species Act (ESA). With some exceptions, the ESA prohibits activities with listed species unless Federal authorization is issued that allows such activities. The ESA also requires that we invite public comment

before issuing permits for any activity otherwise prohibited by the ESA with respect to any endangered species.

DATES: We must receive comments by June 30, 2025.

ADDRESSES:

Obtaining Documents: The applications, application supporting materials, and any comments and other materials that we receive will be available for public inspection at <https://www.regulations.gov> in Docket No. FWS-HQ-IA-2025-0032.

Submitting Comments: When submitting comments, please specify the name of the applicant and the permit number at the beginning of your comment. You may submit comments by one of the following methods:

- *Internet:* <https://www.regulations.gov>. Search for and submit comments on Docket No. FWS-HQ-IA-2025-0032.
- *U.S. Mail:* Public Comments Processing, Attn: Docket No. FWS-HQ-IA-2025-0032; U.S. Fish and Wildlife Service Headquarters, MS: PRB/3W; 5275 Leesburg Pike, Falls Church, VA 22041-3803.

For more information, see Public Comment Procedures under **SUPPLEMENTARY INFORMATION**.

FOR FURTHER INFORMATION CONTACT: Timothy MacDonald, by phone at 703-358-2185 or via email at DMAFR@fws.gov. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION:

I. Public Comment Procedures

A. How do I comment on submitted applications?

We invite the public and local, State, Tribal, and Federal agencies to comment on these applications. Before issuing any of the requested permits, we will take into consideration any information that we receive during the public comment period.

You may submit your comments and materials by one of the methods in **ADDRESSES**. We will not consider comments sent by email or to an address not in **ADDRESSES**. We will not consider or include in our administrative record comments we receive after the close of the comment period (see **DATES**).

When submitting comments, please specify the name of the applicant and

the permit number at the beginning of your comment. Provide sufficient information to allow us to authenticate any scientific or commercial data you include. The comments and recommendations that will be most useful and likely to influence agency decisions are: (1) Those supported by quantitative information or studies; and (2) those that include citations to, and analyses of, the applicable laws and regulations.

B. May I review comments submitted by others?

You may view and comment on others' public comments at <https://www.regulations.gov> unless our allowing so would violate the Privacy Act (5 U.S.C. 552a) or Freedom of Information Act (5 U.S.C. 552).

C. Who will see my comments?

If you submit a comment at <https://www.regulations.gov>, your entire comment, including any personal identifying information, will be posted on the website. If you submit a hardcopy comment that includes personal identifying information, such as your address, phone number, or email address, you may request at the top of your document that we withhold this information from public review. However, we cannot guarantee that we will be able to do so. Moreover, all submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public disclosure in their entirety.

II. Background

To help us carry out our conservation responsibilities for affected species, and in consideration of section 10(c) of the Endangered Species Act of 1973, as amended (ESA; 16 U.S.C. 1531 *et seq.*), we invite public comments on permit applications before final action is taken. With some exceptions, the ESA prohibits certain activities with listed species unless Federal authorization is issued that allows such activities. Permits issued under section 10(a)(1)(A) of the ESA allow otherwise prohibited activities for scientific purposes or to enhance the propagation or survival of the affected species. Service regulations regarding prohibited activities with endangered species, captive-bred wildlife registrations, and permits for any activity otherwise prohibited by the ESA with respect to any endangered species are available in title 50 of the Code of Federal Regulations in part 17.

III. Permit Applications

We invite comments on the following applications.

Applicant: St. Augustine Alligator Farm, St. Augustine, FL; Permit No. PER15993995

The applicant requests a permit to export six live, captive-bred female Siamese crocodiles (*Crocodylus siamensis*) to the Singapore Zoological Gardens, Singapore, for the purpose of enhancing the propagation or survival of the species. This notification is for a single export.

Applicant: Los Angeles Zoo, Los Angeles, CA; Permit No. PER19561034

The applicant requests a permit to import one captive born female jaguar (*Panthera onca*) from Zoo de Granby in Canada, for the purpose of enhancing the propagation or survival of the species. This notification is for a single import.

Applicant: International Animal Exchange, Inc., Royal Oak, MI; Permit No. PER19724304

The applicant requests a permit to purchase in interstate commerce 24 captive-bred African penguins (*Spheniscus demersus*) from Tanganyika Wildlife Park, Goddard, Kansas, for the purpose of enhancing the propagation or survival of the species. This notification is for a single permit.

Applicant: International Animal Exchange, Inc., Royal Oak, MI; Permit No. PER19722882

The applicant requests a permit to export 24 live, captive-bred African penguins (*Spheniscus demersus*) to the Jade Sea Co., Taiwan, for the purpose of enhancing the propagation or survival of the species. This notification is for a single export.

Applicant: Stanford University, Stanford, CA; Permit No. PER19746666

The applicant requests a permit to import biological specimens derived from wild Goodman's mouse lemurs (*Microcebus rufus*), taken in Madagascar, and captive-born gray mouse lemurs (*Microcebus murinus*), taken in France, for the purpose of scientific research. This notification covers activities to be conducted by the applicant over a 5-year period.

Applicant: Northeast Ohio Medical University, Rootstown, OH; Permit No. PER18540161

The applicant requests a permit to import biological specimens derived from live, wild Verreaux's sifaka (*Propithecus verreauxi*), taken in

Madagascar, for the purpose of scientific research. This notification is for a single import.

Applicant: International Center for the Preservation of Wild Animals DBA The Wilds, Cumberland, OH; Permit No. PER9512260

The applicant requests a captive-bred wildlife registration under 50 CFR 17.21(g) for the following species, to enhance the propagation or survival of the species. This notification covers activities to be conducted by the applicant over a 5-year period.

Common name	Scientific name
African wild dog	<i>Lycaon pictus</i> .
Banteng	<i>Bos javanicus</i> .
Cheetah	<i>Acinonyx jubatus</i> .
Przewalski's horse	<i>Equus przewalskii</i> .
Grevy's zebra	<i>Equus grevyi</i> .
Japanese crane	<i>Grus japonensis</i> .
Southern white rhinoceros.	<i>Ceratotherium simum simum</i> .
Great Indian rhinoceros.	<i>Rhinoceros unicornis</i> .
Asian wild ass	<i>Equus hemionus</i> .

Applicant: Coastal Exotics, Inc., Jacksonville, FL; Permit No. PER19299054

The applicant requests a captive-bred wildlife registration under 50 CFR 17.21(g) for radiated tortoises (*Geochelone radiata*) to enhance the propagation or survival of the species. This notification covers activities to be conducted by the applicant over a 5-year period.

Applicant: Gibbon Conservation Center, Santa Clarita, CA; Permit No. PER19324563

The applicant requests a captive-bred wildlife registration under 50 CFR 17.21(g) for the following species, to enhance the propagation or survival of the species. This notification covers activities to be conducted by the applicant over a 5-year period.

Common name	Scientific name
Northern white-cheeked gibbon.	<i>Nomascus leucogenys</i> .
Pileated gibbon	<i>Hylobates pileatus</i> .
Siamang	<i>Symphalangus syndactylus</i> .
Silvery Javan gibbon	<i>Hylobates moloch</i> .

Applicant: Ross W. Popenoe, Redmond, WA; Permit No. PER19301591

The applicant requests a captive-bred wildlife registration under 50 CFR 17.21(g) for radiated tortoises (*Geochelone radiata*) to enhance the propagation or survival of the species. This notification covers activities to be

conducted by the applicant over a 5-year period.

Applicant: Big Iron Ranch Adventures, LLC, Mountain Home, TX; Permit No. PER18208789

The applicant requests a captive-bred wildlife registration under 50 CFR 17.21(g) for Arabian oryx (*Oryx leucoryx*), to enhance the propagation or survival of the species. This notification covers activities to be conducted by the applicant over a 5-year period.

Applicant: Big Iron Ranch Adventures, LLC, Mountain Home, TX; Permit No. PER18208788

The applicant requests a permit authorizing the culling of excess Arabian oryx (*Oryx leucoryx*) from the captive herd maintained at their facility, to enhance the species' propagation and survival. This notification covers activities to be conducted by the applicant over a 1-year period.

Multiple Trophy Applicants

The following applicants request permits to import sport-hunted trophies of male bontebok (*Damaliscus pygargus pygargus*) culled from a captive herd maintained under the management program of the Republic of South Africa, for the purpose of enhancing the propagation or survival of the species.

- *Applicant:* Joshua Prewett, Olive Branch, MS; Permit No. PER19078842
- *Applicant:* Audrey L. Whitworth, Hardinsburg, KY; Permit No. PER19078843
- *Applicant:* Peyton Jewell Weick, Payneville, KY; Permit No. PER19079569
- *Applicant:* Ella R. Crist, Irvington, KY; Permit No. PER19079924
- *Applicant:* Colton G. Parnes, San Antonio, TX; Permit No. PER19080602
- *Applicant:* Ashley Frederick, Latrobe, PA; Permit No. PER19086433
- *Applicant:* Donald Oostenink, Hull, IA; Permit No. PER19739206
- *Applicant:* Stephen Van Eversull, Natchitoches, LA; Permit No. PER19739797
- *Applicant:* Floyd E. Woodson, Conroe, TX; Permit No. PER19747472
- *Applicant:* Robert Schieberl Jr., Vacaville, CA; Permit No. PER19749902
- *Applicant:* Timothy Torpey, Barryton, MI; Permit No. PER19768302

IV. Next Steps

After the comment period closes, we will make decisions regarding permit issuance. If we issue permits to any of the applicants listed in this notice, we will publish a notice in the **Federal**

Register. You may locate the notice announcing the permit issuance by searching <https://www.regulations.gov> for the permit number listed above in this document. For example, to find information about the potential issuance of Permit No. 12345A, you would go to [regulations.gov](https://www.regulations.gov) and search for "12345A".

V. Authority

We issue this notice under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*), and its implementing regulations.

Timothy MacDonald,

Government Information Specialist, Branch of Permits, Division of Management Authority.

[FR Doc. 2025–09824 Filed 5–29–25; 8:45 am]

BILLING CODE 4333–15–P

INTERNATIONAL TRADE COMMISSION

[Investigation Nos. 701–TA–739–740 and 731–TA–1716–1717 (Final)]

Thermoformed Molded Fiber Products From China and Vietnam; Scheduling of the Final Phase of Countervailing Duty and Antidumping Duty Investigations

AGENCY: United States International Trade Commission.

ACTION: Notice.

SUMMARY: The Commission hereby gives notice of the scheduling of the final phase of antidumping and countervailing duty investigation Nos. 701–TA–739–740 and 731–TA–1716–1717 (Final) pursuant to the Tariff Act of 1930 (“the Act”) to determine whether an industry in the United States is materially injured or threatened with material injury, or the establishment of an industry in the United States is materially retarded, by reason of imports of thermoformed molded fiber products (“TMFPs”) from China and Vietnam, provided for in subheading 4823.70.00, of the Harmonized Tariff Schedule of the United States, preliminarily determined by the Department of Commerce (“Commerce”) to be sold at less-than-fair-value and subsidized by the governments of China and Vietnam.

DATES: May 12, 2025.

FOR FURTHER INFORMATION CONTACT: Caitlyn Costello ((202) 205–2058), Office of Investigations, U.S. International Trade Commission, 500 E Street SW, Washington, DC 20436. Hearing-impaired persons can obtain information on this matter by contacting

the Commission's TDD terminal on 202–205–1810. Persons with mobility impairments who will need special assistance in gaining access to the Commission should contact the Office of the Secretary at 202–205–2000. General information concerning the Commission may also be obtained by accessing its internet server (<https://www.usitc.gov>). The public record for these investigations may be viewed on the Commission's electronic docket (EDIS) at <https://edis.usitc.gov>.

SUPPLEMENTARY INFORMATION:

Scope.—For purposes of these investigations, Commerce has defined the subject merchandise as thermoformed molded fiber products regardless of shape, form, function, fiber source, or finish. Thermoformed molded fiber products are formed with cellulose fibers, thermoformed using one or more heated molds, and cured in the mold.

Thermoformed molded fiber products include, but are not limited to, plates, bowls, clamshells, trays, lids, food or foodservice contact packaging, and consumer or other product packaging.

Thermoformed molded fiber products are relatively dense, with a typical fiber density above 0.5 grams per cubic centimeter, and are generally characterized by relatively smooth surfaces. They may be derived from any virgin or recycled cellulose fiber source (including, but not limited to, those sourced from wood, woody crops, agricultural crops/byproducts/residue, and agricultural/industrial/other waste). They may have any weight, shape, dimensionality, design, or size, and may be bleached, unbleached, dyed, colored, or printed. They may include ingredients, additives, or chemistries to enhance functionality including, but not limited to, anti-microbial, anti-fungal, antibacterial, heat/flammable resistant, hydrophobic, oleophobic, absorbent, or adsorbent. Thermoformed molded fiber products may also be subject to other processing or treatments, including, but not limited to, hot or after pressing, die-cutting, punching, trimming, padding, perforating, printing, labeling, dyeing, coloring, coating, laminating, embossing, debossing, repacking, or denesting. Thermoformed molded fiber products subject to this investigation may also have additional design features, including, but not limited to, tab closures, venting, channeling, or stiffening.

Thermoformed molded fiber products remain covered by the scope of this investigation if the subject product is encased by exterior packaging. They also remain covered by the scope of this investigation whether imported alone,

or in any combination of subject and non-subject merchandise (e.g., a lid or cover of any type packaged with a molded fiber bowl, addition of any items to make the thermoformed molded fiber packaging suitable for end-use such as absorbent pads). When thermoformed molded fiber products are imported in combination with non-subject merchandise, only the thermoformed molded fiber products are subject merchandise.

Also excluded from the scope of this investigation are products covered by the scope of the antidumping and countervailing duty orders on paper plates from People's Republic of China, the Kingdom of Thailand, and the Socialist Republic of Vietnam.

Excluded from the scope of this investigation are thermoformed molded fiber products imported as packaging material that enclose and/or surround non-subject merchandise prepackaged for final sale upon importation into the United States (e.g., molded fiber packaging surrounding a cellular phone).

Thermoformed molded fiber products include thermoformed molded fiber products matching the above description that have been finished, packaged, or otherwise processed in a third country by performing finishing, packaging, or processing that would not otherwise remove the merchandise from the scope of the investigation if performed in the country of manufacture of the thermoformed molded fiber products. Examples of finishing, packaging, or other processing in a third country that would not otherwise remove the merchandise from the scope of the investigation if performed in the country of manufacture of the thermoformed molded fiber products include, but are not limited to, hot or after pressing, die-cutting, punching, trimming, padding, perforating, printing, labeling, dyeing, coloring, coating, laminating, embossing, debossing, repacking, or denesting.

Background.—The final phase of these investigations is being scheduled pursuant to sections 705(b) and 731(b) of the Tariff Act of 1930 (19 U.S.C. 1671d(b) and 1673d(b)), as a result of affirmative preliminary determinations by Commerce that certain benefits which constitute subsidies within the meaning of § 703 of the Act (19 U.S.C. 1671b) are being provided to manufacturers, producers, or exporters in China and Vietnam of TMFPs and that such products are being sold in the United States at less than fair value within the meaning of § 733 of the Act (19 U.S.C. 1673b). The investigations

were requested in petitions filed on October 8, 2024, by the American Molded Fiber Coalition, which is comprised of Genera, Vonore, Tennessee, Tellus Products, LLC, Belle Glade, Florida, and the United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL–CIO.

For further information concerning the conduct of this phase of the investigations, hearing procedures, and rules of general application, consult the Commission's Rules of Practice and Procedure, part 201, subparts A and B (19 CFR part 201), and part 207, subparts A and C (19 CFR part 207).

Participation in the investigations and public service list.—Persons, including industrial users of the subject merchandise and, if the merchandise is sold at the retail level, representative consumer organizations, wishing to participate in the final phase of these investigations as parties must file an entry of appearance with the Secretary to the Commission, as provided in § 201.11 of the Commission's rules, no later than 21 days prior to the hearing date specified in this notice. A party that filed a notice of appearance during the preliminary phase of the investigations need not file an additional notice of appearance during this final phase. The Secretary will maintain a public service list containing the names and addresses of all persons, or their representatives, who are parties to the investigations.

Please note the Secretary's Office will accept only electronic filings during this time. Filings must be made through the Commission's Electronic Document Information System (EDIS, <https://edis.usitc.gov>). No in-person paper-based filings or paper copies of any electronic filings will be accepted until further notice.

Limited disclosure of business proprietary information (BPI) under an administrative protective order (APO) and BPI service list.—Pursuant to § 207.7(a) of the Commission's rules, the Secretary will make BPI gathered in the final phase of these investigations available to authorized applicants under the APO issued in the investigations, provided that the application is made no later than 21 days prior to the hearing date specified in this notice. Authorized applicants must represent interested parties, as defined by 19 U.S.C. 1677(9), who are parties to the investigations. A party granted access to BPI in the preliminary phase of the investigations need not reapply for such access. A separate service list will be maintained by the Secretary for those

parties authorized to receive BPI under the APO.

Staff report.—The prehearing staff report in the final phase of these investigations will be placed in the nonpublic record on September 11, 2025, and a public version will be issued thereafter, pursuant to § 207.22 of the Commission's rules.

Hearing.—The Commission will hold a hearing in connection with the final phase of these investigations beginning at 9:30 a.m. on Thursday, September 25, 2025. Requests to appear at the hearing should be filed in writing with the Secretary to the Commission on or before Friday, September 19, 2025. Any requests to appear as a witness via videoconference must be included with your request to appear. Requests to appear via videoconference must include a statement explaining why the witness cannot appear in person; the Chairman, or other person designated to conduct the investigation, may in their discretion for good cause shown, grant such a request. Requests to appear as remote witness due to illness or a positive COVID-19 test result may be submitted by 3pm the business day prior to the hearing. Further information about participation in the hearing will be posted on the Commission's website at <https://www.usitc.gov/calendarpad/calendar.html>.

A nonparty who has testimony that may aid the Commission's deliberations may request permission to present a short statement at the hearing. All parties and nonparties desiring to appear at the hearing and make oral presentations should attend a prehearing conference, if deemed necessary, to be held at 9:30 a.m. on Tuesday, September 23, 2025. Parties shall file and serve written testimony and presentation slides in connection with their presentation at the hearing by no later than noon on September 24, 2025. Oral testimony and written materials to be submitted at the public hearing are governed by sections 201.6(b)(2), 201.13(f), and 207.24 of the Commission's rules. Parties must submit any request to present a portion of their hearing testimony *in camera* no later than 7 business days prior to the date of the hearing.

Written submissions.—Each party who is an interested party shall submit a prehearing brief to the Commission. Prehearing briefs must conform with the provisions of § 207.23 of the Commission's rules; the deadline for filing is September 18, 2025. Parties shall also file written testimony in connection with their presentation at the hearing, and posthearing briefs, which must conform with the

provisions of § 207.25 of the Commission's rules. The deadline for filing posthearing briefs is October 2, 2025. In addition, any person who has not entered an appearance as a party to the investigations may submit a written statement of information pertinent to the subject of the investigations, including statements of support or opposition to the petition, on or before October 2, 2025. On October 22, 2025, the Commission will make available to parties all information on which they have not had an opportunity to comment. Parties may submit final comments on this information on or before October 24, 2025, but such final comments must not contain new factual information and must otherwise comply with § 207.30 of the Commission's rules. All written submissions must conform with the provisions of § 201.8 of the Commission's rules; any submissions that contain BPI must also conform with the requirements of §§ 201.6, 207.3, and 207.7 of the Commission's rules. The Commission's *Handbook on Filing Procedures*, available on the Commission's website at https://www.usitc.gov/documents/handbook_on_filing_procedures.pdf, elaborates upon the Commission's procedures with respect to filings.

Additional written submissions to the Commission, including requests pursuant to § 201.12 of the Commission's rules, shall not be accepted unless good cause is shown for accepting such submissions, or unless the submission is pursuant to a specific request by a Commissioner or Commission staff.

In accordance with §§ 201.16(c) and 207.3 of the Commission's rules, each document filed by a party to the investigations must be served on all other parties to the investigations (as identified by either the public or BPI service list), and a certificate of service must be timely filed. The Secretary will not accept a document for filing without a certificate of service.

Authority: These investigations are being conducted under authority of title VII of the Tariff Act of 1930; this notice is published pursuant to § 207.21 of the Commission's rules.

By order of the Commission.

Issued: May 27, 2025.

Lisa Barton,

Secretary to the Commission.

[FR Doc. 2025–09822 Filed 5–29–25; 8:45 am]

BILLING CODE 7020–02–P

INTERNATIONAL TRADE COMMISSION

[Investigation Nos. 701–TA–623 and 731–TA–1449 (Review)]

Vertical Metal File Cabinets From China; Determinations

On the basis of the record¹ developed in the subject five-year reviews, the United States International Trade Commission (“Commission”) determines, pursuant to the Tariff Act of 1930 (“the Act”), that revocation of the antidumping and countervailing duty orders on vertical metal file cabinets from China would be likely to lead to continuation or recurrence of material injury to an industry in the United States within a reasonably foreseeable time.

Background

The Commission instituted these reviews on November 1, 2025 (89 FR 87407) and determined on February 4, 2025, that it would conduct expedited reviews (90 FR 10942, February 28, 2025).

The Commission made these determinations pursuant to section 751(c) of the Act (19 U.S.C. 1675(c)). It completed and filed its determinations in these reviews on May 23, 2025. The views of the Commission are contained in USITC Publication 5629 (May 2025), entitled “Vertical Metal File Cabinets from China: Investigation Nos. 701–TA–623 and 731–TA–1449 (Review)”.

By order of the Commission.

Issued: May 23, 2025.

Lisa Barton,

Secretary to the Commission.

[FR Doc. 2025–09768 Filed 5–29–25; 8:45 am]

BILLING CODE 7020–02–P

MERIT SYSTEMS PROTECTION BOARD

Agency Information Collection Activities; Proposed Collection; Comment Request

AGENCY: Merit Systems Protection Board.

ACTION: 30-Day notice and request for comments.

SUMMARY: The U.S. Merit Systems Protection Board (MSPB), as part of its continuing effort to reduce paperwork and respondent burden, intends to request approval of a new information collection from the Office of

¹ The record is defined in § 207.2(f) of the Commission's Rules of Practice and Procedure (19 CFR 207.2(f)).

Management and Budget (OMB) under the Paperwork Reduction Act of 1995. MSPB is submitting this Information Collection Request (ICR), entitled Accommodation Request Form, OMB Control No. 3124-0NEW, for approval in accordance with Federal regulations, and is requesting public comments. This collection was developed as part of MSPB's effort to streamline the process for collecting information from employees and applicants to MSPB, as well as participants in MSPB functions (parties and/or participants in MSPB appeals, respondents to surveys, and all other individuals engaged in activity conducted by the MSPB), who seek a reasonable accommodation in order for MSPB to carry out its functions with respect to these individuals. The purpose of this notice is to allow 30 days for public comment preceding submission of the collection to OMB.

DATES: Consideration will be given to all comments received by June 30, 2025.

ADDRESSES: Submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, OMB. Comments should be addressed to the Desk Officer for the Merit Systems Protection Board and sent via electronic mail to oir.submission@omb.eop.gov.

All comments must reference OMB Control No. 3124-0NEW, Reasonable Accommodation Request Form. All submissions will be posted, without change, to MSPB's website (www.mspb.gov) and will include any personal information you provide. Therefore, submitting this information makes it public.

FOR FURTHER INFORMATION CONTACT: D. Fon Muttamara, Chief Privacy Officer, at privacy@mspb.gov; (202) 653-7200. You may submit written questions to the Office of the Clerk of the Board by any of the following methods: by email to privacy@mspb.gov or by mail to Clerk of the Board, U.S. Merit Systems Protection Board, 1615 M Street NW, Washington, DC 20419. Please reference OMB Control No. 3124-0NEW, Reasonable Accommodation Request Form, with your questions.

SUPPLEMENTARY INFORMATION: In accordance with title V of the Rehabilitation Act of 1973 (Rehabilitation Act), as amended, and title VII of the Civil Rights Act of 1964 (Civil Rights Act), as amended, MSPB is seeking approval of a new information collection for MSPB's reasonable accommodation process, including MSPB's Accommodation Request Form and a script for participants in MSPB programs to submit accommodation requests. The proposed information

collection activity covers MSPB's collection, maintenance, and use of records on applicants for employment, employees, and participants in MSPB programs who request or receive reasonable accommodations or other appropriate modifications from MSPB for disability, medical, pregnancy-related, or religious reasons.

Title V of the Rehabilitation Act of 1973, as amended, prohibits discrimination in services and employment on the basis of disability; title VII of the Civil Rights Act of 1964, in relevant part, prohibits discrimination on the basis of religion; the Pregnancy Discrimination Act prohibits discrimination on the basis of pregnancy. Each Act, along with the Pregnant Workers Fairness Act, requires employers to provide reasonable accommodations, respectively, related to an employee's disability, pregnancy-related condition, or religious beliefs, that conflict with work requirements, unless the accommodation would cause the employer an undue hardship.¹ In general, an accommodation is any change in the work environment or in the way things are customarily done that enables an individual with a disability to enjoy equal employment opportunities. MSPB considers the following factors, where applicable, when adjudicating reasonable accommodations requests received: (1) Description of the accommodations requested by applicants for employment or employees seeking modification or adjustments; (2) description of the medical conditions or pregnancy-related conditions that impact the ability to apply for employment or for employees to carry out work-related duties and functions; (3) description of bodily functions impacted by the disabling medical or pregnancy-related conditions; (4) description of treatment, medication, or other mitigating factors used to treat the disabling medical conditions; (5) description of the sincerely held religious beliefs that conflict with a work requirement; and (6) supporting documentation (e.g., medical records, doctor's notes, documentation regarding religious beliefs, etc.) for the request.

Reasonable accommodations on the basis of disability typically fall into the following categories: (1) Modifications or adjustments to a job application process that enable a qualified applicant with a disability to be considered for a

position; (2) modifications or adjustments to the work environment, or to the manner or circumstances under which the position held or desired is customarily performed, that enable a qualified individual with a disability to perform the essential functions of that position; (3) modifications or adjustments that enable a qualified employee with a disability to enjoy equal benefits and privileges of employment as are enjoyed by other similarly-situated employees without disabilities; and (4) modifications to agency operating procedures to enable a qualified individual with a disability full access to agency functions. In some instances, individuals may request modification to their workspace, schedule, duties, or other requirements for documented medical reasons that may not qualify as a disability but may necessitate an appropriate modification to workplace policies and practices.

MSPB's Office of Equal Employment Opportunity is responsible for processing requests for reasonable accommodations from applicants for employment at MSPB and MSPB employees who seek an accommodation due to a disability, medical, pregnancy-related, or religious reasons as well as processing requests based on documented medical reasons that may not qualify as a disability but that may necessitate an appropriate modification to workplace policies and practices. For participants in MSPB programs who are not applicants for employment or MSPB employees, MSPB's Accessibility Program Manager, within the Office of Information Resources Management, is responsible for processing these requests.

The request and any related records provided to support the request, any evaluation conducted internally or by a third party under contract with MSPB, the decision regarding whether to grant or deny a request, and the details and conditions of the reasonable accommodation are all included in this collection.

The MSPB received one comment in response to the 60-day notice and request for comments. The commenter did not provide any substantive comment on the proposed ICR or MSPB's Reasonable Accommodation process, and did not provide any suggested modifications to the proposed ICR. Therefore, MSPB has made no modifications to this proposed ICR.

Title: Information Collection Submission for MSPB's Reasonable Accommodation Request.

OMB Number: 3124-0NEW.

Type of Information Collection: This will be a new information collection.

¹ Pregnancy includes current pregnancy; past pregnancy; potential pregnancy; medical condition(s) related to pregnancy or childbirth including breastfeeding/lactation; having or choosing not to have an abortion; and birth control (contraception).

ICR Status: MSPB intends to request approval of a new information collection from OMB under the Paperwork Reduction Act of 1995 (44 U.S.C. 3506 and 3507). An Agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless it displays a currently valid OMB control number.

Abstract of Proposed Collection: This collection is part of MSPB's compliance efforts to collect information to facilitate adjudication of reasonable accommodations requests by employees of or applicants to the MSPB, and by participants in MSPB programs, *e.g.*, parties to appeals, respondents to surveys, etc. See The Rehabilitation Act of 1973, 29 U.S.C. 701, 791, 794; title VII of the Civil Rights Act of 1964, 42 U.S.C. 2000e; 29 CFR part 1605 (Guidelines on Discrimination Because of Religion); 29 CFR part 1614 (Federal Sector Equal Employment Opportunity); 29 CFR part 1630 (Regulations To Implement the Equal Employment Provisions of the Americans With Disabilities Act); E.O. 13164, Requiring Federal Agencies to Establish Procedures to Facilitate the Provision of Reasonable Accommodation (July 26, 2000); and E.O. 13548, Increasing Federal Employment of Individuals with Disabilities (July 26, 2010); The Pregnant Workers Fairness Act (effective June 27, 2023). Responses to any collection of information under this ICR are voluntary.

Affected Public: Individuals and Households; Businesses and Organizations.

Estimated Total Number of Respondents: 90.

Estimated Frequency of Responses: Once per request.

Estimated Total Average Number of Responses for Each Respondent: 1.

Estimated Total Annual Burden Hours: 70.

Estimated Total Cost: \$2,653.

Comments: Comments should be submitted as indicated in the **ADDRESSES** caption above. Comments are solicited to: (a) evaluate whether the collection of information is necessary for the proper performance of the functions of MSPB, including whether the information shall have practical utility; (b) evaluate the accuracy of MSPB's estimate of the burden of the collection of information; (c) enhance the quality, utility, and clarity of the information to be collected; (d) minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) evaluate the estimates of capital or start-up costs and costs of operation,

maintenance, and purchase of services to provide information. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, disclose, or provide information to or for a Federal agency. This includes the time needed to review instructions; to develop, acquire, install, and utilize technology and systems for the purpose of collecting, validating and verifying information, processing and maintaining information, and disclosing and providing information; to train personnel and to be able to respond to a collection of information, to search data sources, to complete and review the collection of information; and to transmit or otherwise disclose the information.

Gina K. Grippando,

Clerk of the Board.

[FR Doc. 2025-09810 Filed 5-29-25; 8:45 am]

BILLING CODE 7400-01-P

NATIONAL SCIENCE FOUNDATION

Agency Information Collection Activities: Comment Request; National Center for Science and Engineering Statistics (NCSES) Generic Clearance for Improvement Projects

AGENCY: National Center for Science and Engineering Statistics, National Science Foundation.

ACTION: Notice.

SUMMARY: The National Center for Science and Engineering Statistics (NCSES) within the National Science Foundation (NSF) is announcing plans to request renewal of the NCSES Generic Clearance for Improvement Projects (3145-0174). In accordance with the requirements of the Paperwork Reduction Act of 1995, we are providing the opportunity for public comment(s) on this action. After obtaining and considering public comment(s), NCSES will prepare the submission requesting that OMB approve clearance of this collection for three years.

DATES: Written comments on this notice must be received by July 29, 2025 to be assured of consideration. Comments received after that date will be considered to the extent practicable. Send comments to the address below.

FOR FURTHER INFORMATION CONTACT: Suzanne H. Plimpton, Reports Clearance Officer, National Science Foundation, 2415 Eisenhower Avenue, Suite E6300, Alexandria, Virginia 22314; telephone (703) 292-7556; or send email to splimpto@nsf.gov. Individuals who use a telecommunications device for the

deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8:00 a.m. and 8:00 p.m., Eastern Time, Monday through Friday.

SUPPLEMENTARY INFORMATION:

Title of Collection: NCSES Generic Clearance for Improvement Projects.

OMB Control Number: 3145-0174.

Expiration Date of Current Approval: August 31, 2025.

Type of Request: Intent to seek approval to extend an information collection for three years.

Abstract. Established within the National Science Foundation by the America COMPETES Reauthorization Act of 2010 § 505, codified in the National Science Foundation Act of 1950, as amended, the National Center for Science and Engineering Statistics (NCSES)—one of 13 principal federal statistical agencies—serves as a central Federal clearinghouse for the collection, interpretation, analysis, and dissemination of objective data on science, engineering, technology, research and development for use by practitioners, researchers, policymakers, and the public. NCSES procures and disseminates nationally representative data for these purposes. The Generic Clearance will be used to ensure that NCSES obtains the highest quality data from data procurement, collection, and modernizations efforts to measure and understand the nation's science and engineering enterprise. State of the art methodology will be used to develop, evaluate, and test collection instruments, concepts and constructs, and data modernization efforts as well as to improve survey and statistical methodology. This may include field or pilot tests of questions for future large-scale surveys, as needed. The Generic Clearance also will be used to test and evaluate data dissemination tools and methods in an effort to improve access for data users.

Use of the Information. The purpose of these studies is to use the latest and most appropriate methodology to improve NCSES surveys, evaluate new data acquisition and collection efforts, and evaluate data dissemination tools and mechanisms. Methodological findings may be presented externally in technical papers at conferences, published in the proceedings of conferences, or in journals. Improved NCSES surveys, data collections, data procurement, and data dissemination will help policymakers in decisions on research and development funding, graduate education, and the scientific and engineering workforce, as well as contributing to reduced survey costs.

Expected Respondents. The respondents will be from industry, academia, nonprofit organizations, members of the public, and State and local governments. Respondents will be either individuals or institutions, depending on the topic under investigation. Qualitative procedures will generally be conducted in person, online (using Zoom, Microsoft Teams, or other conferencing tools), or over the phone. Quantitative procedures may be conducted using mail, Web, email, smartphone app, or telephone modes, depending on the topic under investigation. Up to 20,400 respondents may be contacted across all projects. No

respondent will be contacted more than twice in one year under this generic clearance. Every effort will be made to use technology to limit the burden on respondents from small entities.

Both qualitative and quantitative methods will be used to improve NCSES's current data collection instruments and processes and to reduce respondent burden, as well as to develop new surveys and new or improved data dissemination tools. Qualitative and quantitative methods that may be used include, but are not limited to, the following: behavior coding, split-panel tests, pilot studies, field tests, focus groups, respondent debriefings, exploratory interviews, key-

informant interviews, cognitive interviews, and usability tests. Cognitive interviews and usability tests may include the use of scenarios, paraphrasing, card sorts, vignette classifications, rating tasks, or participatory design methods (e.g. collaborative digital whiteboards). NCSES may conduct these studies using interviewer-administered or self-administered methods, including online convenience samples.

Estimate of Burden. NCSES estimates that a total reporting and recordkeeping burden of 12,200 hours will result from activities to improve its surveys. The calculation is shown in table 1.

TABLE 1—POTENTIAL SURVEYS FOR IMPROVEMENT PROJECTS, WITH THE NUMBER OF RESPONDENTS AND BURDEN HOURS

Collection	Respondents	Total burden	Annualized burden
R&D Enterprise Surveys	800	1,050	300
Science and Engineering Workforce Surveys	6,300	1,725	592
STEM Education Surveys	800	1,000	334
Data Dissemination Tools and Methods	2,500	425	142
Other surveys and projects not specified	10,000	8,000	2,667
Total	20,400	12,200	

Comments: Comments are invited on (a) whether the proposed collection of information is necessary for the proper performance of the functions of NCSES, including whether the information shall have practical utility; (b) the accuracy of NCSES's estimate of the burden of the proposed collection of information; (c) ways to enhance the quality, use, and clarity of the information on respondents, including through the use of automated collection techniques or other forms of information technology; and (d) ways to minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Dated: May 27, 2025.

Suzanne H. Plimpton,

Reports Clearance Officer, National Science Foundation.

[FR Doc. 2025–09820 Filed 5–29–25; 8:45 am]

BILLING CODE 7555–01–P

NUCLEAR REGULATORY COMMISSION

[Docket No. 50–255; NRC–2024–0076]

Holtec Decommissioning International, LLC and Holtec Palisades, LLC; Palisades Nuclear Plant; Environmental Assessment and Finding of No Significant Impact

AGENCY: Nuclear Regulatory Commission.

ACTION: Notice; issuance.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC), as the lead agency, and the U.S. Department of Energy (DOE), Loan Programs Office (LPO), as a cooperating agency, are issuing an environmental assessment (EA) and finding of no significant impact (FONSI) evaluating the environmental impacts from proposed Federal actions related to reauthorizing power operations at the Palisades Nuclear Plant (Palisades). Specifically, the NRC is considering an exemption request, a license transfer request, and license amendment requests (LARs) that, if approved, would collectively support reauthorizing power operations, and refueling of the reactor under the existing Palisades Renewed Facility Operating License (RFOL) No. DPR–20. DOE LPO's proposed action is to provide Federal financial support (a loan guarantee) to

support refueling and resumption of power generation activities at Palisades.

DATES: The EA and FONSI referenced in this document are available on May 30, 2025.

ADDRESSES: Please refer to Docket ID NRC–2024–0076 when contacting the NRC about the availability of information regarding this document. You may obtain publicly available information related to this document using any of the following methods:

- **Federal Rulemaking Website:** Go to <https://regulations.gov> and search for Docket ID NRC–2024–0076. Address questions about Docket IDs in *Regulations.gov* to Bridget Curran; telephone: 301–415–1003; email: Bridget.Curran@nrc.gov. For technical questions, contact the individuals listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- **NRC's Agencywide Documents Access and Management System (ADAMS):** You may obtain publicly available documents online in the ADAMS Public Documents collection at <https://www.nrc.gov/reading-rm/adams.html>. To begin the search, under the heading “ADAMS Public Search,” select “Begin ADAMS Public Search.” For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1–800–397–4209, at 301–415–4737, or by email

to PDR.Resource@nrc.gov. For the convenience of the reader, instructions about obtaining materials referenced in this document are provided in the “Availability of Documents” section.

- **NRC’s PDR:** The PDR, where you may examine and order copies of publicly available documents, is open by appointment. To make an appointment to visit the PDR, please send an email to PDR.Resource@nrc.gov or call 1–800–397–4209 or 301–415–4737, between 8 a.m. and 4 p.m. eastern time (ET), Monday through Friday, except Federal holidays.

- **NRC Public Project Website:** The EA and FONSI along with information regarding Palisades, including licensing, operation, decommissioning, and potential restart is available at <https://www.nrc.gov/info-finder/reactors/pali.html>.

FOR FURTHER INFORMATION CONTACT:

Mary Richmond, telephone: 301–415–7218; email: Mary.Richmond@nrc.gov and Laura Willingham, telephone: 301–415–0857; email: Laura.Willingham@nrc.gov. Both are staff of the Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

SUPPLEMENTARY INFORMATION:

I. Introduction

Palisades consists of a single pressurized-water reactor designed by Combustion Engineering (with a turbine-generator designed by Westinghouse) and is located in Covert Township, Michigan, along the shoreline of Lake Michigan. Originally licensed for operation on March 24, 1971, the NRC issued RFOL No. DPR–20, for Palisades on January 17, 2007, with the renewed operating license term expiring on March 24, 2031.

After more than 40 years of commercial operation, Palisades permanently ceased operations on May 20, 2022. On June 13, 2022, Entergy Nuclear Operations, Inc., the licensee

who operated the facility prior to transfer of the Palisades license to Holtec Decommissioning International, LLC (HDI) and Holtec Palisades, LLC, submitted the certifications for permanent cessation of operations and permanent removal of fuel from the reactor vessel in accordance with paragraph 50.82(a)(1) of title 10 of the *Code of Federal Regulations* (10 CFR). When the NRC docketed the certifications, Palisades’ RFOL No. DPR–20 no longer authorized operation of the reactor, or emplacement or retention of fuel into the reactor vessel, as provided by 10 CFR 50.82(a)(2).

To return Palisades to power operations, HDI submitted (1) a request for an exemption from the requirement in 10 CFR 50.82(a)(2) that prohibits operation of the Palisades reactor, or emplacement or retention of fuel into the reactor vessel; (2) a request for a license transfer from HDI (currently responsible for decommissioning activities at Palisades) to Palisades Energy, LLC (which would be authorized to operate the reactor); and (3) the LARs. These requests, along with the NRC determinations, that these requests were acceptable for review, are listed in Section II of this notice. If all the requests are granted, Palisades Energy, LLC, would be allowed to place fuel into the reactor vessel and resume power operations through March 24, 2031, which is the end of the renewed facility operating license term under Palisades RFOL No. DPR–20.

The NRC staff prepared a draft EA and draft FONSI in accordance with 10 CFR 51.30, “Environmental assessment” documenting its environmental review of the potential licensing and regulatory approvals. The NRC issued the draft EA and draft FONSI in the **Federal Register** and offered a 30-day public comment period (90 FR 8721) in accordance with 10 CFR 51.33, “Draft finding of no significant impact; distribution.” The draft FONSI stated that the NRC staff has preliminarily determined that the

proposed Federal actions would not significantly affect the quality of the human environment.

The environmental review included fulfillment of the NRC obligations related to Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 300101, *et seq.*) (NHPA). The regulations in 36 CFR 800.8, “Coordination With the National Environmental Policy Act” allow agencies to use their National Environmental Policy Act of 1969 (42 U.S.C. 4321, *et seq.*) process to fulfill the requirements of Section 106 of the NHPA. Therefore, pursuant to 36 CFR 800.8(c), the NRC used its process for the preparation of the EA on the proposed actions to comply with Section 106 of the NHPA in lieu of the procedures set forth at 36 CFR 800.3 through 800.6.

After consideration of the public comments, the NRC staff finalized the EA, which is summarized in Section II of this document. Based on this final EA and in accordance with 10 CFR 51.31(a), “Determinations based on environmental assessment” the NRC has determined that the preparation of an environmental impact statement (EIS) is not necessary and has prepared a FONSI in accordance with 10 CFR 51.32, “Finding of no significant impact.” The FONSI is detailed in Section III of this document.

II. Summary of Environmental Assessment

Description of the Proposed Action and Need

The NRC’s proposed actions are decisions on whether to grant or deny Holtec’s interdependent, connected licensing and regulatory requests that, if approved, would collectively support the preparations for and the resumption of power operations, including the refueling of the reactor under the existing Palisades’ RFOL No. DPR–20.

Document description	ADAMS accession No.
Request for Exemption from Certain Termination of License Requirements of 10 CFR 50.82, dated September 28, 2023; Acceptance Review dated November 3, 2023.	ML23271A140; ML23291A440.
Application for Order Consenting to Transfer of Control of License and Conforming License Amendments, dated December 6, 2023; Acceptance Review dated January 16, 2024.	ML23340A161; ML24012A242.
Request to Revise Operating License and Technical Specifications to Support Resumption of Power Operations, dated December 14, 2023; Acceptance Review dated January 23, 2024.	ML23348A148; ML24022A117.
Request to Revise the Administrative Technical Specifications to Support Resumption of Power Operations, dated February 9, 2024; Acceptance Review dated March 18, 2024.	ML24040A089; ML24060A221.
Request to Revise the Palisades Emergency Plan to Support Resumption of Power Operations, dated May 1, 2024; Acceptance Review dated May 23, 2024..	ML24122C666; ML24141A119.
Request to Approve the Main Steam Line Break Analysis Methodology, dated May 24, 2024; Acceptance Review dated June 18, 2024.	ML24145A145; ML24169A434.
Request to Include Leak Before Break Methodology for Primary Coolant System Hot and Cold Leg Piping in Palisades Licensing Basis, dated February 5, 2025; Acceptance Review dated March 14, 2025.	ML25035A216; ML25069A544.

Document description	ADAMS accession No.
Request to Revise Steam Generator Repair by Sleeving for Palisades Nuclear Plant, dated February 11, 2025; Acceptance Review dated March 20, 2025.	ML25043A348; ML25076A177.

The NRC's environmental review also encompasses any revisions or supplements to these requests or other regulatory or licensing requests submitted to the NRC that are necessary to reauthorize power operations of Palisades.

The DOE LPO's Federal action is a decision on providing Federal financial assistance for refueling and resumption of power generation activities at Palisades, pursuant to Holtec's loan guarantee agreement with DOE LPO that was issued pursuant to the Energy Policy Act of 2005.

The need for the potential approval of the proposed NRC Federal actions, collectively supporting the reauthorization of power operations, is to provide an option that allows for baseload clean energy power generation capability within the term of the Palisades' RFOL No. DPR-20 to meet current system generating needs. Regarding the need for clean energy, Holtec cites the State of Michigan's Public Acts of 2023, Act No. 235 (enrolled Senate Bill 271), which establishes a clean energy standard for electric providers to provide at least 80 percent clean energy by 2035 and 100 percent by 2040. Michigan's Act No. 235 defines clean energy as including a system that "Generates electricity or steam without emitting greenhouse gas, including nuclear generation."

The need for DOE's proposed action (Federal financial assistance in the form of a loan guarantee) is to implement DOE's authority under Title XVII of the Energy Policy Act of 2005, which was reauthorized, amended, and revised by the Inflation Reduction Act of 2022 to create the Energy Infrastructure Reinvestment Program (Section 1706). The purpose of the Energy Infrastructure Reinvestment Program is to finance projects and facilities in the United States that retool, repower, repurpose, or replace energy infrastructure that has ceased operations or to enable operating

energy infrastructure to avoid, reduce, utilize, or sequester air pollutants or anthropogenic emissions of greenhouse gases (42 U.S.C. 16517(a)(2)).

Environmental Impacts of the Proposed Action

In the final EA, the NRC staff assessed the potential direct and indirect environmental impacts from the proposed actions associated with the following relevant resource areas: land use and visual resources; meteorology and air quality; surface water resources; groundwater resources and the geologic environment; ecological resources (terrestrial and aquatic); historic and cultural resources; socioeconomics; radiological and nonradiological human health; waste management; uranium fuel cycle and transportation; and postulated accidents. The NRC staff also considered decommissioning impacts, the potential effects of climate change on its evaluation of the environmental impacts of the proposed continued operation of Palisades, and the cumulative effects from past, present, and reasonably foreseeable future actions when combined with the proposed Federal actions.

In the final EA, the NRC staff determined that the environmental impacts of the proposed action would be NOT SIGNIFICANT for each potentially affected environmental resource. In addition, the NRC staff determined that the projected effects of climate change would not alter any of the impact determinations described in the EA. Furthermore, the NRC staff found that there would be no significant cumulative impact to any resource area from the proposed action when added to other past, present, and reasonably foreseeable actions.

Environmental Impacts of the Alternatives to the Proposed Action

In the final EA, the NRC staff considered a range of alternatives to the proposed action and the environmental

impacts of the alternatives as appropriate. The NRC staff determined that there are no alternatives that meet the need for the proposed action that would be environmentally preferable to the proposed action.

III. Finding of No Significant Impact

The proposed Federal actions before the NRC are whether to grant requests for an exemption, a license transfer, and license amendments to reauthorize Palisades for power operations through the remainder of its licensing term (to March 24, 2031). The NRC staff has conducted an environmental review of these actions and prepared an EA. This FONSI incorporates by reference the EA summarized in Section II of this notice and referenced in Section IV of this notice. Based on the NRC staff's determinations in the EA that the environmental impacts of the proposed actions would be NOT SIGNIFICANT for each potentially affected resource area, the NRC staff has determined, after consideration of public comments, that the proposed Federal actions would not significantly affect the quality of the human environment. Accordingly, the NRC staff has made a determination that preparation of an EIS is not required for the proposed Federal actions and that a FONSI is warranted.

This finding and the related environmental documents referenced throughout the EA are available for public inspection as discussed in the EA and Sections I and IV of this notice. At the conclusion of the NRC environmental review, DOE LPO would publish a separate Record of Decision or FONSI, as appropriate.

IV. Availability of Documents

In addition to the documents listed in Section II related to the NRC's proposed actions, the documents listed in the following table are available to interested persons through one or more of the following methods, as indicated.

Document description	ADAMS accession No./ Federal Register notice
Environmental Assessment and Finding of No Significant Impact for the Palisades Nuclear Plant Reauthorization of Power Operations Project, dated May 30, 2025.	ML25111A031.
Draft Environmental Assessment and Draft Finding of No Significant Impact for the Palisades Nuclear Plant Reauthorization of Power Operations Project, published January 31, 2025.	ML24353A157/90 FR 8721.
Correspondence to NRC from Holtec, Response to Requests for Additional Information Regarding the Proposed Reauthorization of Power Operations under Renewed Facility Operating License Number DPR-20, dated October 4, 2024.	ML24278A027.

Document description	ADAMS accession No./ Federal Register notice
Correspondence to NRC from Holtec, Responses to Requests for Confirmatory Information, dated September 12, 2024.	ML24260A354.
Correspondence to NRC from Holtec, Responses to Requests for Confirmatory Information, dated November 14, 2024.	ML24319A053.
Holtec Decommissioning International, LLC, and Holtec Palisades, LLC; Palisades Nuclear Plant; Applications for Amendments to Renewed Facility Operating License Involving Proposed No Significant Hazards Considerations and Order Imposing Procedures for Access to Sensitive Unclassified Non-Safeguards Information and Safeguards Information—License amendment requests; opportunity to comment, request a hearing, and petition for leave to intervene; order, published August 7, 2024.	89 FR 64486.
Holtec Decommissioning International, LLC, Holtec Palisades, LLC, and Palisades Energy, LLC; Palisades Nuclear Plant and the Palisades Independent Spent Fuel Storage Installation; Consideration of Approval of Transfer of Licenses and Conforming Amendment—Application for direct transfer of license; opportunity to comment, request a hearing, and petition for leave to intervene, published August 7, 2024.	89 FR 64493.
Holtec Decommissioning International, LLC, and Holtec Palisades, LLC; Palisades Nuclear Plant; Notice of Intent To Conduct Scoping Process and Prepare an Environmental Assessment, published June 27, 2024.	89 FR 53659.

Dated: May 23, 2025.

For the Nuclear Regulatory Commission.

John Moses,

*Deputy Director, Division of Rulemaking,
Environmental, and Financial Support, Office
of Nuclear Material Safety, and Safeguards.*

[FR Doc. 2025–09756 Filed 5–29–25; 8:45 am]

BILLING CODE 7590–01–P

NUCLEAR REGULATORY COMMISSION

[Docket Nos. 50–259, 50–260, and 50–296;
NRC–2024–0030]

Tennessee Valley Authority; Browns Ferry Nuclear Plant, Units 1, 2, and 3; Draft Supplemental Environmental Impact Statement

AGENCY: Nuclear Regulatory
Commission

ACTION: Notice; request for comment.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is issuing for public comment Draft Supplement 21, Second Renewal, to the Generic Environmental Impact Statement (GEIS) for License Renewal of Nuclear Plants, NUREG–1437, regarding the proposed subsequent license renewal (SLR) of Renewed Facility Operating License Nos. DPR–33, DPR–52, and DPR–68, for an additional 20 years of operation for Browns Ferry Nuclear Plant, Units 1, 2, and 3 (Browns Ferry). Browns Ferry is located on the north shore of Wheeler Reservoir at Tennessee River Mile 294, approximately 10 miles northwest of Decatur, Alabama, and 10 miles southwest of Athens, Alabama. Possible alternatives to the proposed action of SLR include no action and reasonable replacement power alternatives.

DATES: Members of the public are invited to submit comments by July 14, 2025. Comments received after that date will be considered if it is practical to do so, but the NRC is able to ensure

consideration only for comments received on or before that date.

ADDRESSES: You may submit comments by any of the following methods; however, the NRC encourages electronic comment submission through the Federal rulemaking website:

- *Federal rulemaking website:* Go to <https://www.regulations.gov> and search for Docket ID NRC–2024–0030. Address questions about Docket IDs in *Regulations.gov* to Bridget Curran; telephone: 301–415–1003; email: Bridget.Curran@nrc.gov. For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- *Email:* Comments may be submitted to the NRC electronically using the email address BrownsFerryEnvironmental.Resource@nrc.gov.

- *Mail comments to:* Office of Administration, Mail Stop: TWFN–7–A60M, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001, ATTN: Program Management, Announcements and Editing Staff.

For additional direction on obtaining information and submitting comments, see “Obtaining Information and Submitting Comments” in the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Jessica Umaña, Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001; telephone: 301–415–5207; email: Jessica.Umana@nrc.gov.

SUPPLEMENTARY INFORMATION:

I. Obtaining Information and Submitting Comments

A. Obtaining Information

Please refer to Docket ID NRC–2024–0030 when contacting the NRC about the availability of information regarding

this document. You may obtain publicly available information related to this action using any of the following methods:

- *Federal Rulemaking Website:* Go to <https://www.regulations.gov> and search for Docket ID NRC–2024–0030.

- *NRC’s Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly available documents online in the ADAMS Public Documents collection at <https://www.nrc.gov/reading-rm/adams.html>. To begin the search, select “Begin Web-based ADAMS Search.” For problems with ADAMS, please contact the NRC’s Public Document Room (PDR) reference staff at 1–800–397–4209, at 301–415–4737, or by email to PDR.Resource@nrc.gov. Draft Supplement 21, Second Renewal, to the GEIS for License Renewal of Nuclear Plants, NUREG–1437, is available in ADAMS under Accession No. ML25133A156.

- *NRC’s PDR:* The PDR, where you may examine and order copies of publicly available documents, is open by appointment. To make an appointment to visit the PDR, please send an email to PDR.Resource@nrc.gov or call 1–800–397–4209 or 301–415–4737, between 8 a.m. and 4 p.m. eastern time (ET), Monday through Friday, except Federal holidays.

- *Public Library:* A copy of the Draft Supplement 21, Second Renewal, to the GEIS for License Renewal of Nuclear Plants, NUREG–1437, regarding the proposed subsequent renewal of Renewed Facility Operating License Nos. DPR–33, DPR–52, and DPR–68, for an additional 20 years of operation for Browns Ferry, will be available for public review at the Athens-Limestone County Public Library, 603 S Jefferson Street, Athens, AL 35611.

B. Submitting Comments

The NRC encourages electronic comment submission through the Federal rulemaking website (<https://www.regulations.gov>). Please include Docket ID NRC-2024-0030 in your comment submission.

The NRC cautions you not to include identifying or contact information that you do not want to be publicly disclosed in your comment submission. The NRC will post all comment submissions at <https://www.regulations.gov> as well as enter the comment submissions into ADAMS. The NRC does not routinely edit comment submissions to remove identifying or contact information.

If you are requesting or aggregating comments from other persons for submission to the NRC, then you should inform those persons not to include identifying or contact information that they do not want to be publicly disclosed in their comment submission. Your request should state that the NRC does not routinely edit comment submissions to remove such information before making the comment submissions available to the public or entering the comment into ADAMS.

II. Discussion

The NRC is issuing for public comment Draft Supplement 21, Second Renewal, to the GEIS for License Renewal of Nuclear Plants, NUREG-1437, regarding the proposed subsequent renewal of Renewed Facility Operating License Nos. DPR-33, DPR-52, and DPR-68, for an additional 20 years of operation for Browns Ferry. Draft Supplement 21, Second Renewal, to the GEIS includes a preliminary analysis that evaluates the environmental impacts of the proposed action and alternatives to the proposed action.

Based on the NRC staff's (i) review of the SLR application, which includes the environmental report, supplemental documents, and the licensee's responses to the NRC staff's requests for additional information; (ii) consultation with Federal, State, Tribal, and local governmental agencies and consideration of input from other stakeholders; and (iii) independent environmental review as documented in the draft environmental impact statement, the NRC staff's preliminary recommendation is that the adverse environmental impacts of SLR for Browns Ferry are not so great that preserving the option of subsequent license renewal for energy-planning decisionmakers would be unreasonable.

Dated: May 21, 2025.

For the Nuclear Regulatory Commission.

John Moses,

Deputy Director, Division of Rulemaking, Environmental, and Financial Support, Office of Nuclear Material Safety, and Safeguards.

[FR Doc. 2025-09448 Filed 5-29-25; 8:45 am]

BILLING CODE 7590-01-P

NUCLEAR REGULATORY COMMISSION

[NRC-2025-0001]

Sunshine Act Meetings

TIME AND DATE: Weeks of June 2, 9, 16, 23, 30, and July 7, 2025. The schedule for Commission meetings is subject to change on short notice. The NRC Commission Meeting Schedule can be found on the internet at: <https://www.nrc.gov/public-involve/public-meetings/schedule.html>.

PLACE: The NRC provides reasonable accommodation to individuals with disabilities where appropriate. If you need a reasonable accommodation to participate in these public meetings or need this meeting notice or the transcript or other information from the public meetings in another format (e.g., braille, large print), please notify Anne Silk, NRC Disability Program Specialist, at 301-287-0745, by videophone at 240-428-3217, or by email at Anne.Silk@nrc.gov. Determinations on requests for reasonable accommodation will be made on a case-by-case basis.

STATUS: Public.

Members of the public may request to receive the information in these notices electronically. If you would like to be added to the distribution, please contact the Nuclear Regulatory Commission, Office of the Secretary, Washington, DC 20555, at 301-415-1969, or by email at Betty.Thweatt@nrc.gov or Samantha.Miklaszewski@nrc.gov.

MATTERS TO BE CONSIDERED:

Week of June 2, 2025

Friday, June 6, 2025

10:00 a.m. Meeting with the Advisory Committee on Reactor Safeguards (Public Meeting) (Contact: Rob Krsek: 301-415-1766)

Additional Information: The meeting will be held in the Commissioners' Hearing Room, 11555 Rockville Pike, Rockville, Maryland. The public is invited to attend the Commission's meeting in person or watch live via webcast at the web address—<https://video.nrc.gov/>.

Week of June 9, 2025—Tentative

There are no meetings scheduled for the week of June 9, 2025.

Week of June 16, 2025—Tentative

Tuesday, June 17, 2025

10:00 a.m. Briefing on Human Capital and Equal Employment Opportunity (Public Meeting) (Contact: Erin Deeds: 301-415-2887)

Additional Information: The meeting will be held in the Commissioners' Hearing Room, 11555 Rockville Pike, Rockville, Maryland. The public is invited to attend the Commission's meeting in person or watch live via webcast at the web address—<https://video.nrc.gov/>.

Week of June 23, 2025—Tentative

There are no meetings scheduled for the week of June 23, 2025.

Week of June 30, 2025—Tentative

There are no meetings scheduled for the week of June 30, 2025.

Week of July 7, 2025—Tentative

There are no meetings scheduled for the week of July 7, 2025.

CONTACT PERSON FOR MORE INFORMATION:

For more information or to verify the status of meetings, contact Chris Markley at 301-415-6293 or via email at Christopher.Markley@nrc.gov.

The NRC is holding the meetings under the authority of the Government in the Sunshine Act, 5 U.S.C. 552b.

Dated: May 28, 2025.

For the Nuclear Regulatory Commission.

Christopher Markley,

Policy Coordinator, Office of the Secretary.

[FR Doc. 2025-09871 Filed 5-28-25; 11:15 am]

BILLING CODE 7590-01-P

NUCLEAR REGULATORY COMMISSION

[Docket Nos. 50-277 and 50-278; NRC-2024-0214; SEIS-429-00-000-1734688863]

Constellation Energy Generation, LLC; Peach Bottom Atomic Power Station Units 2 and 3; Draft Supplement to Environmental Impact Statement

AGENCY: Nuclear Regulatory Commission.

ACTION: Request for comment; opportunity to request a hearing and to petition for leave to intervene.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC, the Commission) is issuing for public comment Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal (SLR) for Peach Bottom Atomic Power

Station Units 2 and 3 (Peach Bottom), Supplement 1, Draft Report for Comment. This draft supplement to the 2020 final supplemental environmental impact statement (2020 final SEIS) concerns the NRC staff's review of the environmental impacts of the proposed SLR of Renewed Facility Operating License Nos. DPR-44 and DPR-56 for Peach Bottom Units 2 and 3, respectively, for an additional 20 years. Peach Bottom is located primarily in Peach Bottom Township, York County, Pennsylvania, near Delta, Pennsylvania. Possible alternatives to the proposed action of SLR include the no-action alternative and reasonable replacement power alternatives. A new notice of opportunity to request a hearing and petition for leave to intervene—limited to contentions based on new information in the draft supplement—is also being issued.

DATES: Members of the public are invited to submit comments by July 14, 2025. Comments received after this date will be considered if it is practical to do so, but the NRC is able to ensure consideration only for comments received on or before this date. Requests for a hearing or petitions for leave to intervene must be filed by July 29, 2025.

ADDRESSES: You may submit comments by any of the following methods; however, the NRC encourages electronic comment submission through the Federal rulemaking website:

- *Federal rulemaking website:* Go to <https://www.regulations.gov> and search for Docket ID NRC-2024-0214. Address questions about Docket IDs in *Regulations.gov* to Bridget Curran; telephone: 301-415-1003; email: Bridget.Curran@nrc.gov. For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION**

CONTACT section of this document.

- *Email:* Comments may be submitted to the NRC electronically using the email address *PeachBottom-SLRSEISS1@nrc.gov*.

- *Mail comments to:* Office of Administration, Mail Stop: TWFN-7-A60M, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, ATTN: Program Management, Announcements and Editing Staff.

For additional direction on obtaining information and submitting comments, see "Obtaining Information and Submitting Comments" in the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT:

Kevin Folk, Senior Environmental Project Manager, Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission,

Washington, DC 20555-0001; telephone: 301-415-6944; email: Kevin.Folk@nrc.gov.

SUPPLEMENTARY INFORMATION:

I. Obtaining Information and Submitting Comments

A. Obtaining Information

Please refer to Docket ID NRC-2024-0214 when contacting the NRC about the availability of information for this action. You may obtain publicly available information related to this action using any of the following methods:

- *Federal Rulemaking Website:* Go to <https://www.regulations.gov> and search for Docket ID NRC-2024-0214.

- *NRC's Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly available documents online in the ADAMS Public Documents collection at <https://www.nrc.gov/reading-rm/adams.html>. To begin the search, select "Begin Web-based ADAMS Search." For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1-800-397-4209, at 301-415-4737, or by email to PDR.Resource@nrc.gov. Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal for Peach Bottom Atomic Power Station Units 2 and 3, Supplement 1, Draft Report for Comment is available in ADAMS under Accession No. ML25111A147. In addition, for the convenience of the reader, instructions about obtaining materials referenced in this document are provided in the "Availability of Documents" section.

- *NRC's PDR:* The PDR, where you may examine and order copies of publicly available documents, is open by appointment. To make an appointment to visit the PDR, please send an email to PDR.Resource@nrc.gov or call 1-800-397-4209 or 301-415-4737, between 8 a.m. and 4 p.m. ET, Monday through Friday, except Federal holidays.

- *Public Library:* A copy of Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal for Peach Bottom Atomic Power Station Units 2 and 3, Supplement 1, Draft Report for Comment will be available for public review at the Harford County Public Library—Whiteford Branch, 2407 Whiteford Road, Whiteford, MD 21160.

B. Submitting Comments

The NRC encourages electronic comment submission through the Federal Rulemaking website (<https://www.regulations.gov>). Please include Docket ID NRC-2024-0214 in your comment submission.

The NRC cautions you not to include identifying or contact information that you do not want to be publicly disclosed in your comment submission. The NRC will post all comment submissions at <https://www.regulations.gov> as well as enter the comment submissions into ADAMS. The NRC does not routinely edit comment submissions to remove identifying or contact information.

If you are requesting or aggregating comments from other persons for submission to the NRC, then you should inform those persons not to include identifying or contact information that they do not want to be publicly disclosed in their comment submission. Your request should state that the NRC does not routinely edit comment submissions to remove such information before making the comment submissions available to the public or entering the comment into ADAMS.

II. Background

By letter dated July 10, 2018, Exelon Generation Company, LLC (now Constellation Energy Generation, LLC (CEG)) submitted to the NRC an application, filed pursuant to section 103 of the Atomic Energy Act of 1954, as amended, and part 54 of title 10 of the *Code of Federal Regulations* (10 CFR), "Requirements for Renewal of Operating Licenses for Nuclear Power Plants," for subsequent renewed facility operating licenses with expiration dates of August 8, 2053, for Peach Bottom, Unit 2 and July 2, 2054, for Peach Bottom, Unit 3, which are 20 years beyond when the current renewed facility operating licenses expire. The SLR application included an environmental report.

A notice of receipt of the Peach Bottom SLR application was published in the **Federal Register** on August 1, 2018 (83 FR 37529). A notice of acceptance for docketing of the application and opportunity to request a hearing was published in the **Federal Register** on September 6, 2018 (83 FR 45285). A notice of intent to conduct a scoping process and prepare a supplemental environmental impact statement (SEIS) was published in the **Federal Register** on September 10, 2018 (83 FR 45692). A notice of issuance of the draft SEIS and request for comment was published in the **Federal Register**

on August 7, 2019 (84 FR 38676). A notice of issuance of the final SEIS (2020 final SEIS) was published in the **Federal Register** on January 31, 2020 (85 FR 5725). A notice of issuance of the subsequent renewed facility operating licenses was published in the **Federal Register** on March 11, 2020 (85 FR 14247). The issuance of the licenses was also supported by an NRC Record of Decision (ROD).

The 2020 final SEIS and the ROD documented the NRC staff's environmental review of the Peach Bottom SLR application, including its recommendation that the adverse environmental impacts of SLR for Peach Bottom are not so great that preserving the option of SLR for energy-planning decisionmakers would be unreasonable. As discussed in the 2020 final SEIS and the ROD, the NRC staff considered the reasonably foreseeable environmental impacts of SLR for Peach Bottom, as well as a range of reasonable alternatives to SLR. As part of its environmental review, the NRC staff relied upon Revision 1 of NUREG-1437, "Generic Environmental Impact Statement for License Renewal of Nuclear Plants" (2013 LR GEIS), to meet its obligations under the NRC's environmental protection regulations in 10 CFR part 51, "Environmental Protection Regulations for Domestic Licensing and Related Regulatory Functions," and the National Environmental Policy Act of 1969, as amended. Specifically, for issues classified as Category 1 (generic to all or a distinct subset of nuclear power plants) in the 2013 LR GEIS, the NRC staff did not identify new and significant information and, therefore, relied upon the conclusions of the 2013 LR GEIS for all those issues applicable to Peach Bottom. For issues classified as Category 2 (specific to individual nuclear power plants) in the 2013 LR GEIS, the NRC staff evaluated those issues applicable to Peach Bottom in the draft and final SEIS.

III. Discussion

The NRC is issuing for public comment Generic Environmental Impact Statement for License Renewal of

Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal for Peach Bottom Atomic Power Station Units 2 and 3, Supplement 1, Draft Report for Comment (draft supplement). The draft supplement updates Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal for Peach Bottom Atomic Power Station Units 2 and 3, Final Report, issued in January 2020 (2020 final SEIS). Specifically, the draft supplement includes the NRC staff's evaluation of new information available since the issuance of the 2020 final SEIS. This new information includes the NRC's publication of a final rule on August 6, 2024 (89 FR 64166), which revised the NRC's environmental protection regulation, 10 CFR part 51. This final rule updated the potential environmental impacts associated with the renewal of an operating license for a nuclear power plant for up to an additional 20 years, which could either be an initial license renewal or an SLR. The technical basis for the final rule is provided by Revision 2 of NUREG-1437, which was revised as part of the rulemaking as an update to the 2013 LR GEIS. The final rule also involved the issuance of Revision 2 of NUREG-1555, Supplement 1, "Standard Review Plans for Environmental Reviews for Nuclear Power Plants: Supplement 1: Operating License Renewal, Final Report," and Revision 2 of Regulatory Guide 4.2, Supplement 1, "Preparation of Environmental Reports for Nuclear Power Plant License Renewal Applications." The NRC staff also considered additional information provided by CEG. The NRC staff prepared the draft supplement in accordance with 10 CFR 51.92, "Supplement to the final environmental impact statement," and Commission Legal Issuance (CLI)-22-02, CLI-22-03, and CLI-22-04, all dated February 24, 2022, that addressed the NRC staff's environmental reviews in SLR proceedings for five nuclear power plants, including Peach Bottom. The Commission concluded that the 2013 LR

GEIS, on which the NRC staff had relied, in part, for its environmental reviews of the SLR applications for the affected nuclear power plants, did not consider SLR. Therefore, the Commission determined that these environmental reviews were inadequate. Accordingly, the Commission directed the NRC staff to leave the previously issued Peach Bottom subsequent renewed facility operating licenses (dated March 5, 2020) in place but to modify their expiration dates to reflect the end dates of the previous renewed facility operating licenses (*i.e.*, August 8, 2033, for Peach Bottom, Unit 2 and July 2, 2034, for Peach Bottom, Unit 3), which the staff did on March 25, 2022. The Commission affirmed this direction in CLI-22-07.

In the draft supplement and in the 2020 final SEIS, the NRC staff's preliminary recommendation is that the adverse environmental impacts of SLR for Peach Bottom are not so great that preserving the option of SLR for energy-planning decisionmakers would be unreasonable. The NRC staff based this preliminary recommendation on the analysis and findings in Revision 2 of NUREG-1437, the environmental report submitted by Exelon Generation Company, LLC (now CEG), as supplemented, the NRC staff's consultation with Federal, State, Tribal, and local agencies, the NRC staff's independent environmental review, which is documented in the draft supplement and in the 2020 final SEIS, and the NRC staff's consideration of public comments received during scoping and on the 2020 final SEIS. Together, the draft supplement and the previously issued 2020 final SEIS evaluate all of the environmental impacts of continued operation during the SLR term for Peach Bottom, Unit 2 from August 8, 2033, to August 8, 2053, and for Peach Bottom, Unit 3 from July 2, 2034, to July 2, 2054.

IV. Availability of Documents

The documents identified in the following table are available to interested persons through ADAMS, as indicated.

Document description	ADAMS accession No.
Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal for Peach Bottom Atomic Power Station Units 2 and 3, Supplement 1, Draft Report for Comment, dated May 2025.	ML25111A147.
Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Supplement 10, Second Renewal, Regarding Subsequent License Renewal for Peach Bottom Atomic Power Station Units 2 and 3, Final Report, dated January 2020.	ML20023A937.
Peach Bottom Atomic Power Station, Units 2 and 3, Renewed Facility Operating License Nos. DPR-44 and DPR-56, NRC Docket Nos. 50-277 and 50-278, Application for Subsequent Renewed Operating Licenses, dated July 10, 2018.	ML18193A689 (Package).

Document description	ADAMS accession No.
Record of Decision, U.S. Nuclear Regulatory Commission, Docket Nos. 50–277 and 50–278, Subsequent License Renewal Application for Peach Bottom Atomic Power Station, Units 2 and 3, dated March 4, 2020.	ML20024G429.
NUREG–1437, Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Volumes 1–3, Revision 2, dated August 2024.	ML24087A133 (Package).
NUREG–1437, Generic Environmental Impact Statement for License Renewal of Nuclear Plants, Volumes 1–3, Revision 1, dated June 2013.	ML13107A023 (Package).
NUREG–1555, Supplement 1, Revision 2, Standard Review Plans for Environmental Reviews for Nuclear Power Plants, Supplement 1: Operating License Renewal, Final Report, dated August 2024.	ML23201A227.
Regulatory Guide 4.2, Supplement 1, Revision 2, Preparation of Environmental Reports for Nuclear Power Plant License Renewal Applications, dated August 2024.	ML23201A144.
U.S. Nuclear Regulatory Commission Memorandum and Order CLI–22–02, dated February 24, 2022	ML22055A496.
U.S. Nuclear Regulatory Commission Memorandum and Order CLI–22–03, dated February 24, 2022	ML22055A521.
U.S. Nuclear Regulatory Commission Memorandum and Order CLI–22–04, dated February 24, 2022	ML22055A557.
Issuance of Subsequent Renewed Facility Operating License Nos. DPR–44 and DPR–56 for Peach Bottom Atomic Power Station, Units 2 and 3 (EPID NO. L–2018–RNW–0012), dated March 5, 2020.	ML20010F285.
Peach Bottom Atomic Power Station, Units 2 and 3—Modification to Subsequent Renewed Facility Operating License Nos. DPR–44 and DPR–56 In Conjunction with Commission Memorandum and Order CLI–22–04 (EPID L–2018–RNW–0012), dated March 25, 2022.	ML22073A207.
U.S. Nuclear Regulatory Commission Memorandum and Order CLI–22–07, dated June 3, 2022	ML22154A217.

V. Opportunity To Request a Hearing and Petition for Leave To Intervene

As directed in CLI–22–03, with the completion of the draft supplement, a new notice of opportunity to request a hearing and petition for leave to intervene—limited to contentions based on new information in the draft supplement—is being issued.

Within 60 days after the date of publication of this notice, any person (petitioner) whose interest may be affected by this action may file a request for a hearing and petition for leave to intervene (petition) with respect to the action. Petitions shall be filed in accordance with the Commission’s “Agency Rules of Practice and Procedure” in 10 CFR part 2. Interested persons should consult 10 CFR 2.309. If a petition is filed, the presiding officer will rule on the petition and, if appropriate, a notice of hearing will be issued.

Petitions must be filed no later than 60 days from the date of publication of this notice in accordance with the filing instructions in the “Electronic Submissions (E-Filing)” section of this document. Petitions and motions for leave to file new or amended contentions that are filed after the deadline will not be entertained absent a determination by the presiding officer that the filing demonstrates good cause by satisfying the three factors in 10 CFR 2.309(c)(1)(i) through (iii).

A State, local governmental body, Federally recognized Indian Tribe, or designated agency thereof, may submit a petition to the Commission to participate as a party under 10 CFR 2.309(h) no later than 60 days from the date of publication of this notice. Alternatively, a State, local governmental body, Federally

recognized Indian Tribe, or agency thereof may participate as a non-party under 10 CFR 2.315(c).

For information about filing a petition and about participation by a person not a party under 10 CFR 2.315, see ADAMS Accession No. ML20340A053 (<https://adamswebsearch2.nrc.gov/webSearch2/main.jsp?AccessionNumber=ML20340A053>) and on the NRC’s public website at <https://www.nrc.gov/aboutnrc/regulatory/adjudicatory/hearing.html#participate>.

VI. Electronic Submissions (E-Filing)

All documents filed in NRC adjudicatory proceedings, including documents filed by an interested State, local governmental body, Federally recognized Indian Tribe, or designated agency thereof that requests to participate under 10 CFR 2.315(c), must be filed in accordance with 10 CFR 2.302. The E-Filing process requires participants to submit and serve all adjudicatory documents over the internet, or in some cases, to mail copies on electronic storage media, unless an exemption permitting an alternative filing method, as further discussed, is granted. Detailed guidance on electronic submissions is located in the “Guidance for Electronic Submissions to the NRC” (ADAMS Accession No. ML13031A056) and on the NRC’s public website at <https://www.nrc.gov/site-help/e-submittals.html>.

To comply with the procedural requirements of E-Filing, at least 10 days prior to the filing deadline, the participant should contact the Office of the Secretary by email at Hearing.Docket@nrc.gov, or by telephone at 301–415–1677, to (1) request a digital identification (ID) certificate, which allows the participant

(or its counsel or representative) to digitally sign submissions and access the E-Filing system for any proceeding in which it is participating; and (2) advise the Secretary that the participant will be submitting a petition or other adjudicatory document (even in instances in which the participant, or its counsel or representative, already holds an NRC-issued digital ID certificate). Based upon this information, the Secretary will establish an electronic docket for the proceeding if the Secretary has not already established an electronic docket.

Information about applying for a digital ID certificate is available on the NRC’s public website at <https://www.nrc.gov/site-help/e-submittals/getting-started.html>. After a digital ID certificate is obtained and a docket created, the participant must submit adjudicatory documents in Portable Document Format. Guidance on submissions is available on the NRC’s public website at <https://www.nrc.gov/site-help/electronic-sub-ref-mat.html>. A filing is considered complete at the time the document is submitted through the NRC’s E-Filing system. To be timely, an electronic filing must be submitted to the E-Filing system no later than 11:59 p.m. ET on the due date. Upon receipt of a transmission, the E-Filing system time-stamps the document and sends the submitter an email confirming receipt of the document. The E-Filing system also distributes an email that provides access to the document to the NRC’s Office of the General Counsel and any others who have advised the Office of the Secretary that they wish to participate in the proceeding, so that the filer need not serve the document on those participants separately. Therefore, applicants and other participants (or

their counsel or representative) must apply for and receive a digital ID certificate before adjudicatory documents are filed to obtain access to the documents via the E-Filing system.

A person filing electronically using the NRC's adjudicatory E-Filing system may seek assistance by contacting the NRC's Electronic Filing Help Desk through the "Contact Us" link located on the NRC's public website at <https://www.nrc.gov/site-help/esubmittals.html>, by email to MSHD.Resource@nrc.gov, or by a tollfree call at 1-866-672-7640. The NRC Electronic Filing Help Desk is available between 9 a.m. and 6 p.m., ET, Monday through Friday, except Federal holidays.

Participants who believe that they have good cause for not submitting documents electronically must file an exemption request, in accordance with 10 CFR 2.302(g), with their initial paper filing stating why there is good cause for not filing electronically and requesting authorization to continue to submit documents in paper format. Such filings must be submitted in accordance with 10 CFR 2.302(b)-(d). Participants filing adjudicatory documents in this manner are responsible for serving their documents on all other participants. Participants granted an exemption under 10 CFR 2.302(g)(2) must still meet the electronic formatting requirement in 10 CFR 2.302(g)(1), unless the participant also seeks and is granted an exemption from 10 CFR 2.302(g)(1).

Documents submitted in adjudicatory proceedings will appear in the NRC's electronic hearing docket, which is publicly available at <https://adams.nrc.gov/ehd>, unless excluded pursuant to an order of the presiding officer. If you do not have an NRC-issued digital ID certificate as previously described, click "cancel" when the link requests certificates and you will be automatically directed to the NRC's electronic hearing dockets where you will be able to access any publicly available documents in a particular hearing docket. Participants are requested not to include personal privacy information such as social security numbers, home addresses, or personal phone numbers in their filings unless an NRC regulation or other law requires submission of such information. With respect to copyrighted works, except for limited excerpts that serve the purpose of the adjudicatory filings and would constitute a Fair Use application, participants should not include copyrighted materials in their submission.

Dated: May 22, 2025.

For the Nuclear Regulatory Commission.

John Moses,

Deputy Director, Division of Rulemaking, Environmental, and Financial Support, Office of Nuclear Materials Safety, and Safeguards.

[FR Doc. 2025-09637 Filed 5-29-25; 8:45 am]

BILLING CODE 7590-01-P

NUCLEAR REGULATORY COMMISSION

[Docket Nos. 50-237 and 50-249; NRC-2024-0080]

Constellation Energy Generation, LLC; Dresden Nuclear Power Station, Units 2 and 3; Draft Supplemental Environmental Impact Statement

AGENCY: Nuclear Regulatory Commission

ACTION: Notice; request for comment.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is issuing for public comment Draft Supplement 17, Second Renewal, to the Generic Environmental Impact Statement (GEIS) for License Renewal of Nuclear Plants, NUREG-1437, regarding the proposed subsequent license renewal (SLR) of Renewed Facility Operating License Nos. DPR-19 and DPR-25, which authorize Constellation Energy Generation, LLC to operate Dresden Nuclear Power Station, Units 2 and 3 (Dresden). Dresden is located 23 miles (mi) southwest of Joliet, Illinois, and 60 mi southwest of Chicago, Illinois, along the Illinois, Des Plaines, and Kankakee Rivers. Possible alternatives to the proposed action of SLR include no action and reasonable replacement power alternatives.

DATES: Members of the public are invited to submit comments by July 14, 2025. Comments received after that date will be considered if it is practical to do so, but the NRC is able to ensure consideration only for comments received on or before that date.

ADDRESSES: You may submit comments by any of the following methods; however, the NRC encourages electronic comment submission through the Federal rulemaking website:

- *Federal rulemaking website:* Go to <https://www.regulations.gov> and search for Docket ID NRC-2024-0080. Address questions about Docket IDs in [Regulations.gov](https://www.regulations.gov) to Bridget Curran; telephone: 301-415-1003; email: Bridget.Curran@nrc.gov. For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION**

CONTACT section of this document.

- *Email:* Comments may be submitted to the NRC electronically using the email address

DresdenEnvironmental.Resource@nrc.gov.

- *Mail comments to:* Office of Administration, Mail Stop: TWFN-7-A60M, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, ATTN: Program Management, Announcements and Editing Staff.

For additional direction on obtaining information and submitting comments, see "Obtaining Information and Submitting Comments" in the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Angela Sabet, Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission; telephone: 301-415-1162; email: Angela.Sabet@nrc.gov.

SUPPLEMENTARY INFORMATION:

I. Obtaining Information and Submitting Comments

A. Obtaining Information

Please refer to Docket ID NRC-2024-0080 when contacting the NRC about the availability of information regarding this document. You may obtain publicly available information related to this action using any of the following methods:

- *Federal Rulemaking Website:* Go to <https://www.regulations.gov> and search for Docket ID NRC-2024-0080.
- *NRC's Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly available documents online in the ADAMS Public Documents collection at <https://www.nrc.gov/reading-rm/adams.html>. To begin the search, select "Begin Web-based ADAMS Search." For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1-800-397-4209, at 301-415-4737, or by email to PDR.Resource@nrc.gov. Draft Supplement 17, Second Renewal, to the GEIS for License Renewal of Nuclear Plants, NUREG-1437, is available in ADAMS under Accession No. ML25132A151.

- *NRC's PDR:* The PDR, where you may examine and order copies of publicly available documents, is open by appointment. To make an appointment to visit the PDR, please send an email to PDR.Resource@nrc.gov or call 1-800-397-4209 or 301-415-4737, between 8 a.m. and 4 p.m. eastern time (ET), Monday through Friday, except Federal holidays.

- *Public Library:* A copy of the Draft Supplement 17, Second Renewal, to the GEIS for License Renewal of Nuclear Plants, NUREG-1437, regarding the proposed SLR of Renewed Facility

Operating License Nos. DPR-19 and DPR-25, for an additional 20 years of operation for Dresden, will be available for public review at the following public library locations: Morris Area Public Library, 604 Liberty St., Morris, IL 60450, and Coal City Public Library District, 85 N Garfield St., Coal City, IL 60416

B. Submitting Comments

The NRC encourages electronic comment submission through the Federal rulemaking website (<https://www.regulations.gov>). Please include Docket ID NRC-2024-0080 in your comment submission.

The NRC cautions you not to include identifying or contact information that you do not want to be publicly disclosed in your comment submission. The NRC will post all comment submissions at <https://www.regulations.gov> as well as enter the comment submissions into ADAMS. The NRC does not routinely edit comment submissions to remove identifying or contact information.

If you are requesting or aggregating comments from other persons for submission to the NRC, then you should inform those persons not to include identifying or contact information that they do not want to be publicly disclosed in their comment submission. Your request should state that the NRC does not routinely edit comment submissions to remove such information before making the comment submissions available to the public or entering the comment into ADAMS.

II. Discussion

The NRC is issuing for public comment Draft Supplement 17, Second Renewal, to the GEIS for License Renewal of Nuclear Plants, NUREG-1437, regarding the proposed SLR of Renewed Facility Operating License Operating License Nos. DPR-19 and DPR-25, for an additional 20 years of operation for Dresden. Draft Supplement 17, Second Renewal, to the GEIS includes a preliminary analysis that evaluates the environmental impacts of the proposed action and alternatives to the proposed action.

Based on the NRC staff's (i) review of the SLR application, which includes the environmental report, supplemental documents, and the licensee's responses to the NRC staff's requests for additional information; (ii) consultation with Federal, State, Tribal, and local governmental agencies and consideration of input from other stakeholders; and (iii) independent environmental review as documented in the draft environmental impact statement, the NRC staff's preliminary recommendation is that the adverse environmental impacts of SLR for Dresden are not so great that preserving the option of subsequent license renewal for energy-planning decisionmakers would be unreasonable.

Dated: May 21, 2025.

For the Nuclear Regulatory Commission.

John Moses,

Deputy Director, Division of Rulemaking, Environmental, and Financial Support, Office of Nuclear Material Safety and Safeguards.

[FR Doc. 2025-09449 Filed 5-29-25; 8:45 am]

BILLING CODE 7590-01-P

POSTAL SERVICE

Product Change—Priority Mail Express, Priority Mail, and USPS Ground Advantage Negotiated Service Agreements; Priority Mail, and USPS Ground Advantage Negotiated Service Agreements; Priority Mail Negotiated Service Agreements; USPS Ground Advantage Negotiated Service Agreements

AGENCY: Postal Service.

ACTION: Notice.

SUMMARY: The Postal Service gives notice of filing a request with the Postal Regulatory Commission to add a domestic shipping services contract to the list of Negotiated Service Agreements in the Mail Classification Schedule's Competitive Products List.

DATES: *Date of required notice:* May 30, 2025.

FOR FURTHER INFORMATION CONTACT:

Sean C. Robinson, 202-268-8405.

SUPPLEMENTARY INFORMATION: The United States Postal Service hereby gives notice that, pursuant to 39 U.S.C. 3642 and 3632(b)(3), it filed with the Postal Regulatory Commission the following requests:

Date filed with Postal Regulatory Commission	Negotiated service agreement product category and No.	MC docket No.	K docket No.
5/16/2025	PM-GA 753	MC2025-1402	K2025-1401.
5/16/2025	PM 819	MC2025-1403	K2025-1402.
5/16/2025	PM 820	MC2025-1404	K2025-1403.
5/16/2025	PM 821	MC2025-1405	K2025-1404.
5/16/2025	PM 822	MC2025-1406	K2025-1405.
5/16/2025	PM 823	MC2025-1407	K2025-1406.
5/16/2025	PM-GA 754	MC2025-1408	K2025-1407.
5/19/2025	PM-GA 755	MC2025-1409	K2025-1408.
5/19/2025	PM-GA 756	MC2025-1410	K2025-1409.
5/19/2025	PM 824	MC2025-1411	K2025-1410.
5/19/2025	PM 825	MC2025-1412	K2025-1411.
5/19/2025	GA 14	MC2025-1413	K2025-1412.
5/20/2025	PME-PM-GA 1369	MC2025-1414	K2025-1413.
5/20/2025	PM 826	MC2025-1415	K2025-1414.
5/20/2025	PM 827	MC2025-1416	K2025-1415.
5/20/2025	PM 828	MC2025-1417	K2025-1416.
5/20/2025	PM-GA 757	MC2025-1418	K2025-1417.
5/20/2025	PM-GA 758	MC2025-1419	K2025-1418.
5/20/2025	PM-GA 759	MC2025-1420	K2025-1419.
5/20/2025	PM-GA 760	MC2025-1421	K2025-1420.
5/20/2025	PM 829	MC2025-1422	K2025-1421.
5/20/2025	PM 830	MC2025-1423	K2025-1422.
5/20/2025	PM-GA 761	MC2025-1424	K2025-1423.
5/20/2025	PM 831	MC2025-1425	K2025-1424.
5/20/2025	PM 832	MC2025-1426	K2025-1425.
5/20/2025	PME-PM-GA 1370	MC2025-1427	K2025-1426.

Date filed with Postal Regulatory Commission	Negotiated service agreement product category and No.	MC docket No.	K docket No.
5/20/2025	PM-GA 762	MC2025-1428	K2025-1427.
5/21/2025	PM-GA 763	MC2025-1429	K2025-1428.
5/21/2025	PM 833	MC2025-1430	K2025-1429.
5/21/2025	PM 834	MC2025-1431	K2025-1430.
5/21/2025	PM 835	MC2025-1432	K2025-1431.
5/21/2025	PM-GA 764	MC2025-1433	K2025-1432.
5/21/2025	PM-GA 765	MC2025-1434	K2025-1433.
5/21/2025	PME-PM-GA 1371	MC2025-1435	K2025-1434.
5/21/2025	PM 836	MC2025-1436	K2025-1435.
5/21/2025	PM 837	MC2025-1437	K2025-1436.
5/21/2025	PM 838	MC2025-1438	K2025-1437.
5/22/2025	PM 839	MC2025-1440	K2025-1439.
5/22/2025	PM 840	MC2025-1441	K2025-1440.
5/22/2025	PM-GA 766	MC2024-1442	K2025-1441.
5/22/2025	PM 841	MC2024-1443	K2025-1442.
5/23/2025	PM 843	MC2024-1445	K2025-1444.
5/23/2025	PME-PM-GA 1372	MC2024-1446	K2025-1445.

Documents are available at www.prc.gov.

Sean C. Robinson,
Attorney, Corporate and Postal Business Law.
[FR Doc. 2025-09767 Filed 5-29-25; 8:45 am]
BILLING CODE 7710-12-P

SECURITIES AND EXCHANGE COMMISSION

[Investment Company Act Release No. 35608; File No. 812-15765]

Great Elm Capital Corp., et al.

May 23, 2025.

AGENCY: Securities and Exchange Commission (“Commission” or “SEC”).
ACTION: Notice.

Notice of application for an order under sections 17(d) and 57(i) of the Investment Company Act of 1940 (the “Act”) and rule 17d-1 under the Act to permit certain joint transactions otherwise prohibited by sections 17(d) and 57(a)(4) of the Act and rule 17d-1 under the Act.

SUMMARY OF APPLICATION: Applicants request an order to permit certain business development companies (“BDCs”) and closed-end management investment companies to co-invest in portfolio companies with each other and with certain affiliated investment entities.

APPLICANTS: Great Elm Capital Corp., Great Elm Capital Management, LLC, Great Elm Investments, LLC, and Great Elm Credit Income Fund, LLC.

FILING DATES: The application was filed on April 25, 2025, and amended on May 20, 2025.

HEARING OR NOTIFICATION OF HEARING: An order granting the requested relief will be issued unless the Commission

orders a hearing. Interested persons may request a hearing on any application by emailing the SEC’s Secretary at Secretarys-Office@sec.gov and serving the Applicants with a copy of the request by email, if an email address is listed for the relevant Applicant below, or personally or by mail, if a physical address is listed for the relevant Applicant below. Hearing requests should be received by the Commission by 5:30 p.m. on June 17, 2025, and should be accompanied by proof of service on the Applicants, in the form of an affidavit or, for lawyers, a certificate of service. Pursuant to rule 0-5 under the Act, hearing requests should state the nature of the writer’s interest, any facts bearing upon the desirability of a hearing on the matter, the reason for the request, and the issues contested. Persons who wish to be notified of a hearing may request notification by emailing the Commission’s Secretary at Secretarys-Office@sec.gov.

ADDRESSES: The Commission: Secretarys-Office@sec.gov. Applicants: Matt Kaplan, Great Elm Capital Corp., 3801 PGA Boulevard, Suite 603, Palm Beach Gardens, Florida 33410; Christopher Healey, Esq., Christopher.Healey@davispolk.com, Davis Polk & Wardwell LLP, 1050 17th Street NW, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Adam Large, Senior Special Counsel, Toyin Momoh, Senior Counsel, or Daniele Marchesani, Assistant Chief Counsel, at (202) 551-6825 (Division of Investment Management, Chief Counsel’s Office).

SUPPLEMENTARY INFORMATION: For Applicants’ representations, legal analysis, and conditions, please refer to Applicants’ amended application, dated May 20, 2025, which may be obtained via the Commission’s website by

searching for the file number at the top of this document, or for an Applicant using the Company name search field, on the SEC’s EDGAR system. The SEC’s EDGAR system may be searched at <https://www.sec.gov/edgar/searchedgar/companysearch.html>. You may also call the SEC’s Office of Investor Education and Advocacy at (202) 551-8090.

For the Commission, by the Division of Investment Management, under delegated authority.

Sherry R. Haywood,
Assistant Secretary.

[FR Doc. 2025-09758 Filed 5-29-25; 8:45 am]

BILLING CODE 8011-01-P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-103119; File No. SR-CboeBZX-2025-070]

Self-Regulatory Organizations; Cboe BZX Exchange, Inc.; Notice of Filing and Immediate Effectiveness of a Proposed Rule Change To Amend Rules 11.13(b) and 11.26(a)

May 23, 2025.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the “Act”),¹ and Rule 19b-4 thereunder,² notice is hereby given that on May 15, 2025, Cboe BZX Exchange, Inc. (the “Exchange” or “BZX”) filed with the Securities and Exchange Commission (the “Commission”) the proposed rule change as described in Items I and II below, which Items have been prepared by the Exchange. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

¹ 15 U.S.C. 78s(b)(1).

² 17 CFR 240.19b-4.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

Cboe BZX Exchange, Inc. (the "Exchange" or "BZX") proposes to amend Rule 11.26(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the name change of NYSE Chicago, Inc. to NYSE Texas, Inc. The Exchange also proposes to amend Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N) to remove the list of primary listing markets shown in the rule text. The text of the proposed rule change is provided in Exhibit 5.

The text of the proposed rule change is also available on the Exchange's website (http://markets.cboe.com/us/equities/regulation/rule_filings/bzx/), at the Exchange's Office of the Secretary, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the Exchange included statements concerning the purpose of and basis for the proposed rule change and discussed any comments it received on the proposed rule change. The text of these statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant aspects of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to update Rule 11.26(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the recent name change of NYSE Chicago, Inc. ("NYSE Chicago") to NYSE Texas, Inc. ("NYSE Texas"). The Exchange also proposes to amend Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N) to remove the list of primary listing markets.

On February 28, 2025, NYSE Chicago filed with the Commission a proposal to convert from a corporation organized under the laws of the state of Delaware to one organized under the laws of the state of Texas and changed its name from NYSE Chicago, Inc. to NYSE

Texas, Inc.³ The Exchange accordingly proposes a conforming change to its rules to replace the name of NYSE Chicago, Inc. with NYSE Texas, Inc. Specifically, the Exchange proposes to replace one reference to "Chicago" in Rule 11.26(a) with "Texas." The proposed changes are conforming and non-substantive in nature.

In addition to its proposal to become a Texas corporation and change its name to NYSE Texas, NYSE Chicago filed and received approval to amend its rules to permit the qualification, listing and trading of certain exchange traded products.⁴ The Exchange currently lists names of venues that are also primary listing markets in Rule 11.13(b)(3)(M)⁵ and Rule 11.13(b)(3)(N), which provide information about the ROOC routing strategy and associated port attribute offered by the Exchange, respectively. Pursuant to Rule 11.13(b)(3)(N), the Exchange offers the ROOC routing strategy, which allows orders that the entering firm wishes to designate for participation in the opening, re-opening (following a halt, suspension, or pause), or closing process of a primary listing market other than the Exchange (IEX, NYSE, Nasdaq, NYSE American, or NYSE Arca) if received before the opening/re-opening/closing time of such market. If shares remain unexecuted after attempting to execute in the opening, re-opening, or closing process, they are either posted to the BZX Book,⁶ executed, or routed to destinations on the System⁷ routing table. Rule 11.13(b)(3)(M) provides that a User⁸

³ See Securities Exchange Act Release No. 102507 (February 28, 2025), 90 FR 11445 (March 6, 2025) (SR-NYSECHX-2025-01) (Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Repeal the Exchange's Certification of Incorporation; Adopt the Certificate of Formation of NYSE Texas, Inc.; Amend the Exchange's By-Laws, Rules, and Certain Fee Schedules; and Amend the Certification of Incorporation and By-Laws of the Exchange's Holding Company To Reflect the Conversion of the Exchange to a Texas Corporation and the Renaming of NYSE Chicago Holdings, Inc.).

⁴ See Securities Exchange Act Release No. 102957 (April 29, 2025), 90 FR 19054 (May 5, 2025) (SR-NYSECHX-2025-04) ("NYSE Texas Listing Venue Filing").

⁵ Rule 11.13(b)(3)(M) does not describe an individual routing strategy, but rather supplements Rule 11.13(b)(3)(N) by detailing how a firm may designate its orders using port settings. By way of background, a physical port is utilized by a Member or non-Member to connect to the Exchange at the data centers where the Exchange's servers are located.

⁶ See Rule 1.5(e). The term BZX Book shall mean the System's electronic file of orders.

⁷ See Rule 1.5(aa). The term System shall mean the electronic communications and trading facility designated by the Board through which securities orders of Users are consolidated for ranking, execution and, when applicable, routing away.

⁸ See Rule 1.5(cc). The term User shall mean any Member or Sponsored Participant who is

may designate their order for participation in the reopening (following a halt, suspension, or pause) of a primary listing market other than the Exchange (IEX, NYSE, Nasdaq, NYSE American, or NYSE Arca) if received before the reopening time of such market. If shares remain unexecuted after attempting to execute in the re-opening process, they are either posted to the BZX Book, executed, or routed to destinations on the System routing table. Rule 11.13(b)(3)(M) supplements Rule 11.13(b)(3)(N) by describing the port attribute that is associated with the ROOC routing option described in Rule 11.13(b)(3)(N).

The Exchange now proposes to remove the list of primary listing markets that is currently listed in Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N). While the Exchange notes that having a list of primary listing markets provides additional specificity to market participants, the Exchange also notes that confusion may occur if this list is not maintained in a timely fashion and believes that market participants will not be harmed by the removal of the list of primary listing markets as it does not affect the functionality of the ROOC routing strategy. Notably, there are many places throughout the Exchange's rulebook where the term "primary listing market" is used without including the list of primary listing markets that is shown under Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N).⁹ Similarly, the term "primary listing market" is used throughout the rulebook of NYSE Arca, Inc. ("NYSE Arca") and The Nasdaq Stock Market LLC ("Nasdaq") without reference to a list of exchanges that currently serve as primary listing markets.¹⁰ Given that the term "primary listing market" is commonly used throughout the industry and its meaning is well understood by market participants, the Exchange believes that Users are not harmed by

authorized to obtain access to the System pursuant to Rule 11.3.

⁹ See, e.g., Rule 11.8(d)(1)(B) (Obligations of Market Makers—Quotation Requirements and Obligations); Rule 11.17(c)(1)(B) (Clearly Erroneous Executions—Clearly erroneous review); Rule 11.18(c) (Trading Halts Due to Extraordinary Market Volatility); Rule 11.22(j) (Data Products—Cboe Aggregated Market "Cboe One" Feed); Rule 11.28 (Cboe Market Close, a closing Match Process for Non-BZX-Listed Securities).

¹⁰ See, e.g., NYSE Arca Rule 7.31-E(f)(1) (Primary Only Order); NYSE Arca Rule 7.34-E(c)(1)(D) (Trading Sessions—Orders Permitted in Each Session); NYSE Arca Rule 7.37-E(a)(5) (Order Execution and Routing). See also, Nasdaq Equity 2, Section 5 (Market Maker Obligations); Nasdaq Equity 4, Rule 4120 (Limit Up-Limit Down Plan and Trading Halts); Nasdaq Equity 4, Rule 4758(a)(1)(x) (Order Routing).

the removal of the list of primary listing markets from Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N) and that sufficient clarity exists within the proposed rule text for Users to understand the routing behavior of the ROOC routing strategy and the functionality offered by the port setting.

2. Statutory Basis

The Exchange believes the proposed rule change is consistent with the Securities Exchange Act of 1934 (the “Act”) and the rules and regulations thereunder applicable to the Exchange and, in particular, the requirements of Section 6(b) of the Act.¹¹ Specifically, the Exchange believes the proposed rule change is consistent with the Section 6(b)(5)¹² requirements that the rules of an exchange be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in regulating, clearing, settling, processing information with respect to, and facilitating transactions in securities, to remove impediments to and perfect the mechanism of a free and open market and a national market system, and, in general, to protect investors and the public interest.

The Exchange believes that its proposal to update Exchange Rule 11.26(a) to reference NYSE Texas will ensure that the Rule correctly identifies and publicly states on a market-by-market basis all of the specific network processor and proprietary data feeds that the Exchange utilizes for the handling, routing, and execution of orders, and for performing the regulatory compliance checks related to each of those functions. In addition, the proposed amendments would reduce potential investor and market participant confusion and therefore remove impediments to and perfect the mechanism of a free and open market and a national market system by ensuring that investors and market participants can more easily navigate, understand, and comply with the Exchange’s rules. The Exchange also believes that the proposed amendments remove impediments to and perfects the mechanism of a free and open market by ensuring that persons subject to the Exchange’s jurisdiction, regulators, and the investing public can more easily navigate and understand the Exchange’s rules. The proposed amendments would not be inconsistent with the public interest and the protection of investors because investors will not be harmed

and in fact would benefit from the increased transparency and clarity, thereby reducing potential confusion.

Additionally, the Exchange believes that its proposal to update Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N) removes impediments to and perfects the mechanism of a free and open market by harmonizing the rule text found in Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N) with other rules throughout the Exchange’s rulebook that also reference primary listing markets without naming each primary listing market within the rule text. In addition, the proposed amendments would reduce potential investor and market participant confusion by simplifying the Exchange’s rule text without changing the applicability of the rule or the function of the applicable routing strategy and corresponding port attribute, therefore removing impediments to and perfecting the mechanism of a free and open market and a national market system by ensuring that investors and market participants receive accurate information that is easily understood. The proposed amendments would not be inconsistent with the public interest and the protection of investors because investors will not be harmed and in fact would benefit from the simplified language within the rule text, thereby reducing potential confusion.

B. Self-Regulatory Organization’s Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but rather is concerned solely with updating Rule 11.26(a) to reflect the name change associated with a source of data utilized to when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes and update Rule 11.13(b)(3)(M) and Rule 11.13(b)(3)(N) to remove the list of primary listing markets found within the rule text in order to simplify the rule text without amending the meaning or functionality of the rule as well as harmonize the rule text with that of other rules within the Exchange’s rulebook.

C. Self-Regulatory Organization’s Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

The Exchange neither solicited nor received comments on the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to Section 19(b)(3)(A) of the Act¹³ and Rule 19b-4(f)(6)¹⁴ thereunder. Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; or (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A) of the Act¹⁵ and Rule 19b-4(f)(6)¹⁶ thereunder.

A proposed rule change filed under Rule 19b-4(f)(6)¹⁷ normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b-4(f)(6)(iii),¹⁸ the Commission may designate a shorter time if such action is consistent with protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposed rule change may become operative immediately upon filing. The Commission believes that the proposed rule change raises no novel issues because it proposes a non-substantive conforming change to reflect the name change of NYSE Chicago to NYSE Texas and removes an outdated list of primary listing markets; therefore, waiver of the operative delay is consistent with the protection of investors and the public interest. Accordingly, the Commission designates the proposed rule change to be operative upon filing.¹⁹

At any time within 60 days of the filing of the proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of

¹³ 15 U.S.C. 78s(b)(3)(A).

¹⁴ 17 CFR 240.19b-4(f)(6).

¹⁵ 15 U.S.C. 78s(b)(3)(A).

¹⁶ 17 CFR 240.19b-4(f)(6). In addition, Rule 19b-4(f)(6)(iii) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

¹⁷ 17 CFR 240.19b-4(f)(6).

¹⁸ 17 CFR 240.19b-4(f)(6)(iii).

¹⁹ For purposes only of waiving the 30-day operative delay, the Commission also has considered the proposed rule’s impact on efficiency, competition, and capital formation. See 15 U.S.C. 78c(f).

¹¹ 15 U.S.C. 78f(b).

¹² 15 U.S.C. 78f(b)(5).

the purposes of the Act. If the Commission takes such action, the Commission will institute proceedings to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include file number SR-CboeBZX-2025-070 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.
- All submissions should refer to file number SR-CboeBZX-2025-070. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-CboeBZX-2025-070 and should be submitted on or before June 20, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.²⁰

Sherry R. Haywood,
Assistant Secretary.

[FR Doc. 2025-09763 Filed 5-29-25; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-103116; File No. SR-ISE-2025-08]

Self-Regulatory Organizations; Nasdaq ISE, LLC; Order Instituting Proceedings To Determine Whether To Approve or Disapprove a Proposed Rule Change To Amend Options 4, Section 3, Criteria for Underlying Securities

May 23, 2025.

I. Introduction

On February 7, 2025, Nasdaq ISE, LLC ("Exchange") filed with the Securities and Exchange Commission ("Commission"), pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 ("Act"),¹ and Rule 19b-4 thereunder,² a proposed rule change to amend its listing rules at ISE Options 4, Section 3, Criteria for Underlying Securities to allow the listing and trading of options on units that represent interests in a trust that is a Commodity-Based Trust.³ The proposed rule change was published for comment in the **Federal Register** on February 26, 2025.⁴

On March 12, 2025, pursuant to Section 19(b)(2) of the Act,⁵ the Commission designated a longer period within which to approve the proposed rule change, disapprove the proposed rule change, or institute proceedings to determine whether to disapprove the proposed rule change.⁶ This order institutes proceedings under Section 19(b)(2)(B) of the Act⁷ to determine whether to approve or disapprove the proposed rule change.

²⁰ 17 CFR 200.30-3(a)(12) and (59).

¹ 15 U.S.C. 78s(b)(1).

² 17 CFR 240.19b-4.

³ See, *infra*, note 9 and accompanying text.

⁴ See Securities Exchange Act Release No. 102465 (Feb. 20, 2025), 90 FR 10740 ("Notice").

⁵ 15 U.S.C. 78s(b)(2).

⁶ See Securities Exchange Act Release No. 102628 (Mar. 12, 2025), 90 FR 12587 (Mar. 18, 2025) (designating May 27, 2025, as the date by which the Commission shall either approve, disapprove, or institute proceedings to determine whether to disapprove the proposed rule change).

⁷ 15 U.S.C. 78s(b)(2)(B).

II. Description of the Proposed Rule Change

As described more fully in the Notice, the Exchange proposes to amend Options 4, Section 3, Criteria for Underlying Securities to allow the listing and trading of options on units that represent interests in a trust that is a Commodity-Based Trust.⁸

Specifically, the Exchange proposes to remove references in Options 4, Section 3(h) to the SPDR® Gold Trust, the iShares COMEX Gold Trust, the iShares Silver Trust, the Aberdeen Standard Physical Gold Trust, the iShares Bitcoin Trust, the Fidelity Wise Origin Bitcoin Fund, the ARK21Shares Bitcoin ETF, the Grayscale Bitcoin Trust (BTC), the Grayscale Bitcoin Mini Trust (BTC), and the Bitwise Bitcoin ETF, which are all Commodity-Based Trust Shares, and update the provision to state that securities deemed appropriate for options trading shall include shares or other securities ("Exchange-Traded Fund Shares") that "represent interests in (a) a security issued by a trust that holds (1) a specified commodity deposited with the trust, or (2) a specified commodity and, in addition to such specified commodity, cash; (b) that is issued by such trust in a specified aggregate minimum number in return for a deposit of a quantity of the underlying commodity and/or cash; and (c) that, when aggregated in the same specified minimum number, may be redeemed at a holder's request by such trust which will deliver to the redeeming holder the quantity of the underlying commodity and/or cash ('Commodity-Based Trust Share')." ⁹

As a result of this amendment, the listing criteria would permit any Exchange-Traded Fund Shares ("ETFs") that are approved to list on the primary market as a Commodity-Based Trust Share to qualify for the listing of options on that Commodity-Based Trust Share, provided other listing criteria have been met, without any additional approvals from the Commission. The Exchange states that offering options on Commodity-Based Trust Shares provides investors with the ability to hedge exposure to the underlying security similar to options on any other securities. Additionally, the Exchange states that options on a Commodity-Based Trust Share provide investors with the ability to transact in such options in a listed market environment, which increases market transparency and enhances the process of price discovery conducted on the Exchange

⁸ See Notice, *supra* note 4.

⁹ See Notice, *supra* note 4, at 10740.

through increased order flow to the benefit of all investors.¹⁰

The Exchange states that options on a Commodity-Based Trust Share will trade in the same manner as options on other ETFs on the Exchange.¹¹ The Exchange rules that currently apply to the listing and trading of all options on ETFs on the Exchange, including, for example, rules that govern listing criteria,¹² including continued listing standards,¹³ expirations,¹⁴ exercise/strike prices,¹⁵ minimum increments,¹⁶ position and exercise limits,¹⁷ margin requirements,¹⁸ customer accounts,¹⁹ and trading halt procedures²⁰ would apply to the listing and trading of options on a Commodity-Based Trust Share on the Exchange in the same manner as they apply to other options on all other ETFs that are listed and traded on the Exchange.

In addition, the Exchange states that the same surveillance procedures

applicable to all other options on other ETFs currently listed and traded on the Exchange will apply to options on a Commodity-Based Trust Share, and that it and the Options Price Reporting Authority or “OPRA” has the necessary systems capacity to support the new option series.²¹ Also, the Exchange states that it may obtain information from CME Group Inc.’s designated contract markets that are members of the Intermarket Surveillance Group related to a financial instrument that is based, in whole or in part, upon an interest in or performance of a commodity, as applicable.²² The Exchange states that it has not identified any issues with the continued listing and trading of any ETF options, including ETFs that hold commodities (*i.e.*, precious metals) that it currently lists and trades on the Exchange.²³

III. Proceedings To Determine Whether To Approve or Disapprove SR–ISE–2025–08 and Grounds for Disapproval Under Consideration

The Commission is instituting proceedings pursuant to Section 19(b)(2)(B) of the Act²⁴ to determine whether the proposed rule change should be approved or disapproved. Institution of such proceedings is appropriate at this time in view of the legal and policy issues raised by the proposed rule change. Institution of proceedings does not indicate that the Commission has reached any conclusions with respect to any of the issues involved. Rather, as described below, the Commission seeks and encourages interested persons to provide comments on the proposed rule change.

Pursuant to Section 19(b)(2)(B) of the Act,²⁵ the Commission is providing notice of the grounds for disapproval under consideration. The Commission is instituting proceedings to allow for additional analysis of the proposed rule change’s consistency with Section 6(b)(5) of the Act,²⁶ which requires, among other things, that the rules of a national securities exchange be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to remove impediments to and protect the mechanism of a free and open market and a national market

system, and, in general, to protect investors and the public interest.

Under the Commission’s Rules of Practice, the “burden to demonstrate that a proposed rule change is consistent with the [Act] and the rules and regulations issued thereunder . . . is on the self-regulatory organization that proposed the rule change.”²⁷ The description of a proposed rule change, its purpose and operation, its effect, and a legal analysis of its consistency with applicable requirements must all be sufficiently detailed and specific to support an affirmative Commission finding,²⁸ and any failure of a self-regulatory organization to provide this information may result in the Commission not having a sufficient basis to make an affirmative finding that a proposed rule change is consistent with the Act and the applicable rules and regulations.²⁹ The Commission is instituting proceedings to allow for additional consideration and comment on the issues raised herein, including as to whether the proposal is consistent with the Act. In particular, the Commission asks commenters to address the potential market impacts of allowing the listing and trading of options on Commodity-Based Trust Shares.

IV. Procedure: Request for Written Comments

The Commission requests that interested persons provide written submissions of their views, data, and arguments with respect to the issues identified above, as well as any other concerns they may have with the proposal. In particular, the Commission invites the written views of interested persons concerning whether the proposal is consistent with Section 6(b)(5) or any other provision of the Act, and the rules and regulations thereunder. Although there do not appear to be any issues relevant to approval or disapproval that would be facilitated by an oral presentation of views, data, and arguments, the Commission will consider, pursuant to Rule 19b–4 under the Act,³⁰ any request for an opportunity to make an oral presentation.³¹

²⁷ 17 CFR 201.700(b)(3).

²⁸ *See id.*

²⁹ *See id.*

³⁰ 17 CFR 240.19b–4.

³¹ Section 19(b)(2) of the Act, as amended by the Securities Acts Amendments of 1975, Public Law 94–29 (June 4, 1975), grants the Commission flexibility to determine what type of proceeding—either oral or notice and opportunity for written comments—is appropriate for consideration of a particular proposal by a self-regulatory organization. *See* Securities Acts Amendments of

Continued

¹⁰ *Id.* at 10742.

¹¹ *Id.* *See also* ISE Rule Options 4, Section 3(h)(1) (regarding certain criteria and guidelines for ETFs).

¹² *See* Notice, *supra* note 4, at 10741–42. *See also* ISE Rule Options 4, Section 3(a), (h).

¹³ *See* Notice, *supra* note 4, at 10741, 10743. The Exchange states that the options approved for trading pursuant to Options 4, Section 3(h) will not be deemed to meet the requirements for continued approval, and the Exchange shall not open for trading any additional series of option contracts of the class covering such ETFs, if the ETFs are delisted from trading as provided in subparagraph (b)(5) of Options 4, Section 4 or the ETFs are halted or suspended from trading on their primary market. *Id.* Additionally, options on ETFs may be subject to the suspension of opening transactions in any series of options of the class covering ETFs in certain other circumstances pursuant to Exchange rules. *Id.* at 10741.

¹⁴ *See* Notice, *supra* note 4, at 10741. The Exchange states that the Exchange would open at least one expiration month for options on a Commodity-Based Trust Share and may also list series of options on a Commodity-Based Trust Share for trading on a weekly or quarterly basis. *Id.* The Exchange states that it may also list long-term equity option series (“LEAPS”) that expire from twelve to thirty-nine months from the time they are listed. *Id.*

¹⁵ *See* Notice, *supra* note 4, at 10741–42. *See also* ISE Rule Options 4, Section 5(b) (relating to exercise price of options upon commencement of trading of a particular class of options on the Exchange); ISE Rule Options 4, Section 5(d) (relating to strike prices of series of options on ETFs).

¹⁶ *See* Notice, *supra* note 4, at 10741–42. *See also* ISE Rule Options 4, Section 5 and Options 3, Section 3.

¹⁷ *See* Notice, *supra* note 4, at 10742. The Exchange states that position and exercise limits for options on a Commodity-Based Trust Share would be determined pursuant to ISE Rule Options 9, Sections 13 and 15, respectively, and that position and exercise limits for ETFs options vary according to the number of outstanding shares and the trading volumes of the underlying ETF over the past six months. *Id.*

¹⁸ *See* Notice, *supra* note 4, at 10742. *See also* ISE Rule Options 6C, Section 3.

¹⁹ *See* Notice, *supra* note 4, at 10742.

²⁰ *See* Notice, *supra* note 4, at 10741–42.

²¹ *See* Notice, *supra* note 4, at 10742.

²² *Id.*

²³ *Id.*

²⁴ 15 U.S.C. 78s(b)(2)(B).

²⁵ *See id.*

²⁶ 15 U.S.C. 78f(b)(5).

Interested persons are invited to submit written data, views, and arguments regarding whether the proposed rule change should be approved or disapproved by June 20, 2025. Any person who wishes to file a rebuttal to any other person's submission must file that rebuttal by July 7, 2025.

Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include file number SR-ISE-2025-08 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.
- All submissions should refer to file number SR-ISE-2025-08. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-ISE-2025-08 and should be submitted on or before June 20, 2025.

Rebuttal comments should be submitted by July 7, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.³²

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2025-09760 Filed 5-29-25; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-103117; File No. SR-CboeBYX-2025-013]

Self-Regulatory Organizations; Cboe BYX Exchange, Inc.; Notice of Filing and Immediate Effectiveness of a Proposed Rule Change To Amend Rule 11.26(a)

May 23, 2025.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the "Act"),¹ and Rule 19b-4 thereunder,² notice is hereby given that on May 15, 2025, Cboe BYX Exchange, Inc. (the "Exchange" or "BYX") filed with the Securities and Exchange Commission (the "Commission") the proposed rule change as described in Items I and II below, which Items have been prepared by the Exchange. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization's Statement of the Terms of Substance of the Proposed Rule Change

Cboe BYX Exchange, Inc. (the "Exchange" or "BYX") proposes to amend Rule 11.26(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the name change of NYSE Chicago, Inc. to NYSE Texas, Inc. The text of the proposed rule change is provided in Exhibit 5.

The text of the proposed rule change is also available on the Exchange's website (http://markets.cboe.com/us/equities/regulation/rule_filings/byx/), at the Exchange's Office of the Secretary, and at the Commission's Public Reference Room.

II. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the Exchange included statements concerning the purpose of and basis for the proposed rule change and discussed any comments it received on the proposed rule change. The text of these statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant aspects of such statements.

A. Self-Regulatory Organization's Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to update Rule 11.26(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the recent name change of NYSE Chicago, Inc. ("NYSE Chicago") to NYSE Texas, Inc. ("NYSE Texas").

On February 28, 2025, NYSE Chicago filed with the Commission a proposal to convert from a corporation organized under the laws of the state of Delaware to one organized under the laws of the state of Texas and changed its name from NYSE Chicago, Inc. to NYSE Texas, Inc.³ The Exchange accordingly proposes a conforming change to its rules to replace the name of NYSE Chicago, Inc. with NYSE Texas, Inc. Specifically, the Exchange proposes to replace one reference to "Chicago" in Rule 11.26(a) with "Texas." The proposed changes are conforming and non-substantive in nature.

2. Statutory Basis

The Exchange believes the proposed rule change is consistent with the Securities Exchange Act of 1934 (the "Act") and the rules and regulations thereunder applicable to the Exchange and, in particular, the requirements of Section 6(b) of the Act.⁴ Specifically,

³ See Securities Exchange Act Release No. 102507 (February 28, 2025), 90 FR 11445 (March 6, 2025) (SR-NYSECHX-2025-01) (Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Repeal the Exchange's Certification of Incorporation; Adopt the Certificate of Formation of NYSE Texas, Inc.; Amend the Exchange's By-Laws, Rules, and Certain Fee Schedules; and Amend the Certification of Incorporation and By-Laws of the Exchange's Holding Company To Reflect the Conversion of the Exchange to a Texas Corporation and the Renaming of NYSE Chicago Holdings, Inc.).

⁴ 15 U.S.C. 78f(b).

¹ 1975, Senate Comm. on Banking, Housing & Urban Affairs, S. Rep. No. 75, 94th Cong., 1st Sess. 30 (1975).

³² 17 CFR 200.30-3(a)(57).

¹ 15 U.S.C. 78s(b)(1).

² 17 CFR 240.19b-4.

the Exchange believes the proposed rule change is consistent with the Section 6(b)(5)⁵ requirements that the rules of an exchange be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in regulating, clearing, settling, processing information with respect to, and facilitating transactions in securities, to remove impediments to and perfect the mechanism of a free and open market and a national market system, and, in general, to protect investors and the public interest.

The Exchange believes that its proposal to update Exchange Rule 11.26(a) to reference NYSE Texas will ensure that the Rule correctly identifies and publicly states on a market-by-market basis all of the specific network processor and proprietary data feeds that the Exchange utilizes for the handling, routing, and execution of orders, and for performing the regulatory compliance checks related to each of those functions. In addition, the proposed amendments would reduce potential investor and market participant confusion and therefore remove impediments to and perfect the mechanism of a free and open market and a national market system by ensuring that investors and market participants can more easily navigate, understand, and comply with the Exchange's rules. The Exchange also believes that the proposed amendments remove impediments to and perfects the mechanism of a free and open market by ensuring that persons subject to the Exchange's jurisdiction, regulators, and the investing public can more easily navigate and understand the Exchange's rules. The proposed amendments would not be inconsistent with the public interest and the protection of investors because investors will not be harmed and in fact would benefit from the increased transparency and clarity, thereby reducing potential confusion.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but rather is concerned solely with updating the Exchange's rules to reflect the name change associated with a source of data utilized to when performing: (i) order handling; (ii) order routing; (iii) order

execution; and (iv) related compliance processes.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

The Exchange neither solicited nor received comments on the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to Section 19(b)(3)(A) of the Act⁶ and Rule 19b-4(f)(6)⁷ thereunder. Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; or (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A) of the Act⁸ and Rule 19b-4(f)(6)⁹ thereunder.

A proposed rule change filed under Rule 19b-4(f)(6)¹⁰ normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b-4(f)(6)(iii),¹¹ the Commission may designate a shorter time if such action is consistent with protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposed rule change may become operative immediately upon filing. The Commission believes that the proposed rule change raises no novel issues because it proposes a non-substantive conforming change to reflect the name change of NYSE Chicago to NYSE Texas and that waiver of the operative delay is consistent with the protection of investors and the public interest. Accordingly, the Commission designates the proposed rule change to be operative upon filing.¹²

⁶ 15 U.S.C. 78s(b)(3)(A).

⁷ 17 CFR 240.19b-4(f)(6).

⁸ 15 U.S.C. 78s(b)(3)(A).

⁹ 17 CFR 240.19b-4(f)(6). In addition, Rule 19b-4(f)(6)(iii) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

¹⁰ 17 CFR 240.19b-4(f)(6).

¹¹ 17 CFR 240.19b-4(f)(6)(iii).

¹² For purposes only of waiving the 30-day operative delay, the Commission also has considered the proposed rule's impact on

At any time within 60 days of the filing of the proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission will institute proceedings to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include file number SR-CboeBYX-2025-013 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.

All submissions should refer to file number SR-CboeBYX-2025-013. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the

efficiency, competition, and capital formation. See 15 U.S.C. 78c(f).

⁵ 15 U.S.C. 78f(b)(5).

Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-CboeBYX-2025-013 and should be submitted on or before June 20, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.¹³

Sherry R. Haywood,
Assistant Secretary.

[FR Doc. 2025-09761 Filed 5-29-25; 8:45 am]

BILLING CODE 8011-01-P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-103120; File No. SR-CboeEDGA-2025-014]

Self-Regulatory Organizations; Cboe EDGA Exchange, Inc.; Notice of Filing and Immediate Effectiveness of a Proposed Rule Change To Amend Rule 13.4(a)

May 23, 2025.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the “Act”),¹ and Rule 19b-4 thereunder,² notice is hereby given that on May 15, 2025, Cboe EDGA Exchange, Inc. (the “Exchange” or “EDGA”) filed with the Securities and Exchange Commission (the “Commission”) the proposed rule change as described in Items I and II below, which Items have been prepared by the Exchange. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization’s Statement of the Terms of Substance of the Proposed Rule Change

Cboe EDGA Exchange, Inc. (the “Exchange” or “EDGA”) proposes to amend Rule 13.4(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the name change of NYSE Chicago, Inc. to NYSE Texas, Inc. The text of the proposed rule change is provided in Exhibit 5.

The text of the proposed rule change is also available on the Exchange’s website (<http://markets.cboe.com/us/>

[equities/regulation/rule_filings/edga/](http://markets.cboe.com/us/equities/regulation/rule_filings/edga/)), at the Exchange’s Office of the Secretary, and at the Commission’s Public Reference Room.

II. Self-Regulatory Organization’s Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the Exchange included statements concerning the purpose of and basis for the proposed rule change and discussed any comments it received on the proposed rule change. The text of these statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant aspects of such statements.

A. Self-Regulatory Organization’s Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to update Rule 13.4(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the recent name change of NYSE Chicago, Inc. (“NYSE Chicago”) to NYSE Texas, Inc. (“NYSE Texas”).

On February 28, 2025, NYSE Chicago filed with the Commission a proposal to convert from a corporation organized under the laws of the state of Delaware to one organized under the laws of the state of Texas and changed its name from NYSE Chicago, Inc. to NYSE Texas, Inc.³ The Exchange accordingly proposes a conforming change to its rules to replace the name of NYSE Chicago, Inc. with NYSE Texas, Inc. Specifically, the Exchange proposes to replace one reference to “Chicago” in Rule 13.4(a) with “Texas.” The proposed changes are conforming and non-substantive in nature.

2. Statutory Basis

The Exchange believes the proposed rule change is consistent with the Securities Exchange Act of 1934 (the

“Act”) and the rules and regulations thereunder applicable to the Exchange and, in particular, the requirements of Section 6(b) of the Act.⁴ Specifically, the Exchange believes the proposed rule change is consistent with the Section 6(b)(5)⁵ requirements that the rules of an exchange be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in regulating, clearing, settling, processing information with respect to, and facilitating transactions in securities, to remove impediments to and perfect the mechanism of a free and open market and a national market system, and, in general, to protect investors and the public interest.

The Exchange believes that its proposal to update Exchange Rule 13.4(a) to reference NYSE Texas will ensure that the Rule correctly identifies and publicly states on a market-by-market basis all of the specific network processor and proprietary data feeds that the Exchange utilizes for the handling, routing, and execution of orders, and for performing the regulatory compliance checks related to each of those functions. In addition, the proposed amendments would reduce potential investor and market participant confusion and therefore remove impediments to and perfect the mechanism of a free and open market and a national market system by ensuring that investors and market participants can more easily navigate, understand, and comply with the Exchange’s rules. The Exchange also believes that the proposed amendments remove impediments to and perfects the mechanism of a free and open market by ensuring that persons subject to the Exchange’s jurisdiction, regulators, and the investing public can more easily navigate and understand the Exchange’s rules. The proposed amendments would not be inconsistent with the public interest and the protection of investors because investors will not be harmed and in fact would benefit from the increased transparency and clarity, thereby reducing potential confusion.

B. Self-Regulatory Organization’s Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but rather is

³ See Securities Exchange Act Release No. 102507 (February 28, 2025), 90 FR 11445 (March 6, 2025) (SR-NYSECHX-2025-01) (Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Repeal the Exchange’s Certification of Incorporation; Adopt the Certificate of Formation of NYSE Texas, Inc.; Amend the Exchange’s By-Laws, Rules, and Certain Fee Schedules; and Amend the Certification of Incorporation and By-Laws of the Exchange’s Holding Company To Reflect the Conversion of the Exchange to a Texas Corporation and the Renaming of NYSE Chicago Holdings, Inc.).

⁴ 15 U.S.C. 78f(b).

⁵ 15 U.S.C. 78f(b)(5).

¹³ 17 CFR 200.30-3(a)(12) and (59).

¹ 15 U.S.C. 78s(b)(1).

² 17 CFR 240.19b-4.

concerned solely with updating the Exchange's rules to reflect the name change associated with a source of data utilized to when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

The Exchange neither solicited nor received comments on the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to Section 19(b)(3)(A) of the Act⁶ and Rule 19b-4(f)(6)⁷ thereunder. Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on competition; or (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A) of the Act⁸ and Rule 19b-4(f)(6)⁹ thereunder.

A proposed rule change filed under Rule 19b-4(f)(6)¹⁰ normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b-4(f)(6)(iii),¹¹ the Commission may designate a shorter time if such action is consistent with protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposed rule change may become operative immediately upon filing. The Commission believes that the proposed rule change raises no novel issues because it proposes a non-substantive conforming change to reflect the name change of NYSE Chicago to NYSE Texas and that waiver of the operative delay is consistent with the protection of investors and the public interest. Accordingly, the Commission

designates the proposed rule change to be operative upon filing.¹²

At any time within 60 days of the filing of the proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission will institute proceedings to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include file number SR-CboeEDGA-2025-014 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.
- All submissions should refer to file number SR-CboeEDGA-2025-014. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE,

Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-CboeEDGA-2025-014 and should be submitted on or before June 20, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.¹³

Sherry R. Haywood,
Assistant Secretary.

[FR Doc. 2025-09764 Filed 5-29-25; 8:45 am]

BILLING CODE 8011-01-P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-103118; File No. SR-Phlx-2025-08]

Self-Regulatory Organizations; Nasdaq PHLX LLC; Order Instituting Proceedings To Determine Whether To Approve or Disapprove Proposed Rule Change To List and Trade Nasdaq Bitcoin Index Options

May 23, 2025.

I. Introduction

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 ("Act" or "Exchange Act")¹ and Rule 19b-4 thereunder,² Nasdaq PHLX LLC ("Phlx" or "Exchange") filed with the Securities and Exchange Commission ("Commission") a proposed rule change to list and trade options on the Nasdaq Bitcoin Index ("Index"). The proposed rule change was published for comment in the **Federal Register** on February 24, 2025.³ On March 12, 2025, pursuant to Section 19(b)(2) of the Act,⁴ the Commission designated a longer period within which to approve the proposal, disapprove the proposal, or institute proceedings to determine whether to disapprove the proposal.⁵ On May 17,

¹³ 17 CFR 200.30-3(a)(12) and (59).

¹ 15 U.S.C. 78s(b)(1).

² 17 CFR 240.19b-4.

³ See Securities Exchange Act Release No. 102440 (Feb. 18, 2025), 90 FR 10545 ("Notice").

⁴ 15 U.S.C. 78s(b)(2).

⁵ See Securities Exchange Act Release No. 102631 (Mar. 12, 2025), 90 FR 12588 (Mar. 18, 2025). The Commission designated May 25, 2025, as the date by which the Commission shall approve or

Continued

⁶ 15 U.S.C. 78s(b)(3)(A).

⁷ 17 CFR 240.19b-4(f)(6).

⁸ 15 U.S.C. 78s(b)(3)(A).

⁹ 17 CFR 240.19b-4(f)(6). In addition, Rule 19b-4(f)(6)(iii) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

¹⁰ 17 CFR 240.19b-4(f)(6).

¹¹ 17 CFR 240.19b-4(f)(6)(iii).

¹² For purposes only of waiving the 30-day operative delay, the Commission also has considered the proposed rule's impact on efficiency, competition, and capital formation. See 15 U.S.C. 78c(f).

2025, the Exchange submitted a comment letter regarding the proposal.⁶ The Commission has received no other comments on the proposal. This order institutes proceedings pursuant to Section 19(b)(2)(B) of the Act⁷ to determine whether to approve or disapprove the proposal.

II. Description of the Proposal

As described in detail in the Notice,⁸ the Exchange proposes to amend its rules to provide for the listing and trading of cash-settled, European-style options on the Index, which reflects the price of spot bitcoin. At expiration, holders of Index options would receive U.S. dollars representing the difference between the CME CF Bitcoin Reference Rate—New York Variant (“BBRNY”) and the strike price of the option contract, multiplied by \$100.⁹ The proposal includes rules addressing minimum quoting and trading increments, position and exercise limits, strike price intervals, expiration months, and the closing settlement value for the proposed Index options.¹⁰ The Exchange states that the proposed Index options would provide investors, speculators, and multinational corporations with an important risk-shifting mechanism and would be used for a wide range of activities, including asset valuation, settlement of financial risk, risk management, and net asset value calculation.¹¹ The Exchange further states that the proposed Index options would allow market participants to precisely hedge their exposure to bitcoin.¹² In addition, the Exchange states that the proposed Index options “would provide investors with the means to create highly correlated hedges to reduce risk and allow market markets [sic] the leverage to offset risk and provide additional liquidity in options for bitcoin products.”¹³ The Exchange states that the proposed Index

disapprove, or institute proceedings to determine whether to approve or disapprove, the proposed rule change.

⁶ See letter from Angela Dunn, Principal Associate General Counsel, Phlx, dated March 17, 2025 (“Phlx Letter”), available at <https://www.sec.gov/comments/sr-phlx-2025-08/srphlx202508-581995-1674542.pdf>.

⁷ 15 U.S.C. 78s(b)(2)(B).

⁸ See *supra* note 3.

⁹ See Notice, 90 FR 10555, and proposed Options 4D, Section 8(a). The Exchange states that BBRNY is a once-a-day benchmark index price for bitcoin that aggregates trade data from multiple bitcoin-USD markets operated by major cryptocurrency platforms. See Notice, 90 FR 10549.

¹⁰ See proposed Options 3, Section 3, Supplementary Material .06; Options 4D, Section 5(a); Options 4D, Section 6; Options 4D, Section 7; and Options 4D, Section 8.

¹¹ See Phlx Letter at 3 and Notice, 90 FR 10550.

¹² See Phlx Letter at 2.

¹³ See Phlx Letter at 7.

options would allow market participants that hold spot bitcoin-based exchange traded products (“ETPs”) to hedge or modify their exposure in a single regulatory regime.¹⁴

The Exchange states that the Commission’s 2006 approval of the Exchange’s proposal to list and trade foreign currency options “established precedent to list and trade index options overlying an underlying that is not a security.”¹⁵ In addition, the Exchange states that the proposed Index options are foreign currency options, which are securities under Section 3(a)(10) of the Act if they are entered into on a national securities exchange.¹⁶ The Exchange states that bitcoin is a foreign currency because bitcoin is legal tender in El Salvador.¹⁷ The Exchange further states that its rules define “foreign currency” to mean “the standard unit of the official medium of exchange of a sovereign government including the United States Government. . . .”¹⁸ The Exchange also states that courts have determined that bitcoin is “money” for purposes of different federal statutes.¹⁹

III. Proceedings To Determine Whether To Approve or Disapprove File No. SR-Phlx-2025-08 and Grounds for Disapproval Under Consideration

The Commission is instituting proceedings pursuant to Section 19(b)(2)(B) of the Act²⁰ to determine whether the proposal should be

¹⁴ See Phlx Letter at 3. The Exchange states that the proposed Index options would allow investors in spot bitcoin-based ETPs to carry the proposed Index options in the same account subject to the same margin regime that applies to the asset through which they take long exposure to bitcoin. See *id.* at footnote 13.

¹⁵ See Notice, 90 FR 10549. See also Securities Exchange Act Release No. 54989 (Dec. 21, 2006), 71 FR 78506 (Dec. 29, 2006) (File No. SR-Phlx-2006-34) (order approving the listing and trading of U.S. dollar-settled foreign currency options on the British pound and the euro).

¹⁶ 15 U.S.C. 78c(a)(10). See Phlx Letter at 1–2. Section 3(a)(10) of the Exchange Act states, in part, that a “security” includes “any put, call, straddle, option, or privilege entered into on a national securities exchange relating to foreign currency. . . .”

¹⁷ See Phlx Letter at 2. The Exchange states that El Salvador became the first country to adopt bitcoin as legal tender under a law that came into effect on September 7, 2021. See *id.* at footnote 9.

¹⁸ See Phlx Letter at 2 (citing Options 1, Section 1(b)(23)). Options 1, Section 1(b)(23) defines foreign currency to mean “the standard unit of the official medium of exchange of a sovereign government including the United States Government (e.g., the British pound, the Swiss franc, the Canadian dollar, the Australian dollar, the Japanese yen, the Mexican peso, the Brazilian real, the Chinese yuan, the Danish krone, the New Zealand dollar, the Norwegian krone, the Russian ruble, the South African rand, the South Korean won, the Swedish krona, or the United States dollar) or the Euro.”

¹⁹ See Phlx Letter at 3.

²⁰ 15 U.S.C. 78s(b)(2)(B).

approved or disapproved. Institution of proceedings is appropriate at this time in view of the legal and policy issues raised by the proposed rule change, as discussed below. Institution of proceedings does not indicate that the Commission has reached any conclusions with respect to any of the issues involved. Rather, as described below, the Commission seeks and encourages interested persons to provide comments on the proposed rule change.

Pursuant to Section 19(b)(2)(B) of the Act,²¹ the Commission is providing notice of the grounds for disapproval under consideration. The Commission is instituting proceedings to allow for additional analysis of the proposal’s consistency with Section 6(b)(5) of the Act,²² which requires, among other things, that the rules of a national securities exchange not be designed to regulate by virtue of any authority conferred by the Exchange Act matters not related to the purposes of the Exchange Act or the administration of the exchange.

Under the Commission’s Rules of Practice, the “burden to demonstrate that a proposed rule change is consistent with the [Act] and the rules and regulations issued thereunder . . . is on the self-regulatory organization that proposed the rule change.”²³ The description of a proposed rule change, its purpose and operation, its effect, and a legal analysis of its consistency with applicable requirements must all be sufficiently detailed and specific to support an affirmative Commission finding,²⁴ and any failure of a self-regulatory organization to provide this information may result in the Commission not having a sufficient basis to make an affirmative finding that a proposed rule change is consistent with the Act and the applicable rules and regulations.²⁵ The Commission asks that commenters address the sufficiency of the Exchange’s statements in support of the proposal, in addition to any other comments they may wish to submit regarding the proposal. In particular, the Commission seeks comment on whether the proposal includes sufficient analysis to support a conclusion that the proposal is consistent with the requirements of Section 6(b)(5) of the Act, including the Exchange’s statements that the proposed Index options are foreign currency options,

²¹ 15 U.S.C. 78s(b)(2)(B).

²² 15 U.S.C. 78f(b)(5).

²³ Rule 700(b)(3), Commission Rules of Practice, 17 CFR 201.700(b)(3).

²⁴ See *id.*

²⁵ See *id.*

and that bitcoin is a foreign currency because bitcoin is legal tender in El Salvador. As noted above, options on foreign currency entered into on a national securities exchange are included in the definition of security. If bitcoin is not a foreign currency, the Commission seeks comment regarding whether the proposed Index options are instead commodity options and not securities. The Commodity Futures Trading Commission has exclusive jurisdiction with respect to certain derivatives, such as commodity options, traded or executed on certain markets, boards of trade, or exchanges, and certain transactions under section 2(a)(1) of the Commodity Exchange Act.²⁶

IV. Procedure: Request for Written Comments

The Commission requests that interested persons provide written submissions of their data, views, and arguments with respect to the issues identified above, as well as any other concerns they may have with the proposal. In particular, the Commission invites the written views of interested persons concerning whether the proposed rule change is consistent with Section 6(b)(5), or any other provision of the Act, and the rules and regulations thereunder. Although there do not appear to be any issues relevant to approval or disapproval which would be facilitated by an oral presentation of data, views, and arguments, the Commission will consider, pursuant to Rule 19b-4 under the Act,²⁷ any request for an opportunity to make an oral presentation.²⁸

Interested persons are invited to submit written data, views, and arguments regarding whether the proposed rule change should be approved or disapproved by June 20, 2025. Any person who wishes to file a rebuttal to any other person's submission must file that rebuttal by July 7, 2025.

Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include File No. SR-Phlx-2025-08 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.

All submissions should refer to file number SR-Phlx-2025-08. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-Phlx-2025-08 and should be submitted by June 20, 2025. Rebuttal comments should be submitted by July 7, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.²⁹

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2025-09762 Filed 5-29-25; 8:45 am]

BILLING CODE 8011-01-P

²⁹ 17 CFR 200.30-3(a)(57).

SECURITIES AND EXCHANGE COMMISSION

Sunshine Act Meetings

TIME AND DATE: Notice is hereby given, pursuant to the provisions of the Government in the Sunshine Act, Public Law 94-409, that the Securities and Exchange Commission Investor Advisory Committee will hold a public meeting on Thursday, June 5, 2025. The meeting will begin at 10:00 a.m. (ET) and will be open to the public.

PLACE: The meeting will be conducted in-person at 100 F Street NE, Washington, DC 20549 in the Multipurpose Room, and by remote means. Members of the public may attend in-person or watch the webcast of the meeting on the Commission's website at www.sec.gov.

STATUS: This Sunshine Act notice is being issued because a majority of the Commission may attend the meeting.

Public Comment: The public is invited to submit written statements to the Committee. Written statements should be received on or before June 4, 2025.

Written statements may be submitted by any of the following methods:

Electronic Statements:

- Use the Commission's internet submission form (<http://www.sec.gov/rules/other.shtml>); or
- Send an email message to rules-comments@sec.gov. Please include File No. 265-28 on the subject line; or

Paper Statements:

- Send paper statements to Vanessa A. Countryman, Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.

All submissions should refer to File No. 265-28. This file number should be included on the subject line if email is used. To help us process and review your statement more efficiently, please use only one method.

The Commission will post all statements on the Commission's website. Statements also will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Room 1503, Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Operating conditions may limit access to the Commission's Public Reference Room. Do not include personal information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright.

²⁶ 7 U.S.C. 2(a)(1).

²⁷ 17 CFR 240.19b-4.

²⁸ Section 19(b)(2) of the Act, as amended by the Securities Acts Amendments of 1975, Public Law 94-29 (June 4, 1975), grants to the Commission flexibility to determine what type of proceeding—either oral or notice and opportunity for written comments—is appropriate for consideration of a particular proposal by a self-regulatory organization. See Securities Acts Amendments of 1975, Senate Comm. on Banking, Housing & Urban Affairs, S. Rep. No. 75, 94th Cong., 1st Sess. 30 (1975).

MATTERS TO BE CONSIDERED: The agenda for the meeting includes: welcome and opening remarks; approval of previous meeting minutes; a panel discussion regarding pass-through voting and other means of reaching beneficial owners; a panel discussion regarding market perspectives on non-GAAP financial measures; a discussion of a recommendation regarding the use of mandatory arbitration clauses by registered investment advisers; subcommittee reports; and a non-public administrative session.

CONTACT PERSON FOR MORE INFORMATION: For further information, please contact Vanessa A. Countryman from the Office of the Secretary at (202) 551-5400.

Authority: 5 U.S.C. 552b.

Dated: May 28, 2025.

Vanessa A. Countryman,
Secretary.

[FR Doc. 2025-09906 Filed 5-28-25; 11:15 am]

BILLING CODE 8011-01-P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-103121; File No. SR-CboeEDGX-2025-042]

Self-Regulatory Organizations; Cboe EDGX Exchange, Inc.; Notice of Filing and Immediate Effectiveness of a Proposed Rule Change To Amend Rules 13.4(a) and 11.11(g)(8) and (13)

May 23, 2025.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 (the “Act”),¹ and Rule 19b-4 thereunder,² notice is hereby given that on May 15, 2025, Cboe EDGX Exchange, Inc. (the “Exchange” or “EDGX”) filed with the Securities and Exchange Commission (the “Commission”) the proposed rule change as described in Items I and II below, which Items have been prepared by the Exchange. The Commission is publishing this notice to solicit comments on the proposed rule change from interested persons.

I. Self-Regulatory Organization’s Statement of the Terms of Substance of the Proposed Rule Change

Cboe EDGX Exchange, Inc. (the “Exchange” or “EDGX”) proposes to amend Rule 13.4(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the name change of NYSE Chicago, Inc. to

NYSE Texas, Inc. The Exchange also proposes to amend Rule 11.11(g)(8) and Rule 11.11(g)(13) to remove the list of primary listing markets shown in the rule text. The text of the proposed rule change is provided in Exhibit 5.

The text of the proposed rule change is also available on the Exchange’s website (http://markets.cboe.com/us/options/regulation/rule_filings/edgx/), at the Exchange’s Office of the Secretary, and at the Commission’s Public Reference Room.

II. Self-Regulatory Organization’s Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

In its filing with the Commission, the Exchange included statements concerning the purpose of and basis for the proposed rule change and discussed any comments it received on the proposed rule change. The text of these statements may be examined at the places specified in Item IV below. The Exchange has prepared summaries, set forth in sections A, B, and C below, of the most significant aspects of such statements.

A. Self-Regulatory Organization’s Statement of the Purpose of, and Statutory Basis for, the Proposed Rule Change

1. Purpose

The Exchange proposes to update Rule 13.4(a) regarding the public disclosure of the sources of data that the Exchange utilizes when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes to reflect the recent name change of NYSE Chicago, Inc. (“NYSE Chicago”) to NYSE Texas, Inc. (“NYSE Texas”). The Exchange also proposes to amend Rule 11.11(g)(8) and Rule 11.11(g)(13) to remove the list of primary listing markets.

On February 28, 2025, NYSE Chicago filed with the Commission a proposal to convert from a corporation organized under the laws of the state of Delaware to one organized under the laws of the state of Texas and changed its name from NYSE Chicago, Inc. to NYSE Texas, Inc.³ The Exchange accordingly proposes a conforming change to its

rules to replace the name of NYSE Chicago, Inc. with NYSE Texas, Inc. Specifically, the Exchange proposes to replace one reference to “Chicago” in Rule 13.4(a) with “Texas.” The proposed changes are conforming and non-substantive in nature.

In addition to its proposal to become a Texas corporation and change its name to NYSE Texas, NYSE Chicago filed and received approval to amend its rules to permit the qualification, listing and trading of certain exchange traded products.⁴ The Exchange currently lists names of venues that are also primary listing markets in Rule 11.11(g)(8) and Rule 11.11(g)(13),⁵ which provide information about the ROOC routing strategy and associated port attribute offered by the Exchange, respectively. Pursuant to Rule 11.11(g)(8), the Exchange offers the ROOC routing strategy, which allows orders that the entering firm wishes to designate for participation in the opening, re-opening (following a halt, suspension, or pause), or closing process of a primary listing market (Cboe BZX, NYSE, Nasdaq, NYSE American, or NYSE Arca) if received before the opening/re-opening/closing time of such market. If shares remain unexecuted after attempting to execute in the opening, re-opening, or closing process, they are either posted to the EDGX Book,⁶ executed, or routed to destinations on the System⁷ routing table. Rule 11.11(g)(13) provides that a User⁸ may designate their order for participation in the re-opening (following a halt, suspension, or pause) of a primary listing market (Cboe BZX, NYSE, Nasdaq, NYSE MKT, or NYSE Arca) if received before the re-opening time of such market. If shares remain unexecuted after attempting to execute in the re-opening process, they are either posted to the EDGX Book, executed, or routed to destinations on the System routing table. Rule

⁴ See Securities Exchange Act Release No. 102957 (April 29, 2025), 90 FR 19054 (May 5, 2025) (SR-NYSECHX-2025-04) (“NYSE Texas Listing Venue Filing”).

⁵ Rule 11.11(g)(13) does not describe an individual routing strategy, but rather supplements Rule 11.11(g)(8) by detailing how a firm may designate its orders using port settings. By way of background, a physical port is utilized by a Member or non-Member to connect to the Exchange at the data centers where the Exchange’s servers are located.

⁶ See Rule 1.5(d). The term EDGX Book shall mean the System’s electronic file of orders.

⁷ See Rule 1.5(cc). The term System shall mean the electronic communications and trading facility designated by the Board through which securities orders of Users are consolidated for ranking, execution and, when applicable, routing away.

⁸ See Rule 1.5(ee). The term User shall mean any Member or Sponsored Participant who is authorized to obtain access to the System pursuant to Rule 11.3.

¹ 15 U.S.C. 78s(b)(1).

² 17 CFR 240.19b-4.

³ See Securities Exchange Act Release No. 102507 (February 28, 2025), 90 FR 11445 (March 6, 2025) (SR-NYSECHX-2025-01) (Notice of Filing and Immediate Effectiveness of Proposed Rule Change To Repeal the Exchange’s Certification of Incorporation; Adopt the Certificate of Formation of NYSE Texas, Inc.; Amend the Exchange’s By-Laws, Rules, and Certain Fee Schedules; and Amend the Certification of Incorporation and By-Laws of the Exchange’s Holding Company To Reflect the Conversion of the Exchange to a Texas Corporation and the Renaming of NYSE Chicago Holdings, Inc.).

11.11(g)(13) supplements Rule 11.11(g)(8) by describing the port attribute that is associated with the ROOC routing option described in Rule 11.11(g)(8).

The Exchange now proposes to remove the list of primary listing markets that is currently listed in Rule 11.11(g)(8) and Rule 11.11(g)(13). While the Exchange notes that having a list of primary listing markets provides additional specificity to market participants, the Exchange also notes that confusion may occur if this list is not maintained in a timely fashion and believes that market participants will not be harmed by the removal of the list of primary listing markets as it does not affect the functionality of the ROOC routing strategy. Notably, there are many places throughout the Exchange's rulebook where the term "primary listing market" is used without including the list of primary listing markets that is shown under Rule 11.11(g)(8) and Rule 11.11(g)(13).⁹ Similarly, the term "primary listing market" is used throughout the rulebook of NYSE Arca, Inc. ("NYSE Arca") and The Nasdaq Stock Market LLC ("Nasdaq") without reference to a list of exchanges that currently serve as primary listing markets.¹⁰ Given that the term "primary listing market" is commonly used throughout the industry and its meaning is well understood by market participants, the Exchange believes that Users are not harmed by the removal of the list of primary listing markets from Rule 11.11(g)(8) and Rule 11.11(g)(13) and that sufficient clarity exists within the proposed rule text for Users to understand the routing behavior of the ROOC routing strategy and the functionality offered by the port setting.

2. Statutory Basis

The Exchange believes the proposed rule change is consistent with the Securities Exchange Act of 1934 (the "Act") and the rules and regulations thereunder applicable to the Exchange

and, in particular, the requirements of Section 6(b) of the Act.¹¹ Specifically, the Exchange believes the proposed rule change is consistent with the Section 6(b)(5)¹² requirements that the rules of an exchange be designed to prevent fraudulent and manipulative acts and practices, to promote just and equitable principles of trade, to foster cooperation and coordination with persons engaged in regulating, clearing, settling, processing information with respect to, and facilitating transactions in securities, to remove impediments to and perfect the mechanism of a free and open market and a national market system, and, in general, to protect investors and the public interest.

The Exchange believes that its proposal to update Exchange Rule 13.4(a) to reference NYSE Texas will ensure that the Rule correctly identifies and publicly states on a market-by-market basis all of the specific network processor and proprietary data feeds that the Exchange utilizes for the handling, routing, and execution of orders, and for performing the regulatory compliance checks related to each of those functions. In addition, the proposed amendments would reduce potential investor and market participant confusion and therefore remove impediments to and perfect the mechanism of a free and open market and a national market system by ensuring that investors and market participants can more easily navigate, understand, and comply with the Exchange's rules. The Exchange also believes that the proposed amendments remove impediments to and perfects the mechanism of a free and open market by ensuring that persons subject to the Exchange's jurisdiction, regulators, and the investing public can more easily navigate and understand the Exchange's rules. The proposed amendments would not be inconsistent with the public interest and the protection of investors because investors will not be harmed and in fact would benefit from the increased transparency and clarity, thereby reducing potential confusion.

Additionally, the Exchange believes that its proposal to update Rule 11.11(g)(8) and Rule 11.11(g)(13) removes impediments to and perfects the mechanism of a free and open market by harmonizing the rule text found in Rule 11.11(g)(8) and Rule 11.11(g)(13) with other rules throughout the Exchange's rulebook that also reference primary listing markets without naming each primary listing market within the rule text. In addition,

the proposed amendments would reduce potential investor and market participant confusion by simplifying the Exchange's rule text without changing the applicability of the rule or the function of the applicable routing strategy and corresponding port attribute, therefore removing impediments to and perfecting the mechanism of a free and open market and a national market system by ensuring that investors and market participants receive accurate information that is easily understood. The proposed amendments would not be inconsistent with the public interest and the protection of investors because investors will not be harmed and in fact would benefit from the simplified language within the rule text, thereby reducing potential confusion.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act. The proposed rule change is not intended to address competitive issues but rather is concerned solely with updating Rule 13.4(a) to reflect the name change associated with a source of data utilized to when performing: (i) order handling; (ii) order routing; (iii) order execution; and (iv) related compliance processes and update Rule 11.11(g)(8) and Rule 11.11(g)(13) to remove the list of primary listing markets found within the rule text in order to simplify the rule text without amending the meaning or functionality of the rule as well as harmonize the rule text with that of other rules within the Exchange's rulebook.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

The Exchange neither solicited nor received comments on the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The Exchange has filed the proposed rule change pursuant to Section 19(b)(3)(A) of the Act¹³ and Rule 19b-4(f)(6)¹⁴ thereunder. Because the foregoing proposed rule change does not: (i) significantly affect the protection of investors or the public interest; (ii) impose any significant burden on

⁹ See, e.g., Rule 11.8(d)(1)(B) (Obligations of Market Makers—Quotation Requirements and Obligations); Rule 11.17(c)(1)(B) (Clearly Erroneous Executions—Clearly erroneous review); Rule 11.18(c) (Trading Halts Due to Extraordinary Market Volatility); Rule 11.22(j) (Data Products—Cboe Aggregated Market "Cboe One" Feed); Rule 11.28 (Cboe Market Close, a closing Match Process for Non-EDGX-Listed Securities).

¹⁰ See, e.g., NYSE Arca Rule 7.31-E(f)(1) (Primary Only Order); NYSE Arca Rule 7.34-E(c)(1)(D) (Trading Sessions—Orders Permitted in Each Session); NYSE Arca Rule 7.37-E(a)(5) (Order Execution and Routing). See also, Nasdaq Equity 2, Section 5 (Market Maker Obligations); Nasdaq Equity 4, Rule 4120 (Limit Up-Limit Down Plan and Trading Halts); Nasdaq Equity 4, Rule 4758(a)(1)(x) (Order Routing).

¹¹ 15 U.S.C. 78f(b).

¹² 15 U.S.C. 78f(b)(5).

¹³ 15 U.S.C. 78s(b)(3)(A).

¹⁴ 17 CFR 240.19b-4(f)(6).

competition; or (iii) become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A) of the Act¹⁵ and Rule 19b-4(f)(6)¹⁶ thereunder.

A proposed rule change filed under Rule 19b-4(f)(6)¹⁷ normally does not become operative prior to 30 days after the date of the filing. However, pursuant to Rule 19b-4(f)(6)(iii),¹⁸ the Commission may designate a shorter time if such action is consistent with protection of investors and the public interest. The Exchange has asked the Commission to waive the 30-day operative delay so that the proposed rule change may become operative immediately upon filing. The Commission believes that the proposed rule change raises no novel issues because it proposes a non-substantive conforming change to reflect the name change of NYSE Chicago to NYSE Texas and removes an outdated list of primary listing markets; therefore, waiver of the operative delay is consistent with the protection of investors and the public interest. Accordingly, the Commission designates the proposed rule change to be operative upon filing.¹⁹

At any time within 60 days of the filing of the proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission will institute proceedings to determine whether the proposed rule change should be approved or disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act.

Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission's internet comment form (<https://www.sec.gov/rules/sro.shtml>); or
- Send an email to rule-comments@sec.gov. Please include file number SR-CboeEDGX-2025-042 on the subject line.

Paper Comments

- Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-1090.

All submissions should refer to file number SR-CboeEDGX-2025-042. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for website viewing and printing in the Commission's Public Reference Room, 100 F Street NE, Washington, DC 20549, on official business days between the hours of 10 a.m. and 3 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-CboeEDGX-2025-042 and should be submitted on or before June 20, 2025.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.²⁰

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2025-09765 Filed 5-29-25; 8:45 am]

BILLING CODE 8011-01-P

SECURITIES AND EXCHANGE COMMISSION

[Investment Company Act Release No. 35567A; File No. 812-15726]

Blackstone Private Credit Fund, et al.

May 27, 2025.

AGENCY: Securities and Exchange Commission ("Commission" or "SEC").

ACTION: Notice.

Notice of application for an order under sections 17(d) and 57(i) of the Investment Company Act of 1940 (the "Act") and rule 17d-1 under the Act to permit certain joint transactions otherwise prohibited by sections 17(d) and 57(a)(4) of the Act and rule 17d-1 under the Act.

Summary of Application: Applicants request an order to permit certain business development companies ("BDCs") and closed-end management investment companies to co-invest in portfolio companies with each other and with certain affiliated investment entities.¹

Applicants: Blackstone Private Credit Fund, Blackstone Secured Lending Fund, Blackstone Private Multi-Asset Credit and Income Fund, Blackstone Long-Short Credit Income Fund, Blackstone Senior Floating Rate 2027 Term Fund, Blackstone Strategic Credit 2027 Term Fund, Blackstone Private Real Estate Credit and Income Fund, Blackstone Alternative Investment Advisors LLC, Blackstone CLO Management LLC (Management Series), Blackstone Credit BDC Advisors LLC, Blackstone Infrastructure Advisors L.L.C., Blackstone Ireland Fund Management Limited, Blackstone Ireland Limited, Blackstone Liquid Credit Advisors I LLC, Blackstone Liquid Credit Strategies LLC, Blackstone Private Credit Strategies LLC, Blackstone Private Investments Advisors L.L.C., Blackstone Real Estate Special Situations Advisors L.L.C., BX REIT Advisors L.L.C., BXMT Advisors L.L.C., Clarus Ventures, LLC, certain of their wholly-owned subsidiaries, joint ventures and BDC downstream funds as described in Appendix A to the application, and certain of their affiliated entities as described in Appendix B to the application.

Filing Dates: The application was filed on March 14, 2025, and amended on April 11, 2025, and April 24, 2025.

¹ The Commission issued a notice of application on May 5, 2025, Release No. IC-35567 ("Notice"). Due to a clerical error, the Notice was published with the incorrect file number. Therefore, the Commission is publishing this corrected notice in the **Federal Register**.

¹⁵ 15 U.S.C. 78s(b)(3)(A).

¹⁶ 17 CFR 240.19b-4(f)(6). In addition, Rule 19b-4(f)(6)(iii) requires the Exchange to give the Commission written notice of its intent to file the proposed rule change, along with a brief description and text of the proposed rule change, at least five business days prior to the date of filing of the proposed rule change, or such shorter time as designated by the Commission. The Exchange has satisfied this requirement.

¹⁷ 17 CFR 240.19b-4(f)(6).

¹⁸ 17 CFR 240.19b-4(f)(6)(iii).

¹⁹ For purposes only of waiving the 30-day operative delay, the Commission also has considered the proposed rule's impact on efficiency, competition, and capital formation. See 15 U.S.C. 78c(f).

²⁰ 17 CFR 200.30-3(a)(12) and (59).

Hearing or Notification of Hearing: An order granting the requested relief will be issued unless the Commission orders a hearing. Interested persons may request a hearing on any application by emailing the SEC's Secretary at Secretarys-Office@sec.gov and serving the Applicants with a copy of the request by email, if an email address is listed for the relevant Applicant below, or personally or by mail, if a physical address is listed for the relevant Applicant below. Hearing requests should be received by the Commission by 5:30 p.m. on June 17, 2025, and should be accompanied by proof of service on the Applicants, in the form of an affidavit or, for lawyers, a certificate of service. Pursuant to rule 0–5 under the Act, hearing requests should state the nature of the writer's interest, any facts bearing upon the desirability of a hearing on the matter, the reason for the request, and the issues contested. Persons who wish to be notified of a hearing may request notification by emailing the Commission's Secretary at Secretarys-Office@sec.gov.

ADDRESSES: The Commission: Secretarys-Office@sec.gov. Applicants: Leon Volch yok, Esq., Blackstone Inc., Leon.Volch yok@blackstone.com; Oran Ebel, Esq., Blackstone Inc., Oran.Ebel@blackstone.com; Rajib Chanda, Rajib.Chanda@stblaw.com; Kenneth Burdon, Kenneth.Burdon@stblaw.com; and Jonathan Gaines, Jonathan.Gaines@stblaw.com.

FOR FURTHER INFORMATION CONTACT: Adam Large, Senior Special Counsel, Laura Solomon, Senior Counsel, or Daniele Marchesani, Assistant Chief Counsel, at (202) 551–6825 (Division of Investment Management, Chief Counsel's Office).

SUPPLEMENTARY INFORMATION: For Applicants' representations, legal analysis, and conditions, please refer to Applicants' second amended application, dated April 24, 2025, which may be obtained via the Commission's website by searching for the file number at the top of this document, or for an Applicant using the Company name search field, on the SEC's EDGAR system. The SEC's EDGAR system may be searched at <https://www.sec.gov/edgar/searchedgar/companysearch.html>. You may also call the SEC's Office of Investor Education and Advocacy at (202) 551–8090.

For the Commission, by the Division of Investment Management, under delegated authority.

Stephanie Fouse,
Assistant Secretary.

[FR Doc. 2025–09828 Filed 5–29–25; 8:45 am]

BILLING CODE 8011–01–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21096 and #21097; ARKANSAS Disaster Number AR–20027]

Presidential Declaration of a Major Disaster for the State of Arkansas

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for the State of Arkansas (FEMA–4873–DR), dated May 21, 2025. *Incident:* Severe Storms, Tornadoes and Flooding.

DATES: Issued on May 21, 2025.

Incident Period: April 2, 2025 through April 22, 2025.

Physical Loan Application Deadline Date: July 21, 2025.

Economic Injury (EIDL) Loan Application Deadline Date: February 23, 2026.

ADDRESSES: Visit the MySBA Loan Portal at <https://lending.sba.gov> to apply for a disaster assistance loan. **FOR FURTHER INFORMATION CONTACT:** Sharon Henderson, Office of Disaster Recovery & Resilience, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on May 21, 2025, applications for disaster loans may be submitted online using the MySBA Loan Portal <https://lending.sba.gov> or other locally announced locations. Please contact the SBA disaster assistance customer service center by email at disastercustomerservice@sba.gov or by phone at 1–800–659–2955 for further assistance.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans): Clark, Clay, Craighead, Crittenden, Desha, Fulton, Hot Spring, Jackson, Miller, Ouachita, Pulaski, Randolph, Saline, Sharp, St. Francis, White.

Contiguous Counties (Economic Injury Loans Only):

Arkansas: Arkansas, Baxter, Calhoun, Chicot, Cleburne, Columbia, Cross, Dallas, Drew, Faulkner, Garland, Grant, Greene, Hempstead, Independence, Izard, Jefferson, Lafayette, Lawrence, Lee, Lincoln, Little River, Lonoke, Mississippi, Monroe, Montgomery, Nevada, Perry, Phillips, Pike, Poinsett, Prairie, Union, Woodruff.

Louisiana: Caddo.
Mississippi: Bolivar, Coahoma, DeSoto, Tunica.
Missouri: Butler, Dunklin, Howell, Oregon, Ozark, Ripley.
Tennessee: Shelby, Tipton.
Texas: Bowie, Cass.
The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with Credit Available Elsewhere	5.500
Homeowners without Credit Available Elsewhere	2.750
Businesses with Credit Available Elsewhere	8.000
Businesses without Credit Available Elsewhere	4.000
Non-Profit Organizations with Credit Available Elsewhere ...	3.625
Non-Profit Organizations without Credit Available Elsewhere	3.625
<i>For Economic Injury:</i>	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere	4.000
Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 210966 and for economic injury is 210970.

(Catalog of Federal Domestic Assistance Number 59008)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2025–09832 Filed 5–29–25; 8:45 am]

BILLING CODE 8026–09–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21098 and #21099; TEXAS Disaster Number TX–20047]

Presidential Declaration of a Major Disaster for the State of Texas

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for the State of Texas (FEMA–4871–DR), dated May 21, 2025. *Incident:* Severe Storms and Flooding.

DATES: Issued on May 21, 2025.

Incident Period: March 26, 2025 through March 28, 2025.

Physical Loan Application Deadline Date: July 21, 2025.

Economic Injury (EIDL) Loan Application Deadline Date: February 23, 2026.

ADDRESSES: Visit the MySBA Loan Portal at <https://lending.sba.gov> to apply for a disaster assistance loan.

FOR FURTHER INFORMATION CONTACT: Sharon Henderson, Office of Disaster Recovery & Resilience, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on May 21, 2025, applications for disaster loans may be submitted online using the MySBA Loan Portal <https://lending.sba.gov> or other locally announced locations. Please contact the SBA disaster assistance customer service center by email at disastercustomerservice@sba.gov or by phone at 1-800-659-2955 for further assistance.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans):

Cameron, Hidalgo, Starr, Willacy. *Contiguous Counties (Economic Injury Loans Only):*

Texas: Brooks, Jim Hogg, Kenedy, Zapata.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with Credit Available Elsewhere	5.500
Homeowners without Credit Available Elsewhere	2.750
Businesses with Credit Available Elsewhere	8.000
Businesses without Credit Available Elsewhere	4.000
Non-Profit Organizations with Credit Available Elsewhere ...	3.625
Non-Profit Organizations without Credit Available Elsewhere	3.625
<i>For Economic Injury:</i>	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere	4.000
Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 210986 and for economic injury is 210990.

(Catalog of Federal Domestic Assistance Number 59008)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2025-09817 Filed 5-29-25; 8:45 am]

BILLING CODE 8026-09-P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21092 and #21093; OKLAHOMA Disaster Number OK-20026]

Presidential Declaration of a Major Disaster for the State of Oklahoma

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for the State of Oklahoma (FEMA-4866-DR), dated May 21, 2025. *Incident:* Wildfires and Straight-line Winds.

DATES: Issued on May 21, 2025.

Incident Period: March 14, 2025, through March 21, 2025.

Physical Loan Application Deadline Date: July 21, 2025.

Economic Injury (EIDL) Loan Application Deadline Date: February 23, 2026.

ADDRESSES: Visit the MySBA Loan Portal at <https://lending.sba.gov> to apply for a disaster assistance loan.

FOR FURTHER INFORMATION CONTACT: Sharon Henderson, Office of Disaster Recovery & Resilience, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the President's major disaster declaration on May 21, 2025, applications for disaster loans may be submitted online using the MySBA Loan Portal <https://lending.sba.gov> or other locally announced locations. Please contact the SBA disaster assistance customer service center by email at disastercustomerservice@sba.gov or by phone at 1-800-659-2955 for further assistance.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties (Physical Damage and Economic Injury Loans):

Cleveland, Creek, Lincoln, Logan, Oklahoma, Pawnee, Payne.

Contiguous Counties (Economic Injury Loans Only): Oklahoma: Canadian, Garfield, Grady, Kingfisher, McClain, Noble, Okfuskee, Okmulgee, Osage, Pottawatomie, Tulsa.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	

	Percent
Homeowners with Credit Available Elsewhere	5.500
Homeowners without Credit Available Elsewhere	2.750
Businesses with Credit Available Elsewhere	8.000
Businesses without Credit Available Elsewhere	4.000
Non-Profit Organizations with Credit Available Elsewhere ...	3.625
Non-Profit Organizations without Credit Available Elsewhere	3.625
<i>For Economic Injury:</i>	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere	4.000
Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 210925 and for economic injury is 210930.

(Catalog of Federal Domestic Assistance Number 59008)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2025-09816 Filed 5-29-25; 8:45 am]

BILLING CODE 8026-09-P

DEPARTMENT OF STATE

[Public Notice: 12741]

Determination Pursuant to Section 2(b)(2) of the Migration and Refugee Assistance Act of 1962

Pursuant to section 2(b)(2) of the Migration and Refugee Assistance Act of 1962 (22 U.S.C. 2601(b)(2)), Presidential Determination Number 99-6 of November 30, 1998, and Department of State Delegation 513, I hereby determine that assistance to or on behalf of migrants in need of assistance without legal basis to remain in the United States to voluntarily return to their country of origin or country of legal status will contribute to the foreign policy interests of the United States and designate such persons for this purpose.

This determination shall be transmitted to the President and published in the **Federal Register**.

Dated: May 7, 2025.

Christopher Landau,

Deputy Secretary of State.

[FR Doc. 2025-09808 Filed 5-29-25; 8:45 am]

BILLING CODE 4710-33-P

DEPARTMENT OF STATE**[Public Notice 12712]****60-Day Notice of Proposed Information Collection: Special Immigrant Visa Biodata Form****ACTION:** Notice of request for public comment.

SUMMARY: The Department of State is seeking Office of Management and Budget (OMB) approval for the information collection described below. In accordance with the Paperwork Reduction Act of 1995, we are requesting comments on this collection from all interested individuals and organizations. The purpose of this notice is to allow 60 days for public comment preceding submission of the collection to OMB.

DATES: The Department will accept comments from the public up to *July 29, 2025*.

ADDRESSES: You may submit comments by any of the following methods:

- *Web:* Persons with access to the internet may comment on this notice by going to www.Regulations.gov. You can search for the document by entering "Docket Number: DOS-2025-0004" in the Search field. Then click the "Comment Now" button and complete the comment form.

- *Email:* McbayerWD@state.gov.
- *Regular Mail:* Send written

comments to: Daniel McBrayer, PRM/Admissions, 2025 E Street NW, SA-9, 8th Floor, Washington, DC 20522-0908

You must include the DS form number (if applicable), information collection title, and the OMB control number in any correspondence.

FOR FURTHER INFORMATION CONTACT:

Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to Daniel McBrayer, PRM/Admissions, 2025 E Street NW, SA-9, 8th Floor, Washington, DC 20522-0908, who may be reached on (202) 812-2756 or at McbayerWD@state.gov.

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Special Immigrant Visa Biodata Form
- *OMB Control Number:* 1405-0203
- *Type of Request:* Revision of a Currently Approved Collection
- *Originating Office:* Office of Admissions, Bureau of Population, Refugees and Migration (PRM/A)
- *Form Number:* DS-0234
- *Respondents:* Iraqi and Afghan Special Immigrant Visa recipients eligible for resettlement benefits

- *Estimated Number of Respondents:* 35,000
- *Estimated Number of Responses:* 35,000
- *Average Time per Response:* 15 minutes
- *Total Estimated Burden Time:* 8,750 hours
- *Frequency:* On Occasion
- *Obligation to Respond:* Required to Obtain a Benefit

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

Form DS-234 elicits information used to determine the eligibility of certain Iraqis and Afghan SIV recipients for refugee resettlement benefits.

Methodology

The SIV Biodata information form (DS-234) is submitted electronically by the applicant to the National Visa Center, which will forward the forms to the Refugee Processing Center of the Bureau of Population, Refugees and Migration.

Kathryn E. Anderson,

Director, Office of Refugee Admissions, Bureau of Population, Refugees, and Migration, Department of State.

[FR Doc. 2025-09778 Filed 5-29-25; 8:45 am]

BILLING CODE 4710-33-P

DEPARTMENT OF STATE**[Public Notice:12738]****Determination and Certification of Countries Not Cooperating Fully With Antiterrorism Efforts**

Pursuant to section 40A of the Arms Export Control Act (22 U.S.C. 2781), and

Executive Order 13637, as amended, I hereby determine and certify to the Congress that the following countries are not cooperating fully with United States antiterrorism efforts: Cuba, Democratic People's Republic of Korea (DPRK), Iran, Syria, and Venezuela.

This determination and certification shall be transmitted to the Congress and published in the **Federal Register**.

Dated: May 7, 2025.

Marco Rubio,

Secretary of State.

[FR Doc. 2025-09807 Filed 5-29-25; 8:45 am]

BILLING CODE 4710-AD-P

DEPARTMENT OF STATE**[Public Notice: 12735]****Bureau of Political-Military Affairs, Directorate of Defense Trade Controls: Notifications to the Congress of Proposed Commercial Export Licenses**

SUMMARY: The Directorate of Defense Trade Controls and the Department of State give notice that the attached Notifications of Proposed Commercial Export Licenses were submitted to the Congress on the dates indicated.

DATES: The dates of notification to Congress are as shown on each of the 25 Letters.

FOR FURTHER INFORMATION CONTACT: Ms.

Paula C. Harrison, Directorate of Defense Trade Controls (DDTC), Department of State at (202) 663-3310; or access the DDTC website at <https://www.pmdtc.state.gov/ddtc> public and select "Contact DDTC," then scroll down to "Contact the DDTC Response Team" and select "Email." Please add this subject line to your message, "ATTN: Congressional Notification of Licenses."

SUPPLEMENTARY INFORMATION: Section 36(f) of the Arms Export Control Act (22 U.S.C. 2776) requires that notifications to the Congress pursuant to sections 36(c) and 36(d) be published in the **Federal Register** in a timely manner.

The following comprise recent such notifications and are published to give notice to the public.

October 7, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24-047.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for

the export of firearms, parts, and components controlled under Category I of the U.S. Munitions List in the amount of \$1,000,000 or more.

The transaction contained in the attached certification involves the export of .50 caliber fully automatic machine guns and related parts to the UAE.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 7, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–049.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles in the amount of \$50,000,000 or more.

The transaction contained in the attached certification involves the export to India of buoy-tethered undersea surveillance systems and a shoreside processing software system.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

October 7, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–053.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of firearms, parts, and components controlled under Category I of the U.S. Munitions List in the amount of \$1,000,000 or more.

The transaction contained in the attached certification involves the export of .300 caliber fully automatic rifles, suppressors, and related parts to Singapore.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 8, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–046.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed agreement amendment for the export of defense articles, including technical data, and defense services in the amount of \$100,000,000 or more.

The transaction contained in the attached certification involves the export of classified defense articles, including technical data, and defense services to Australia and the UK for the integration and support of radar subsystems.

The U.S. government is prepared to license the export of these items having

taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 8, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–063.

Pursuant to Section 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services for the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Canada to support the manufacture of certain ground control systems for an unmanned aircraft system.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 11, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–036.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license amendment for the export of defense articles, including technical data, and defense services in the amount of \$50,000,000 or more.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Saudi Arabia, Australia, and the UAE to support sustainment, maintenance, operation, and training for air missile defense systems and maintenance and operation of U.S. military vehicles and certain other foreign weapons systems.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 24, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–056.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed agreement for the export of defense articles, including technical data, and defense services in the amount of \$50,000,000 or more.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Germany, Italy, Spain, and the UK in

support of electronic warfare training, simulation, and testing systems.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 30, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–061.

Pursuant to Section 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services for the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to the UK to support design, development, engineering, integration, production, manufacturing, testing, maintenance, modification, demonstration and processing of communications intelligence systems and counter drone systems.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 30, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–069.

Pursuant to Sections 36(c) and 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license amendment for the export of defense articles, including technical data, and defense services in the amount of \$100,000,000 or more and the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Greece and Poland to support the manufacture of missile launchers.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

October 30, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–080.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles in the amount of \$25,000,000 or more.

The transaction contained in the attached certification involves the export of defense articles to Germany of guided missiles.

The U.S. government is prepared to license the export of these items having

taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

October 31, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–048.

Pursuant to Section 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services for the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Italy and the UK to support the assembly, integration, maintenance, modification, operation, manufacture, production, repair, testing, and training for laser-guided bomb warheads.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

October 31, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–067.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license amendment for the export of defense articles, including technical data, and defense services in the amount of \$100,000,000 or more.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to the UK to support the manufacture of engine parts and components for fighter aircraft.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

November 19, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–068.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license amendment for the export of defense articles, including technical data, and defense services in the amount of \$100,000,000 or more.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Denmark and the UK to support the manufacture of components for fighter aircraft.

The U.S. government is prepared to license the export of these items having

taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

November 29, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–071.

Pursuant to Section 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services for the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Israel and Romania to support the manufacture and repair of laser tracker receivers and components for a target sensor program.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

November 29, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–072.

Pursuant to Sections 36(c) and 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services in the amount of \$100,000,000 or more and the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Germany, Luxembourg, and Poland to support the manufacture, production, assembly, fabrication, integration, testing, inspection, repair, and refurbishment of missile propulsion sections, associated test equipment, subassemblies, and components.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

December 12, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–043.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of firearms, parts, and components controlled under Category I of the U.S. Munitions List in the amount of \$1,000,000 or more.

The transaction contained in the attached certification involves the

export of 5.56mm fully automatic carbines and rifles and upgrade kits to Senegal.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

December 12, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–060.

Pursuant to Sections 36(c) and 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services in the amount of \$100,000,000 or more and the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Australia and UK to support the manufacture of parts and components for modification of airborne early warning and control aircraft.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

December 12, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 24–088.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of firearms, parts, and components controlled under Category I of the U.S. Munitions List in the amount of \$1,000,000 or more.

The transaction contained in the attached certification involves the export of 7.62mm fully automatic machine guns and spare parts to Germany.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,

Naz Durakoğlu

*Assistant Secretary, Bureau of
Legislative Affairs.*

December 18, 2024**Congressional Notification Transmittal Letter**

Please find enclosed the following notification from the Department of State.

Department Notification Number: DDTC 21–065.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of firearms abroad controlled under Category I of the U. S. Munitions List in the amount of \$1,000,000 or more.

The transaction contained in the attached certification involves the export of 5.56mm fully automatic rifles to Saudi Arabia.

The U.S. government is prepared to license the export of these items having taken into account political, military,

economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

December 18, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 23–029.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of firearms, parts, and components abroad controlled under Category I of the U.S. Munitions List in the amount of \$1,000,000 or more.

The transaction contained in the attached certification involves the export of machine guns and related components to Saudi Arabia.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

December 18, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 23–101.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license amendment for the export of defense articles, including technical data, and defense services in the amount of \$50,000,000 or more.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Denmark to support the procurement and integration of guided bombs and related weapon systems.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

December 18, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–055.

Pursuant to Sections 36(c) and 36(d) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services in the amount of \$50,000,000 or more and the manufacture of significant military equipment abroad.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to Mexico to support the manufacture, production, assembly, and testing of air and ground data terminals for unmanned aerial vehicles.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Naz Durakoğlu
*Assistant Secretary, Bureau of
Legislative Affairs.*

December 26, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–073.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of firearms, parts, and components controlled under Category I of the U.S. Munitions List in the amount of \$1,000,000 or more.

The transaction contained in the attached certification involves the export of 7.62mm fully automatic rifles and related parts to India.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Philip G. Laidlaw
*Principal Deputy Assistant Secretary,
Bureau of Legislative Affairs.*

December 26, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–092.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services in the amount of \$50,000,000 or more.

The transaction contained in the attached certification involves the export of defense articles, including technical data, and defense services to

Germany, the Netherlands, Romania, and Ukraine to support the training of foreign pilots.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Philip G. Laidlaw
Principal Deputy Assistant Secretary,
Bureau of Legislative Affairs.

December 30, 2024

Congressional Notification Transmittal Letter

Please find enclosed the following notification from the Department of State.

Department Notification Number:
DDTC 24–108.

Pursuant to Section 36(c) of the Arms Export Control Act, please find enclosed a certification of a proposed license for the export of defense articles, including technical data, and defense services in the amount of \$50,000,000 or more.

The transaction contained in the attached certification involves the export of 40mm grenades to Ukraine.

The U.S. government is prepared to license the export of these items having taken into account political, military, economic, human rights, and arms control considerations.

More detailed information is contained in the formal certification which, though unclassified, contains business information submitted to the Department of State by the applicant, publication of which could cause competitive harm to the U.S. firm concerned.

Recipients:

Speaker of the House of Representatives
House Committee on Foreign Affairs
Senate Committee on Foreign Relations
Sincerely,
Philip G. Laidlaw
Principal Deputy Assistant Secretary,
Bureau of Legislative Affairs.

Michael J. Vaccaro,

Deputy Assistant Secretary, Directorate of
Defense Trade Controls, Department of State.
[FR Doc. 2025–09823 Filed 5–29–25; 8:45 am]

BILLING CODE 4710–25–P

**OFFICE OF THE UNITED STATES
TRADE REPRESENTATIVE**

[Docket Number USTR–2025–0012]

**Request for Comments and Notice of
Public Hearing Concerning the Annual
Review of Country Eligibility for
Benefits Under the African Growth and
Opportunity Act for Calendar Year
2026**

AGENCY: Office of the United States
Trade Representative.

ACTION: Request for comments and
notice of public hearing.

SUMMARY: The Office of the United States Trade Representative (USTR) is announcing the initiation of the annual review of the eligibility of sub-Saharan African countries to receive the benefits of the African Growth and Opportunity Act (AGOA). The AGOA Implementation Subcommittee of the Trade Policy Staff Committee (AGOA TPSC Subcommittee) is requesting written comments for this review and will conduct a public hearing on this matter. In developing its recommendations on AGOA country eligibility for calendar year 2026, the AGOA TPSC Subcommittee will consider written comments, written testimony, and oral testimony.

DATES:

June 30, 2025 at 11:59 p.m. EDT:
Deadline for submission of pre-hearing written comments, requests to testify, and written testimony, regarding the eligibility of countries to be designated as beneficiary sub-Saharan African countries.

July 18, 2025 at 10:00 a.m. EDT: The AGOA TPSC Subcommittee will convene a public hearing to receive oral testimony related to sub-Saharan African countries' eligibility for AGOA benefits, at USTR's building located at 1724 F Street NW, Washington DC. Please be sure to bring required identification if you wish to attend or participate in the hearing.

July 31, 2025 at 5:00 p.m. EDT:
Deadline for submission of post-hearing written comments, briefs, supplementary materials, and written statements related to the public hearing.

ADDRESSES: The AGOA TPSC Subcommittee strongly prefers electronic submissions made through the Federal eRulemaking Portal: <https://www.regulations.gov> (Regulations.gov). Follow the instructions for submitting written comments and testimony and requests to testify in sections III and IV below, using Docket Number USTR–2025–0012. For alternatives to on-line submissions, please contact Jeremy

Streatfeild, Director of African Affairs, Office of African Affairs, in advance of the relevant deadline at Jeremy.E.Streatfeild@ustr.eop.gov or 202.395.8642.

FOR FURTHER INFORMATION CONTACT:

Jeremy Streatfeild, Director of African Affairs, Office of African Affairs, at Jeremy.E.Streatfeild@ustr.eop.gov or 202.395.8642.

SUPPLEMENTARY INFORMATION:

I. Background

AGOA (Title I of the Trade and Development Act of 2000, Pub. L. 106–200) (19 U.S.C. 2466a *et seq.*), as amended, and which currently is set to expire on September 30, 2025, authorizes the President to designate sub-Saharan African countries as beneficiaries eligible for duty-free treatment for certain additional products not included for duty-free treatment under the Generalized System of Preferences (GSP) (Title V of the Trade Act of 1974 (19 U.S.C. 2461 *et seq.*) (1974 Act), as well as for the preferential treatment for certain textile and apparel articles. The President may designate a country as a beneficiary sub-Saharan African country eligible for AGOA benefits if he determines that the country meets the eligibility criteria set forth in section 104 of AGOA (19 U.S.C. 3703) and section 502 of the 1974 Act (19 U.S.C. 2462).

Section 104 of AGOA includes requirements that the country has established or is making continual progress toward establishing, among other things:

- A market-based economy.
- The rule of law.
- Political pluralism.
- The right to due process.
- The elimination of barriers to U.S. trade and investment.
- Economic policies to reduce poverty.
- A system to combat corruption and bribery.
- Protection of internationally recognized worker rights.

In addition, the country may not engage in activities that undermine U.S. national security or foreign policy interests or engage in gross violations of internationally recognized human rights. Section 502 of the 1974 Act provides for country eligibility criteria under GSP. For a complete list of the AGOA eligibility criteria and a list of the GSP criteria, see section 104 of the AGOA and section 502 of the 1974 Act.

Section 506A of the 1974 Act requires the President to monitor and annually review the progress of each sub-Saharan African country in meeting the

foregoing eligibility criteria in order to determine if a beneficiary sub-Saharan African country should continue to be eligible, and if a sub-Saharan African country that currently is not a beneficiary, should be designated as a beneficiary. If the President determines that a beneficiary sub-Saharan African country is not making continual progress in meeting the eligibility requirements, the President must terminate the designation of the country as a beneficiary sub-Saharan African country. The President also may withdraw, suspend or limit the application of duty-free treatment with respect to specific articles from a country if the President determines that it would be more effective in promoting compliance with AGOA eligibility requirements than terminating the designation of the country as a beneficiary sub-Saharan African country.

For 2025, the President designated the following 32 countries as beneficiary sub-Saharan African countries:

1. Angola
2. Benin
3. Botswana
4. Cabo Verde
5. Chad
6. Comoros
7. Democratic Republic of Congo
8. Republic of Congo
9. Cote d'Ivoire
10. Djibouti
11. Eswatini
12. The Gambia
13. Ghana
14. Guinea-Bissau
15. Kenya
16. Lesotho
17. Liberia
18. Madagascar
19. Malawi
20. Mauritania
21. Mauritius
22. Mozambique
23. Namibia
24. Nigeria
25. Rwanda (AGOA apparel benefits suspended effective July 31, 2018)
26. Sao Tome & Principe
27. Senegal
28. Sierra Leone
29. South Africa
30. Tanzania
31. Togo
32. Zambia

The President did not designate the following sub-Saharan African countries as beneficiary sub-Saharan African countries for 2025:

1. Burkina Faso
2. Burundi
3. Cameroon
4. Central African Republic

5. Equatorial Guinea (graduated from GSP)
6. Eritrea
7. Ethiopia
8. Gabon
9. Guinea
10. Mali
11. Niger
12. Seychelles (graduated from GSP)
13. Somalia
14. South Sudan
15. Sudan
16. Uganda
17. Zimbabwe

The AGOA TPSC Subcommittee requests written comments with respect to the annual review of sub-Saharan African countries' eligibility for AGOA benefits. The Secretary of Labor may consider comments related to the child labor and forced labor criteria to prepare the U.S. Department of Labor's report on child labor as required under section 504 of the 1974 Act.

II. Hearing Participation

The AGOA TPSC Subcommittee will convene a public hearing to receive oral testimony related to sub-Saharan African countries' eligibility for AGOA benefits on Friday, July 18, 2025, beginning at 10:00 a.m. EDT at 1724 F Street NW, Washington, DC. To ensure participation, you must submit requests to present oral testimony at the hearing and written testimony before midnight on June 30, 2025, via *Regulations.gov*, using Docket Number USTR–2025–0012. Instructions for submission are in sections III and IV below. Remarks at the hearing will be limited to no more than five minutes to allow for possible questions from the AGOA TPSC Subcommittee. Because the hearing will be public, testimony should not include any business confidential information (BCI).

The AGOA TPSC Subcommittee requests small businesses (generally defined by the Small Business Administration as firms with fewer than 500 employees) or organizations representing small business members that submit comments to self-identify as such, so that AGOA TPSC Subcommittee may be aware of issues of particular interest to small businesses.

III. Procedures for Written Submissions

To be assured of consideration, submit your pre hearing written comments, requests to testify, and written testimony by the June 30, 2025, 11:59 p.m. EDT deadline, and submit post hearing written comments by the July 31, 2025, 5:00 p.m. EDT deadline. All submission must be in English. The AGOA TPSC Subcommittee strongly encourages submissions via

Regulations.gov, using Docket Number USTR–2025–0012.

To make a submission via *Regulations.gov*, enter Docket Number USTR–2025–0012 in the 'search for' field on the home page and click 'search.' The site will provide a search results page listing all documents associated with this docket. Find a reference to this notice by selecting 'notice' under 'document type' in the 'refine documents results' section on the left side of the screen and click the 'comment' link.

Regulations.gov allows users to make submissions by filling in a 'type comment' field or by attaching a document using the 'upload file' field. The AGOA TPSC Subcommittee prefers that you provide submissions in an attached document and note 'see attached' in the comment field on the online submission form. The AGOA TPSC Subcommittee prefers submissions in Microsoft Word (.docx) or Adobe Acrobat (.pdf). If you use an application other than those two, please indicate the name of the application in the 'type comment' field.

At the beginning of your submission or on the first page (if an attachment), include the following text: (1) 2026 AGOA Eligibility Review; (2) the relevant country or countries; and (3) whether the submission is a comment, request to testify, or written testimony. Submissions should not exceed 30 single-spaced, standard letter-size pages in 12-point type, including attachments. Please do not attach separate cover letters to electronic submissions; rather, include any information that might appear in a cover letter in the submission itself. Similarly, to the extent possible, please include any exhibits, annexes or other attachments in the same file as the submission itself, not as separate files. You will receive a tracking number upon completion of the submission procedure at *Regulations.gov*. The tracking number is confirmation that *Regulations.gov* received your submission. Keep the confirmation for your records. USTR is not able to provide technical assistance for *Regulations.gov*.

For further information on using *Regulations.gov*, please consult the resources provided on the website by clicking on 'How to Use Regulations.gov' on the bottom of the home page. The AGOA TPSC Subcommittee may not consider submissions that you do not make in accordance with these instructions.

If you are unable to provide submissions as requested, please contact Jeremy Streatfeild, Director of African Affairs, Office of African Affairs, in

advance of the deadline at jeremy.e.streatfeild@ustr.eop.gov or 202.395.8642, to arrange for an alternative method of transmission. USTR will not accept hand-delivered submissions. General information concerning USTR is available at www.ustr.gov.

IV. Business Confidential Information (BCI) Submissions

If you ask the AGOA TPSC Subcommittee to treat information you submit as BCI, you must certify that the information is business confidential and you would not customarily release it to the public. For any comments submitted electronically that contain BCI, the file name of the business confidential version should begin with the characters 'BCI.' You must clearly mark any page containing BCI with 'BUSINESS CONFIDENTIAL' at the top of that page. Filers of submissions containing BCI also must submit a public version of their submission that will be placed in the docket for public inspection. The file name of the public version should begin with the character 'P.'

V. Public Viewing of Review Submissions

USTR will post written submissions in the docket for public inspection, except properly designated BCI. You can view submissions at Regulations.gov by entering Docket Number USTR–2025–0012 in the search field on the home page.

Edward Marcus,
Chair of the Trade Policy Staff Committee,
Office of the United States Trade Representative.

[FR Doc. 2025–09795 Filed 5–29–25; 8:45 am]

BILLING CODE 3390–F4–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Request for Comments Regarding Foreign Nations Freeloading on American-Financed Innovation

AGENCY: Office of the United States Trade Representative (USTR).

ACTION: Request for comments.

SUMMARY: Pursuant to the Executive Order titled *Delivering Most-Favored-Nation Prescription Drug Pricing to American Patients*, USTR invites comments from interested parties regarding any act, policy, or practice that may be unreasonable or discriminatory and that has the effect of forcing American patients to pay for a disproportionate amount of global pharmaceutical research and

development, including by suppressing the price of pharmaceutical products below fair market value in foreign countries.

DATES: To be assured of consideration, please submit comments by June 27, 2025.

ADDRESSES: Submit written comments through the online USTR portal: <https://comments.ustr.gov/s/>. Follow the instructions for submission in section III below. The docket number is USTR–2025–0011. For alternatives to online submissions, please contact Catherine Gibson, Deputy Assistant U.S. Trade Representative for Monitoring and Enforcement, at Catherine.H.Gibson@ustr.eop.gov or 202.395.5725.

FOR FURTHER INFORMATION CONTACT: Catherine Gibson, Deputy Assistant U.S. Trade Representative for Monitoring and Enforcement, at Catherine.H.Gibson@ustr.eop.gov or 202.395.5725.

SUPPLEMENTARY INFORMATION:

I. Background

On May 12, 2025, the President issued Executive Order 14297 titled *Delivering Most-Favored-Nation Prescription Drug Pricing to American Patients* (E.O.). See 90 FR 20749. The E.O. set out as policy that Americans should not be forced to subsidize low-cost prescription drugs and biologics in other developed countries and face overcharges for the same products in the United States, and therefore that Americans must have access to the most-favored-nation price for these products. In the E.O. the President also stated that his Administration will take immediate steps to end global freeloading and that, should drug manufacturers fail to offer American consumers the most-favored-nation lowest price, his Administration will take additional aggressive action.

To address foreign nations freeloading on American-financed innovation, the E.O. calls on the U.S. Trade Representative to take all necessary and appropriate action to ensure foreign countries are not engaged in any act, policy, or practice that may be unreasonable or discriminatory and that has the effect of forcing American patients to pay for a disproportionate amount of global pharmaceutical research and development, including by suppressing the price of pharmaceutical products below fair market value in foreign countries.

II. Topics on Which USTR Seeks Information

Pursuant to the E.O., USTR invites comments from interested parties

regarding any act, policy, or practice that may be unreasonable or discriminatory and that has the effect of forcing American patients to pay for a disproportionate amount of global pharmaceutical research and development, including by suppressing the price of pharmaceutical products below fair market value in foreign countries.

Submissions should set out the foreign country or economy of concern; the act, policy, or practice of concern; any reason(s) that act, policy, or practice may be unreasonable or discriminatory, and how that act, policy, or practice has the effect of forcing American patients to pay for a disproportionate amount of global pharmaceutical research and development, including by suppressing the price of pharmaceutical products below fair market value in foreign countries.

Consistent with its statutory mandate, USTR welcomes ongoing engagement with and information from any interested party, and this request for comment should not be understood as the sole opportunity for an interested party to provide such information. This request for comments builds upon previous USTR requests for public comments, including the Request for Comments to Assist in Reviewing and Identifying Unfair Trade Practices and Initiating All Necessary Actions to Investigate Harm From Non-Reciprocal Trade Arrangements. See 90 FR 10677. Interested parties may submit a new comment in response to this request or may rely on comments previously submitted to USTR.

III. Submission Instructions

You must submit written comments in response to this notice using the appropriate docket on the portal at <https://comments.ustr.gov/s/>. To make a submission, use docket number USTR–2025–0011 entitled 'Request for Comments Regarding Foreign Nations Freeloading on American-Financed Innovation'. You do not need to establish an account to submit comments. The first screen allows you to enter identification and contact information. Third-party organizations such as law firms, trade associations, or customs brokers should identify the full legal name of the organization they represent and identify the primary point of contact for the submission. Fields with a gray Business Confidential Information (BCI) notation are for BCI information that will not be made publicly available. Fields with a green (Public) notation will be viewable by the public. After entering the identification and contact information, you can

complete the remainder of the comment, or any portion of it, by clicking 'Next.' You may upload documents at the end of the form and indicate whether USTR should treat the documents as business confidential or public information. Any page containing BCI must be clearly marked 'BUSINESS CONFIDENTIAL' on the top of that page and the submission should clearly indicate, via brackets, highlighting, or other means, the specific information that is BCI. If you request business confidential treatment, you must certify in writing that the information would not customarily be released to the public. Parties uploading attachments containing BCI also must submit a public version of their comments. If these procedures are not sufficient to protect BCI or otherwise protect business interests, please contact Catherine Gibson at Catherine.H.Gibson@ustr.eop.gov or 202.395.5725 to discuss whether alternative arrangements are possible. USTR will post attachments uploaded to the docket for public inspection, except for properly designated BCI. You can view submissions on USTR's electronic portal at <https://comments.ustr.gov/s/>.

Jennifer Thornton,

General Counsel, Office of the United States Trade Representative.

[FR Doc. 2025-09757 Filed 5-29-25; 8:45 am]

BILLING CODE 3390-F4-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: **FAA-2024-2535**; Summary Notice No.—2025-36]

Petition for Exemption; Summary of Petition Received; Aviation Adventures, LLC

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before June 20, 2025.

ADDRESSES: Send comments identified by docket number FAA-2024-2535 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at (202) 493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. 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>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jake Troutman, (202) 267-2928, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

Dan A. Ngo,

Manager, Part 11 Petitions Branch, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2024-2535.

Petitioner: Aviation Adventures, LLC.

Section(s) of 14 CFR Affected: § 141.55(d)(3).

Description of Relief Sought: Aviation Adventures, LLC seeks an exemption to request that the Reduced Hour Commercial Pilot—Airplane Single Engine Land course be approved for examining authority and the school

hold examining authority for this course. The total flight training time for this course has been reduced from 120 hours to 60 hours.

[FR Doc. 2025-09774 Filed 5-29-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: **FAA-2024-2497**; Summary Notice No.—2025-35]

Petition for Exemption; Summary of Petition Received; Pyka Inc.

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before June 20, 2025.

ADDRESSES: Send comments identified by docket number [FAA-2024-2497] using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at (202) 493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. 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>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Liam Andrews, (202) 267–8181, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC.

Dan A. Ngo,

Manager, Part 11 Petitions Branch, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2024–2497.

Petitioner: Pyka Inc.

Section(s) of 14 CFR Affected:

§§ 61.3(a)(1)(i), 61.3(c)(1), 61.23(a)(2), 91.119(c), 91.121, 91.151(a), 91.403(b), 91.405(a), 91.407(a)(1), 91.417(a), and 91.417(b).

Description of Relief Sought: Pyka Inc. (Pyka) seeks to amend their exemption, Exemption No. 23028, which allows Pyka to operate the Pyka Pelican and Pyka Pelican Cargo unmanned aircraft system (UAS), weighing 55 pounds (lbs.) or greater, for the purposes described in the associated Special Airworthiness Certificate—Experimental Category (SAC–EC). Pyka's amendment, if granted, would allow for night operations, beyond visual line of sight (BVLOS) operations in scenarios where the unmanned aircraft system (UAS) is operated within the visual line of sight (VLOS) of a visual observer (VO), and remove the requirement that the pilot in command (PIC) pass a 14 CFR part 61 airman knowledge test.

[FR Doc. 2025–09773 Filed 5–29–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Project—West Seattle Link Extension Project, Seattle, King County, Washington

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) regarding the West Seattle Link Extension Project, Seattle, King County, Washington. The purpose of this notice is to publicly announce FTA's environmental decisions on the subject project, and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: A claim seeking judicial review of FTA actions announced herein for the listed public transportation project will be barred unless the claim is filed on or before October 27, 2025.

FOR FURTHER INFORMATION CONTACT: Kathryn Loster, Assistant Chief Counsel, Office of Chief Counsel, (202) 360–2322, or Saadat Khan, Environmental Protection Specialist, Office of Environmental Policy and Programs, (202) 366–9647. FTA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions subject to 23 U.S.C. 139(l) by issuing certain approvals for the public transportation project listed below. The actions on the project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA environmental project files for the project. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for FTA's Regional Offices may be found at <https://www.transit.dot.gov/about/regional-offices/regional-offices>.

This notice applies to all FTA decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA (42 U.S.C. 4321–4375), Section 4(f) requirements (49 U.S.C. 303), Section 106 of the National Historic

Preservation Act (54 U.S.C. 306108), Endangered Species Act (16 U.S.C. 1531), Clean Water Act (33 U.S.C. 1251), the Uniform Relocation and Real Property Acquisition Policies Act (42 U.S.C. 4601), and the Clean Air Act (42 U.S.C. 7401–7671q). This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The project modifications and actions that are the subject of this notice follow:

Project name and location: West Seattle Link Extension Project (Project), Seattle, King County, Washington.

Project Sponsor: Central Puget Sound Regional Transit Authority (Sound Transit), Seattle, King County Washington.

Project description: The Project would expand Link light rail transit service from the South Downtown (SODO) neighborhood to West Seattle within a 4.1-mile corridor and provide fast and frequent service in the city of Seattle in King County, Washington. The light rail would operate on a fixed guideway in exclusive right-of-way, outside of traffic, to maintain reliable operations. The Project would include four (4) stations at SODO, Delridge, Avalon, and Alaska Junction. The stations would be elevated, at-grade, in a retained cut, or in a tunnel, depending on the site conditions, guideway profile, and the engineering requirements of the guideway. The stations would also include ticket vending machines, closed-circuit television cameras, a public address system, emergency phones, variable-message signage that meets the applicable Americans with Disabilities Act requirements, public access, and compliance with fire code and safety requirements.

Final agency action: Section 106 Programmatic Agreement, dated February 25, 2025; Section 4(f) *de minimis* impact determination, dated April 25, 2024. West Seattle Link Extension Record of Decision (ROD), dated April 29, 2025.

Supporting documentation: West Seattle Link Extension Final Environmental Impact Statement (FEIS), dated September 20, 2024; West Seattle, and Ballard Link Extensions Project Draft Environmental Impact (DEIS), dated January 28, 2022. The ROD, FEIS, DEIS and associated documents can be viewed and downloaded from: <https://www.soundtransit.org/system-expansion/west-seattle-link-extension>.

Authority: 23 U.S.C. 139(l)(1).

Megan Blum,

Deputy Associate Administrator for Planning and Environment.

[FR Doc. 2025-09811 Filed 5-29-25; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF THE TREASURY

Request for Information Related to the Executive Order, “Modernizing Payments To and From America’s Bank Account”

AGENCY: Departmental Offices, Department of the Treasury.

ACTION: Request for information (RFI).

SUMMARY: The U.S. Department of the Treasury (Treasury) invites public input to inform its implementation of the President’s Executive Order (E.O.) 14247 on “Modernizing Payments To and From America’s Bank Account” issued on March 25, 2025, which, among other items, directs the Secretary of the Treasury to cease issuing paper checks and transition to the use of electronic payments for all Federal disbursements where feasible. This request for information (RFI) offers the opportunity for interested individuals and organizations to provide feedback on matters related to Treasury’s implementation of E.O. 14247, in particular Treasury’s efforts to advance a public awareness campaign that will help consumers, including unbanked and underbanked populations, transition to digital payments as contemplated by the E.O.

DATES: Written comments and information are requested on or before June 30, 2025.

ADDRESSES: Please submit comments electronically through the Federal eRulemaking Portal: <https://www.regulations.gov>, specifically at <https://www.regulations.gov/docket/TREAS-DO-2025-0004>.

In general, all comments will be available for inspection at www.regulations.gov. Comments, including attachments and other supporting materials, are part of the public record. Do not submit any information in your comments or supporting materials that you consider confidential or inappropriate for public disclosure.

FOR FURTHER INFORMATION CONTACT:

Tyler Curtis, Director, Office of Consumer Policy, (202)–717–3754, christopher.curtis2@treasury.gov; Nora Esposito, Senior Advisor, Office of Consumer Policy, (202)–604–9307, nora.esposito@treasury.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The President’s Executive Order on “Modernizing Payments To and From America’s Bank Account” (the E.O.) issued on March 25, 2025, requires the transition to electronic payments for all Federal disbursements and receipts by digitizing payments to the extent permissible under applicable law.¹ The policy’s goals are to defend against financial fraud and improper payments, increase efficiency, reduce costs, and enhance the security of Federal payments. Effective September 30, 2025, and to the extent permitted by law, the Federal Government will cease issuing paper checks for all Federal disbursements inclusive of intragovernmental payments, benefits payments, vendor payments, and tax refunds, except as specified in the E.O.

As stated in the E.O., “the continued use of paper-based payments by the federal government, including checks and money orders, flowing into and out of the United States General Fund, which might be thought of as America’s bank account, imposes unnecessary costs; delays; and risks of fraud, lost payments, theft, and inefficiencies. Mail theft complaints have increased substantially since the COVID–19 pandemic. Historically, Department of the Treasury checks are 16 times more likely to be reported lost or stolen, returned undeliverable, or altered than an electronic funds transfer (EFT). Maintaining the physical infrastructure and specialized technology for digitizing paper records cost the American taxpayer over \$657 million in Fiscal Year 2024 alone.”²

Further, check fraud is becoming more common, with banks issuing about 680,000 reports of check fraud in 2022—nearly double the number of check fraud reports from 2021. Digital payments are more efficient, less costly, and less vulnerable to fraud.

Among other taskings, the E.O. directs Treasury, in coordination with other agencies, “to develop and implement a comprehensive public awareness campaign to inform Federal payment recipients of the transition to electronic payments, including guidance on assessing and setting up digital payment options.”³ The E.O. also directs Treasury to work with financial institutions, consumer groups, and other stakeholders to address financial access for unbanked and underbanked

populations. This RFI will help Treasury seek stakeholder input on these directives. Additionally, the E.O. directs Treasury to review and, as appropriate, revise procedures for granting limited exceptions where electronic payment and collection methods are not feasible.

Treasury is therefore seeking information and recommendations from all interested parties on matters related to the implementation of E.O. 14247, in particular Treasury’s efforts to advance a public awareness campaign that will help consumers, including unbanked and underbanked populations, transition to digital payments as contemplated by the E.O.

II. Request for Information

Treasury welcomes input on any matter that commenters believe is relevant to Treasury’s role in implementing the President’s Executive Order on “Modernizing Payments To and From America’s Bank Account.” Commenters are invited to respond to any or all of the following questions, and to provide any other comments relevant to this work.

A. Paper Check Usage for Government Collections and Disbursements

1. What are some of the factors causing individuals and organizations to continue to use paper checks to receive or make payments to the Federal Government?

2. What barriers exist for transitioning individuals and organizations to electronic funds transfer (EFT) options?

a. Are there particular barriers preventing unbanked and underserved individuals from adopting EFT options?

b. Are there particular barriers preventing individuals who own bank accounts or small businesses from adopting EFT options?

c. Are there cases where Federal agencies do not currently provide EFT options or where information regarding EFT options is not readily available?

d. What alternatives to EFT payments should Federal agencies consider in the limited cases where electronic methods are not feasible?

2. Have there been successful campaigns in the private sector or in other areas to transition individuals from paper checks to EFT options that could inform Federal efforts?

a. Why do you think that these campaigns were successful?

b. What strategies would you recommend to Treasury?

B. Public Awareness Campaign and Stakeholder Outreach

1. What information should a public awareness campaign include and what

¹ Exec. Order No. 14247, 90 FR 14001 (March 28, 2025).

² Id. at 14001.

³ 90 FR 14002.

support or tools are needed to help people transition from using paper checks to EFT options for Federal payments?

2. As Treasury coordinates with other Federal Government agencies on this public awareness campaign, what are the most effective communication channels for Federal agencies to reach program participants and other payees? Are there external entities or organizations in the private or nonprofit sectors that Federal agencies should partner with to increase awareness among beneficiaries and payees?

3. What are the best communication channels for the Federal Government to gather information from individuals who currently rely on paper checks?

4. How should Federal agencies inform the public about different EFT payment options when they choose how to make government payments?

C. Preferred EFT Methods

The E.O. discusses transitioning government payments to EFT methods,

including direct deposit, debit and credit card payments, prepaid card accounts (such as Direct Express), digital wallets and real-time payment systems, and other digital payment options.

1. Which electronic payment methods are typically used to make or receive payments by the general public, unbanked individuals, and individuals who rely on paper checks from the Federal Government? Why do individuals choose these payment methods?

2. What EFT options, including those listed in the E.O., do you think the Federal Government should offer for incoming and outgoing payments, and why?

a. What are some potential risks or considerations related to offering certain EFT methods that Treasury should be aware of?

b. Are there administrative, regulatory, or statutory barriers related to offering certain types of EFT methods?

c. How can the government prevent fraud and make payments securely using these EFT options?

3. What types of organizations or partnerships could be leveraged to provide access to EFT payments for individuals or businesses that do not have bank accounts?

4. Are there additional financial products or services available to facilitate EFT methods of payment not listed in the E.O. that the public should be aware of?

D. General Comments Related to the E.O. "Modernizing Payments To and From America's Bank Account"

1. Are there any other issues related to the implementation of this E.O. that you would like to raise?

Tyler Curtis,

Director, Office of Consumer Policy.

[FR Doc. 2025-09766 Filed 5-29-25; 8:45 am]

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FEDERAL REGISTER

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Part II

Department of Homeland Security

U.S. Customs and Border Protection

Distribution of Continued Dumping and Subsidy Offset to Affected Domestic Producers; Notice

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

Distribution of Continued Dumping and Subsidy Offset to Affected Domestic Producers

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security.

ACTION: Notice of intent to distribute offset for Fiscal Year 2025.

SUMMARY: Pursuant to the *Continued Dumping and Subsidy Offset Act of 2000*, this document is U.S. Customs and Border Protection's (CBP) notice of intent to distribute assessed antidumping and countervailing duties (known as the continued dumping and subsidy offset) for Fiscal Year 2025 in connection with countervailing duty orders, antidumping duty orders, and findings under the *Antidumping Act of 1921*. This document provides the instructions for affected domestic producers, or anyone alleging eligibility to receive a distribution, to file certifications to claim a distribution in relation to the listed orders and findings, and to provide CBP with the necessary information to effect payment of a distribution by electronic funds transfer.

DATES: Certifications to obtain a continued dumping and subsidy offset under a particular order or finding must be submitted electronically at <https://www.pay.gov> or received at the address identified below by July 29, 2025. Any certification submitted electronically at <https://www.pay.gov> or received at the address identified below after July 29, 2025 will be summarily denied, making claimants ineligible for the distribution.

ADDRESSES:

- Certifications must be submitted electronically at <https://www.pay.gov> or sent by mail, or an express or courier service, addressed to U.S. Customs and Border Protection, Revenue Division, Attention: CDSOA Team, 8899 E 56th Street, Indianapolis, IN 46249.

- ACH Refund Enrollment Forms can be obtained by sending an email to gmb.achrefundsupport@cbp.dhs.gov or calling CBP at (317) 298-1200, extension 1178. The completed ACH Refund Enrollment Form may be returned by mail to CBP's Revenue Division, Attn: CDSOA Team at 8899 E 56th Street, Indianapolis, IN 46249, or by email to cdsoa@cbp.dhs.gov.

- All other correspondence may be sent by mail, or an express or courier service, addressed to U.S. Customs and Border Protection, Revenue Division,

Attention: CDSOA Team, 8899 E 56th Street, Indianapolis, IN 46249.

FOR FURTHER INFORMATION CONTACT:

Robin Batt, CDSOA Team, Revenue Division, 8899 E 56th Street, Indianapolis, IN 46249; telephone (317) 614-4462.

SUPPLEMENTARY INFORMATION:

Background

The *Continued Dumping and Subsidy Offset Act of 2000* (CDSOA) was enacted on October 28, 2000, as part of the *Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Appropriations Act, 2001* (the "Act"). The provisions of the CDSOA are contained in title X (sections 1001–1003) of the Appendix of the Act (H.R. 5426).

The CDSOA amended title VII of the *Tariff Act of 1930* by adding section 754 (codified at 19 U.S.C. 1675c) to provide that assessed duties received pursuant to a countervailing duty order, an antidumping duty order, or a finding under the *Antidumping Act of 1921* will be distributed to affected domestic producers for certain qualifying expenditures that these producers incur after the issuance of such an order or finding. The term "affected domestic producer" means any manufacturer, producer, farmer, rancher, or worker representative (including associations of such persons) who:

(A) Was a petitioner or interested party in support of a petition with respect to which an antidumping duty order, a finding under the *Antidumping Act of 1921*, or a countervailing duty order has been entered;

(B) Remains in operation continuing to produce the product covered by the countervailing duty order, the antidumping duty order, or the finding under the *Antidumping Act of 1921*; and

(C) Has not been acquired by another company or business that is related to a company that opposed the antidumping or countervailing duty investigation that led to the order or finding (e.g., opposed the petition or otherwise presented evidence in opposition to the petition).

The distribution that these parties may receive is known as the continued dumping and subsidy offset.

Section 7601(a) of the *Deficit Reduction Act of 2005* repealed 19 U.S.C. 1675c. According to section 7701 of the *Deficit Reduction Act*, the repeal takes effect as if enacted on October 1, 2005. However, section 7601(b) provides that all duties collected on an entry filed before October 1, 2007, must be distributed as if 19 U.S.C. 1675c had not been repealed by section 7601(a).

The funds available for distribution were also affected by section 822 of the *Claims Resolution Act of 2010* and section 504 of the *Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010*.

Historically, the antidumping and countervailing duties assessed and received by U.S. Customs and Border Protection (CBP) on CDSOA-subject entries, along with the interest assessed and received on those duties pursuant to 19 U.S.C. 1677g, were transferred to the CDSOA Special Account for distribution. 66 FR 48546, Sept. 21, 2001; see also 19 CFR 159.64(e). Other types of interest, including delinquency interest that accrued pursuant to 19 U.S.C. 1505(d), equitable interest under common law, and interest under 19 U.S.C. 580, were not subject to distribution. *Id.*

Section 605 of the *Trade Facilitation and Trade Enforcement Act of 2015* (TFTEA) (Pub. L. 114–125, February 24, 2016; codified as 19 U.S.C. 4401), provided new authority for CBP to deposit into the CDSOA Special Account for distribution, delinquency interest that accrued pursuant to 19 U.S.C. 1505(d), equitable interest under common law, and interest under 19 U.S.C. 580 for all surety payments received by CBP on or after October 1, 2014, on CDSOA-subject entries, as well as post-judgment interest received by CBP on those surety payments (see 28 U.S.C. 1961).

On March 11, 2024, President Biden ordered the sequester of non-exempt budgetary resources for Fiscal Year 2025 pursuant to section 251A of the *Balanced Budget and Emergency Deficit Control Act of 1985*, as amended (89 FR 18531, March 14, 2024). To implement this sequester during Fiscal Year 2025, the calculation of the Office of Management and Budget (OMB) requires a reduction of 5.7 percent of the assessed duties and interest received in the CDSOA Special Account (account number 015–12–5688). OMB has concluded that any amounts sequestered in the CDSOA Special Account during Fiscal Year 2025 will become available in the subsequent fiscal year (see 2 U.S.C. 906(k)(6)). As a result, CBP intends to include the funds that are temporarily reduced via sequester during Fiscal Year 2025 in the continued dumping and subsidy offset for Fiscal Year 2025, which will be distributed not later than 60 days after the first day of Fiscal Year 2026 in accordance with 19 U.S.C. 1675c(c). In other words, the continued dumping and subsidy offset that affected domestic producers receive for Fiscal

Year 2025 will include the funds that were temporarily sequestered during Fiscal Year 2025.

Because of the statutory constraints in the assessments of antidumping and countervailing duties, as well as the additional time involved when the Government must initiate litigation to collect delinquent antidumping and countervailing duties, the CDSOA distribution process will be continued for an undetermined period.

Consequently, the full impact of the CDSOA repeal on amounts available for distribution has been delayed for several years. It should also be noted that amounts distributed may be subject to recovery as a result of reliquidations, court actions, administrative errors, and other reasons.

List of Orders and Findings and Affected Domestic Producers

It is the responsibility of the U.S. International Trade Commission (USITC) to ascertain and timely forward to CBP a list of the affected domestic producers that are potentially eligible to receive an offset in connection with an order or finding. In this regard, it is noted that the USITC has supplied CBP with the list of individual antidumping and countervailing duty cases, and the affected domestic producers associated with each case who are potentially eligible to receive an offset. This list appears at the end of this document.

A significant amount of litigation has challenged various provisions of the CDSOA, including the definition of the term “affected domestic producer.” In two decisions, the U.S. Court of Appeals for the Federal Circuit (Federal Circuit) upheld the constitutionality of the support requirement contained in the CDSOA. Specifically, in *SKF USA Inc. v. United States Customs & Border Prot.*, 556 F.3d 1337 (Fed. Cir. 2009), the Federal Circuit held that the CDSOA’s support requirement did not violate either the First or Fifth Amendment. The Supreme Court of the United States denied plaintiff’s petition for certiorari, *SKF USA, Inc. v. United States Customs & Border Prot.*, 560 U.S. 903 (2010). Similarly, in *PS Chez Sidney, L.L.C. v. United States*, 409 Fed. Appx. 327 (Fed. Cir. 2010), the Federal Circuit summarily reversed the U.S. Court of International Trade’s judgment that the support requirement was unconstitutional, allowing only plaintiff’s non-constitutional claims to go forward. See *PS Chez Sidney, L.L.C. v. United States*, 684 F.3d 1374 (Fed. Cir. 2012). Furthermore, in two cases interpreting the CDSOA’s language, the Federal Circuit concluded that a producer who never indicates support

for a dumping petition by letter or through questionnaire response, despite the act of otherwise filling out a questionnaire, cannot be an affected domestic producer. *Ashley Furniture Indus., Inc. et al. v. United States*, 734 F.3d 1306 (Fed. Cir. 2013), *cert. denied*, 135 S. Ct. 72 (2014); *Giorgio Foods, Inc. v. United States et al.*, 785 F.3d 595 (Fed. Cir. 2015).

Domestic producers who are not on the USITC list but believe they nonetheless are eligible for a CDSOA distribution under one or more antidumping and/or countervailing duty cases are required, as are all potential claimants that expressly appear on the list, to properly file their certification(s) within 60 days after this notice is published. Such domestic producers must allege all other bases for eligibility in their certification(s). CBP will evaluate the merits of such claims in accordance with the relevant statutes, regulations, and decisions. Certifications that are not timely filed within the requisite 60 days and/or that fail to sufficiently establish a basis for eligibility will be summarily denied. Additionally, CBP may not make a final decision regarding a claimant’s eligibility to receive funds until certain legal issues which may affect that claimant’s eligibility are resolved. In these instances, CBP may withhold an amount of funds corresponding to the claimant’s alleged *pro rata* share of funds from distribution pending the resolution of those legal issues.

It should also be noted that the Federal Circuit ruled in *Canadian Lumber Trade Alliance v. United States*, 517 F.3d 1319 (Fed. Cir. 2008), *cert. denied sub nom. United States Steel v. Canadian Lumber Trade Alliance*, 129 S. Ct. 344 (2008), that CBP was not authorized to distribute such antidumping and countervailing duties to the extent they were derived from goods from countries that are parties to the North American Free Trade Agreement (NAFTA). Due to this decision, CBP does not list cases related to NAFTA on the Preliminary Amounts Available report, and no distributions will be issued on these cases.

Regulations Implementing the CDSOA

It is noted that CBP published Treasury Decision (T.D.) 01–68 (Distribution of Continued Dumping and Subsidy Offset to Affected Domestic Producers) in the **Federal Register** (66 FR 48546) on September 21, 2001, which was effective as of that date, to implement the CDSOA. The final rule added subpart F to part 159 of title 19, Code of Federal Regulations (19 CFR part 159, subpart F (sections 159.61–

159.64)). More specific guidance regarding the filing of certifications is provided in this notice to aid affected domestic producers and other domestic producers alleging eligibility (“claimants” or “domestic producers”).

Notice of Intent To Distribute Offset

This document announces that CBP intends to distribute to affected domestic producers the assessed antidumping and countervailing duties, section 1677g interest, and interest provided for in 19 U.S.C. 4401 that are available for distribution in Fiscal Year 2025 in connection with those antidumping duty orders, findings and countervailing duty orders that are listed in this document. As explained below, CBP is required to issue all CDSOA offset distributions made after March 22, 2024, by electronic funds transfer, unless a Department of the Treasury waiver applies. Section 159.62(a) of title 19, Code of Federal Regulations (19 CFR 159.62(a)), provides that CBP will publish such a notice of intention to distribute at least 90 calendar days before the end of a fiscal year. Failure to publish the notice at least 90 calendar days before the end of the fiscal year will not affect an affected domestic producer’s obligation to file a timely certification within 60 days after the notice is published. See *Dixon Ticonderoga v. United States*, 468 F.3d 1353, 1354 (Fed. Cir. 2006).

Certifications; Submission and Content

To obtain a distribution of the offset under a given order or finding (including any distribution under 19 U.S.C. 4401), an affected domestic producer (and anyone alleging eligibility to receive a distribution) must timely submit a certification for each order or finding under which a distribution is sought, to CBP, indicating the producer’s desire to receive a distribution. Specifically, to be eligible to obtain a distribution, certifications must be submitted electronically at <https://www.pay.gov> or received by CBP’s Revenue Division Attn: CDSOA Team at 8899 E 56th Street, Indianapolis, IN 46249, no later than 60 calendar days after the date of publication of this notice of intent to distribute in the **Federal Register**. Claimants who choose to submit certifications by mail or by an express or courier service must ensure that the certification(s) are actually received by CBP at 8899 E 56th Street, Indianapolis, IN 46249, no later than 60 calendar days after the date of publication of this notice of intent to distribute in the **Federal Register**. A postmark date, attempted delivery date, or delivery at a

location other than 8899 E 56th Street, Indianapolis, IN 46249, is not sufficient. Claimants are encouraged to submit certifications electronically at <https://www.pay.gov> under the Public Form Name, "Continued Dumping and Subsidy Offset Act of 2000 Certification" (CBP Form Number 7401) no later than 60 calendar days after the date of the publication of this notice of intent to distribute to ensure CBP's timely receipt and to avoid any potential delivery delays associated with mail or courier service. All certifications not submitted electronically at <https://www.pay.gov> or received by CBP at 8899 E 56th Street, Indianapolis, IN 46249, by the 60th day, will not be eligible to receive a distribution.

As required by 19 CFR 159.62(b), this notice provides the case name and number of the order or finding concerned, as well as the specific instructions for filing a certification under section 159.63 to claim a distribution. Section 159.62(b) also provides that the dollar amounts subject to distribution that are contained in the Special Account for each listed order or finding are to appear in this notice. However, these dollar amounts were not available in time for inclusion in this publication. The preliminary amounts will be posted on the CBP website (<https://www.cbp.gov>). However, the final amounts available for disbursement may be higher or lower than the preliminary amounts.

CBP will provide general information to claimants regarding the preparation of certification(s). However, it remains the sole responsibility of the domestic producer to ensure that the certification is correct, complete, and accurate so as to demonstrate the eligibility of the domestic producer for the distribution requested. Failure to ensure that the certification is correct, complete, and accurate as provided in this notice will result in the domestic producer not receiving a distribution and/or a demand for the return of funds.

Specifically, to obtain a distribution of the offset under a given order or finding (including any distribution under 19 U.S.C. 4401), each potential claimant must timely submit a certification as detailed above containing the required information detailed below as to the eligibility of the domestic producer (or anyone alleging eligibility) to receive the requested distribution and the total amount of the distribution that the domestic producer is claiming. The certification must enumerate the qualifying expenditures incurred by the domestic producer since the issuance of an order or finding and

it must demonstrate that the domestic producer is eligible to receive a distribution as an affected domestic producer or allege another basis for eligibility. Any false statements made in connection with certifications submitted to CBP may give rise to liability under the *False Claims Act* (see 31 U.S.C. 3729–3733) and/or to criminal prosecution.

A successor to a company that was an affected domestic producer at the time of acquisition should consult 19 CFR 159.61(b)(1)(i). Any company that files a certification claiming to be the successor company to an affected domestic producer will be deemed to have consented to joint and several liability for the return of any overpayments arising under 19 CFR 159.64(b)(3) that were previously paid to the predecessor. CBP may require the successor company to provide documents to support its eligibility to receive a distribution as set out in 19 CFR 159.63(d). Additionally, any individual or company who purchases any portion of the operating assets of an affected domestic producer, a successor to an affected domestic producer, or an entity that otherwise previously received distributions may be jointly and severally liable for the return of any overpayments arising under 19 CFR 159.64(b)(3) that were previously paid to the entity from which the operating assets were purchased or its predecessor, regardless of whether the purchasing individual or company is deemed a successor company for purposes of receiving distributions.

A member company (or its successor) of an association that appears on the list of affected domestic producers in this notice, where the member company itself does not appear on this list, should consult 19 CFR 159.61(b)(1)(ii). Specifically, for a certification under 19 CFR 159.61(b)(1)(ii), the claimant must name the association of which it is a member, specifically establish that it was a member of the association at the time the association filed the petition with the USITC, and establish that the claimant is a current member of the association. In order to promote accurate filings and more efficiently process the distributions, we offer the following guidance:

- If claimants are members of an association but the association does not file on their behalf, the association will need to provide its members with a statement that contains notarized company-specific information including dates of membership and an original signature from an authorized representative of the association.

- An association filing a certification on behalf of a member must also provide a power of attorney or other evidence of legal authorization from each of the domestic producers it is representing.

- Any association filing a certification on behalf of a member is responsible for verifying the legal sufficiency and accuracy of the member's financial records, which support the claim, and is responsible for that certification. As such, an association filing a certification on behalf of a member is jointly and severally liable with the member for repayment of any claim found to have been paid or overpaid in error.

The association may file a certification in its own right to claim an offset for that order or finding, but its qualifying expenditures would be limited to those expenditures that the association itself has incurred after the date of the order or finding in connection with the particular case.

As provided in 19 CFR 159.63(a), certifications to obtain a distribution of an offset (including any distribution under 19 U.S.C. 4401) must be received by CBP through the submission methods detailed above no later than 60 calendar days after the date of publication of the notice of intent in the **Federal Register**. All certifications received after the 60-day deadline will be summarily denied, making claimants ineligible for the distribution regardless of whether or not they appeared on the USITC list.

A list of all certifications received will be published on the CBP website (<https://www.cbp.gov>) shortly after the receipt deadline. This publication will not confirm acceptance or validity of the certification, but merely receipt of the certification. Due to the high volume of certifications, CBP is unable to respond to individual telephone or written inquiries regarding the status of a certification appearing on the list.

While there is no required format for a certification, CBP has developed a standard certification form to aid claimants in filing certifications. The certification form is available at <https://www.pay.gov> under the Public Form Name "Continued Dumping and Subsidy Offset Act of 2000 Certification" (CBP Form Number 7401) or by directing a web browser to <https://www.pay.gov/public/form/start/8776895/>. The certification form can be submitted electronically through <https://www.pay.gov> or by mail, express or courier service at the address identified above. All certifications not submitted electronically must include original signatures.

Regardless of the format for a certification, per 19 CFR 159.63(b), the

certification must contain the following information:

- (1) The date of this **Federal Register** notice;
- (2) The Department of Commerce antidumping or countervailing duty case number (for example, A-331-802);
- (3) The case name (product/country);
- (4) The name of the domestic producer and any name qualifier, if applicable (for example, any other name under which the domestic producer does business or is also known);
- (5) The mailing address of the domestic producer (if a post office box, the physical street address must also appear) including, if applicable, a specific room number or department;
- (6) The Internal Revenue Service (IRS) number (with suffix) of the domestic producer, employer identification number, or social security number, as applicable;
- (7) The specific business organization of the domestic producer (corporation, partnership, sole proprietorship);
- (8) The name(s) of any individual(s) designated by the domestic producer as the contact person(s) concerning the certification, together with the phone number(s), mailing address, and, if available, facsimile transmission number(s) and electronic mail (email) address(es) for the person(s). Correspondence from CBP may be directed to the designated contact(s) by either mail or phone or both;
- (9) The total dollar amount claimed;
- (10) The dollar amount claimed by category, as described in the section below entitled "Amount Claimed for Distribution;";
- (11) A statement of eligibility, as described in the section below entitled "Eligibility to Receive Distribution;"; and
- (12) For certifications not submitted electronically through <https://www.pay.gov>, an original signature by an individual legally authorized to bind the producer.

Qualifying Expenditures That May Be Claimed for Distribution

Qualifying expenditures that may be offset under the CDSOA encompass those expenditures incurred by the domestic producer after issuance of an antidumping duty order or finding or a countervailing duty order (including expenditures incurred on the date of the order's issuance), and prior to its termination, provided that such expenditures fall within certain categories. See 19 CFR 159.61(c). The CDSOA repeal language parallels the termination of an order or finding. Therefore, for duty orders or findings that have not been previously revoked

or were not revoked prior to October 1, 2007, expenses must be incurred before October 1, 2007, to be eligible for offset. For duty orders or findings that were revoked prior to October 1, 2007, expenses must be incurred before the effective date of the revocation to be eligible for offset. For example, assume for case A-331-802, Certain Frozen Warm-Water Shrimp and Prawns from Ecuador, that the order date is February 1, 2005, and that the revocation effective date is August 15, 2007. In this case, eligible expenditures would have to be incurred on or after February 1, 2005, up to and including August 14, 2007; expenditures incurred on or after August 15, 2007, cannot be included as eligible qualifying expenditures for A-331-802.

For the convenience and ease of the domestic producers, CBP is providing guidance on what the agency takes into consideration when making a calculation for each of the following categories:

- (1) Manufacturing facilities (Any facility used for the transformation of raw material into a finished product that is the subject of the related order or finding);
- (2) Equipment (Goods that are used in a business environment to aid in the manufacturing of a product that is the subject of the related order or finding);
- (3) Research and development (Seeking knowledge and determining the best techniques for production of the product that is the subject of the related order or finding);
- (4) Personnel training (Teaching of specific useful skills to personnel, that will improve performance in the production process of the product that is the subject of the related order or finding);
- (5) Acquisition of technology (Acquisition of applied scientific knowledge and materials to achieve an objective in the production process of the product that is the subject of the related order or finding);
- (6) Health care benefits for employees paid for by the employer (Health care benefits paid to employees who are producing the specific product that is the subject of the related order or finding);
- (7) Pension benefits for employees paid for by the employer (Pension benefits paid to employees who are producing the specific product that is the subject of the related order or finding);
- (8) Environmental equipment, training, or technology (Equipment, training, or technology used in the production of the product that is the subject of the related order or finding,

that will assist in preventing potentially harmful factors from affecting the environment);

(9) Acquisition of raw materials and other inputs (Purchase of unprocessed materials or other inputs needed for the production of the product that is the subject of the related order or finding); and

(10) Working capital or other funds needed to maintain production (Assets of a business that can be applied to its production of the product that is the subject of the related order or finding).

Amount Claimed for Distribution

In calculating the amount of the distribution being claimed as an offset, the certification must indicate:

- (1) The total amount of any qualifying expenditures previously certified by the domestic producer, and the amount certified by category;
- (2) The total amount of those expenditures which have been the subject of any prior distribution for the order or finding being certified under 19 U.S.C. 1675c; and
- (3) The net amount for new and remaining qualifying expenditures being claimed in the current certification (the total amount previously certified as noted in item "(1)" above minus the total amount that was the subject of any prior distribution as noted in item "(2)" above). In accordance with 19 CFR 159.63(b)(2)(i)-(iii), CBP will deduct the amount of any prior distribution from the producer's claimed amount for that case. Total amounts disbursed by CBP under the CDSOA for some prior Fiscal Years are available on the CBP website.

Additionally, under 19 CFR 159.61(c), these qualifying expenditures must be related to the production of the same product that is the subject of the order or finding, with the exception of expenses incurred by associations which must be related to a specific case. Any false statements made to CBP concerning the amount of distribution being claimed as an offset may give rise to liability under the *False Claims Act* (see 31 U.S.C. 3729-3733) and/or to criminal prosecution.

Eligibility To Receive Distribution

As noted, the certification must contain a statement that the domestic producer desires to receive a distribution and is eligible to receive the distribution as an affected domestic producer or on another legal basis. Also, the domestic producer must affirm that the net amount certified for distribution does not encompass any qualifying expenditures for which distribution has previously been made (19 CFR 159.63(b)(3)(i)). Any false statements

made in connection with certifications submitted to CBP may give rise to liability under the *False Claims Act* (see 31 U.S.C. 3729–3733) and/or to criminal prosecution.

Furthermore, under 19 CFR 159.63(b)(3)(ii), where a domestic producer files a separate certification for more than one order or finding using the same qualifying expenditures as the basis for distribution in each case, each certification must list all the other orders or findings where the producer is claiming the same qualifying expenditures.

Moreover, as required by 19 U.S.C. 1675c(b)(1) and 19 CFR 159.63(b)(3)(iii), the certification must include information as to whether the domestic producer remains in operation at the time the certifications are filed and continues to produce the product covered by the particular order or finding under which the distribution is sought. If a domestic producer is no longer in operation, or no longer produces the product covered by the order or finding, the producer will not be considered an affected domestic producer entitled to receive a distribution.

In addition, as required by 19 U.S.C. 1675c(b)(5) and 19 CFR 159.63(b)(3)(iii), the domestic producer must state whether it has been acquired by a company that opposed the investigation or was acquired by a business related to a company that opposed the investigation. If a domestic producer has been so acquired, the producer will not be considered an affected domestic producer entitled to receive a distribution. However, CBP may not make a final decision regarding a claimant's eligibility to receive funds until certain legal issues which may affect that claimant's eligibility are resolved. In these instances, CBP may withhold an amount of funds corresponding to the claimant's alleged *pro rata* share of funds from distribution pending the resolution of those legal issues.

The certification must be executed and dated by a party legally authorized to bind the domestic producer and it must state that the information contained in the certification is true and accurate to the best of the certifier's knowledge and belief under penalty of law, and that the domestic producer has records to support the qualifying expenditures being claimed (see section below entitled "Verification of Certification"). Moreover, as provided in 19 CFR 159.64(b)(3), all overpayments to affected domestic producers are recoverable by CBP, and CBP reserves the right to use all

available collection tools to recover overpayments, including but not limited to garnishments, court orders, administrative offset, enrollment in the Treasury Offset Program, and/or offset of tax refund payments. Overpayments may occur for a variety of reasons, including but not limited to: reliquidations, court actions, settlements, insufficient verification of a certification in response to an inquiry from CBP, and administrative errors. With diminished amounts available over time, the likelihood that these events will require the recovery of funds previously distributed will increase. As a result, domestic producers who receive distributions under the CDSOA may wish to set aside any funds received in case it is subsequently determined that an overpayment has occurred. CBP considers the submission of a certification and the crediting of the distribution amount to the appropriate account by electronic funds transfer or the negotiation of any distribution checks received as acknowledgements and acceptance of the claimant's obligation to return those funds upon demand.

Review and Correction of Certification

A certification that is submitted electronically at <https://www.pay.gov> or received by CBP at 8899 E 56th Street, Indianapolis, IN 46249, within 60 calendar days after the date of publication of this notice in the **Federal Register**, may, at CBP's sole discretion, be subject to review before acceptance to ensure that all informational requirements are complied with and that any amounts set forth in the certification for qualifying expenditures, including the amount claimed for distribution, appear to be correct. A certification that is found to be materially incorrect or incomplete will be returned to the domestic producer within 15 business days after the close of the 60-calendar-day filing period, as provided in 19 CFR 159.63(c). CBP must receive a corrected certification from the domestic producer and/or an association filing on behalf of an association member within 10 business days from the date of the original denial letter. Failure to receive a corrected certification within 10 business days will result in denial of the certification at issue. The return of a certification for correction does not preclude CBP from taking other actions related to the incorrect or incomplete initial certification. It is the sole responsibility of the domestic producer to ensure that the certification is correct, complete, and accurate so as to demonstrate the eligibility of the domestic producer to

the distribution requested. Failure to ensure that the certification is correct, complete, and accurate will result in the domestic producer not receiving a distribution and/or a demand for the return of funds, in addition to other potential legal and administrative consequences.

Verification of Certification

Certifications are subject to CBP's verification. The burden remains on each claimant to fully substantiate all elements of its certification. As such, claimants may be required to provide copies of additional records for further review by CBP. Therefore, parties are required to maintain, and be prepared to produce, records adequately supporting their claims for a period of five years after the filing of the certification (19 CFR 159.63(d)). The records must demonstrate that each qualifying expenditure enumerated in the certification was actually incurred, and they must support how the qualifying expenditures are determined to be related to the production of the product covered by the order or finding. Although CBP will accept comments and information from the public and other domestic producers, CBP retains complete discretion regarding the initiation and conduct of investigations stemming from such information. In the event that a distribution is made to a domestic producer from whom CBP later seeks verification of the certification and sufficient supporting documentation is not provided as determined by CBP, then the amounts paid to the affected domestic producer are recoverable by CBP as an overpayment. CBP reserves the right to use all available collection tools to recover overpayments, including but not limited to garnishments, court orders, administrative offset, enrollment in the Treasury Offset Program, and/or offset of tax refund payments. CBP considers the submission of a certification and the crediting of the distribution amount to the appropriate account by electronic funds transfer or the negotiation of any distribution checks received as acknowledgements and acceptance of the claimant's obligation to return those funds upon demand. Failure to repay overpayments upon demand may result in administrative consequences. Additionally, the submission of false statements, documents, or records in connection with a certification or verification of a certification may give rise to liability under the *False Claims Act* (see 31 U.S.C. 3729–3733) and/or to criminal prosecution.

Disclosure of Information in Certifications; Acceptance by Producer

The name of the claimant, the total dollar amount claimed by the party on the certification, as well as the total dollar amount that CBP actually disburses to that affected domestic producer as an offset, will be available for disclosure to the public, as specified in 19 CFR 159.63(e). To this extent, the submission of the certification is construed as an understanding and acceptance on the part of the domestic producer that this information will be disclosed to the public and a waiver of any right to privacy or non-disclosure. Additionally, a statement in a certification that this information is proprietary and exempt from disclosure may result in CBP's rejection of the certification.

Distribution Made by Electronic Funds Transfer

Pursuant to 31 U.S.C. 3332 and 31 CFR part 208, as amended by 89 FR 12955 (February 21, 2024), CBP is required to issue all CDSOA offset distributions made after March 22, 2024, by electronic funds transfer, unless a Department of the Treasury waiver applies. Claimants are likewise required by 31 U.S.C. 3332(g) and 31 CFR 208.8 to provide CBP with the information necessary to effect payment by electronic funds transfer. Therefore, an individual who is legally authorized to bind the domestic producer must complete an ACH Refund Enrollment Form designating the bank account and associated routing number for CBP to make payment of any CDSOA offset distribution(s) by electronic funds transfer into the designated bank account. The ACH Refund Enrollment Form must also include the domestic producer's federally assigned taxpayer identification number (with suffix), or employer identification number (with suffix), or social security number; this number is also present on the domestic producer's CDSOA certification(s). This ACH Refund Enrollment Form can be obtained by sending an email to gmb.achrefundsupport@cbp.dhs.gov or

calling CBP at (317) 298–1200, extension 1178. Any newly completed ACH Refund Enrollment Form, including any updates to a previously submitted ACH Refund Enrollment Form, must be submitted by mail to CBP's Revenue Division Attn: CDSOA Team at 8899 E 56th Street, Indianapolis, IN 46249, or by email to cdsoa@cbp.dhs.gov, no later than October 1, 2025. This deadline to submit the ACH Refund Enrollment Form does not change or otherwise extend the 60-day deadline to timely submit a certification for each order or finding under which a CDSOA distribution is sought.

There are limited circumstances specified in 31 CFR 208.4 wherein the Department of the Treasury may waive the requirement that payment be made by electronic funds transfer, to permit payment by paper check. For example, 31 CFR 208.4(a)(7) permits waiver when the agency does not expect to make multiple payments to the same recipient within a one-year period on a regular, recurring basis but only if the payments are made to an individual or a small business concern where “small business concern” has the meaning given the term in section 3 of the *Small Business Act* at 15 U.S.C. 632 and its implementing regulations. Additionally, 31 CFR 208.4(a)(4) permits waiver of the electronic funds transfer requirement when the payment is to a recipient within an area designated by the President or an authorized agency administrator as a disaster area.

CBP's Revenue Division, Attn: CDSOA Team, must be notified, in writing, if a domestic producer believes one of the waiver criteria applies to it and if the domestic producer seeks payment of its CDSOA distribution by paper check. The domestic producer's written waiver request must include sufficient information to identify the domestic producer, the associated CDSOA certification(s), and the specific waiver provision within 31 CFR 208.4 upon which the domestic producer is relying. The burden is on the domestic producer to demonstrate that its

circumstances satisfy the waiver criteria within 31 CFR 208.4.

Notably, some waiver provisions require the domestic producer to submit a written waiver request to the Department of the Treasury. For example, a domestic producer who is an individual with a qualifying hardship due to a mental impairment (31 CFR 208.4(a)(1)(iv)) or an individual living in a remote geographic location lacking the infrastructure to support electronic financial transactions (31 CFR 208.4(a)(1)(v)) must submit a written waiver request to the Department of the Treasury using the procedure set forth in 31 CFR 208.4(b). Additional information is available from the Department of the Treasury's Electronic Payment Solution Center at 1–877–874–6347 for domestic producers who are individuals seeking a waiver under 31 CFR 208.4(a)(1)(iv) or 31 CFR 208.4(a)(1)(v).

If an electronic funds transfer waiver request is rejected and/or if a domestic producer does not provide CBP with the information necessary to effect payment by electronic funds transfer, then the Department of the Treasury may disburse the domestic producer's CDSOA distribution to a Treasury-sponsored account or to an account to which the domestic producer is receiving other Federal payments as set forth in 31 CFR 208.8.

List of Orders and Findings and Related Domestic Producers

The list of individual antidumping duty orders and findings and countervailing duty orders is set forth below together with the affected domestic producers associated with each order or finding who are potentially eligible to receive an offset. Those domestic producers not on the list must allege another basis for eligibility in their certification. Appearance of a domestic producer on the list is not a guarantee of distribution.

Jeffrey Caine,

Chief Financial Officer, U.S. Customs and Border Protection.

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-122-006	AA1921-49	Steel Jacks/Canada	Bloomfield Manufacturing (formerly Harrah Manufacturing) Seaburn Metal Products Duval
A-122-047	AA1921-127	Elemental Sulphur/Canada	Amstar Sugar
A-122-085	731-TA-3	Sugar and Syrups/Canada	Northwest Food Producers' Association
A-122-401	731-TA-196	Red Raspberries/Canada	Oregon Caneberry Commission Rader Farms Ron Roberts Shuksan Frozen Food Washington Red Raspberry Commission
A-122-503	731-TA-263	Iron Construction Castings/Canada	Alhambra Foundry Allegheny Foundry Bingham & Taylor Campbell Foundry Charlotte Pipe & Foundry Deeter Foundry East Jordan Foundry Le Baron Foundry Municipal Castings Neenah Foundry Opelika Foundry Pinkerton Foundry Tyler Pipe US Foundry & Manufacturing Vulcan Foundry
A-122-506	731-TA-276	Oil Country Tubular Goods/Canada	CF&I Steel Copperweld Tubing Cyclops KPC Lone Star Steel LTV Steel Maverick Tube Quanex US Steel
A-122-601	731-TA-312	Brass Sheet and Strip/Canada	Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products United Steelworkers of America
A-122-605	731-TA-367	Color Picture Tubes/Canada	Industrial Union Department, AFL-CIO International Association of Machinists & Aerospace Workers International Brotherhood of Electrical Workers International Union of Electronic, Electrical, Technical, Salaried and Machine Workers Philips Electronic Components Group United Steelworkers of America Zenith Electronics
A-122-804	731-TA-422	Steel Rails/Canada	Bethlehem Steel CF&I Steel
A-122-814	731-TA-528	Pure Magnesium/Canada	Magnesium Corporation of America
A-122-822	731-TA-614	Corrosion-Resistant Carbon Steel Flat Products/Canada.	Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-122-823	731-TA-575	Cut-to-Length Carbon Steel Plate/Canada	Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
A-122-830	731-TA-789	Stainless Steel Plate in Coils/Canada	Allegheny Ludlum Armco Steel J&L Specialty Steel Lukens Steel North American Stainless
A-122-838	731-TA-928	Softwood Lumber/Canada	71 Lumber Co Almond Bros Lbr Co Anthony Timberlands Balfour Lbr Co Ball Lumber Banks Lumber Company Barge Forest Products Co Beadles Lumber Co Bearden Lumber Bennett Lumber Big Valley Band Mill Bighorn Lumber Co Inc Blue Mountain Lumber Buddy Bean Lumber Burgin Lumber Co Ltd Burt Lumber Company C&D Lumber Co Ceda-Pine Veneer Cersosimo Lumber Co Inc Charles Ingram Lumber Co Inc Charleston Heart Pine Chesterfield Lumber Chips Chocorua Valley Lumber Co Claude Howard Lumber Clearwater Forest Industries CLW Inc CM Tucker Lumber Corp Coalition for Fair Lumber Imports Executive Committee Cody Lumber Co Collins Pine Co Collums Lumber Columbus Lumber Co Contoocook River Lumber Conway Guiteau Lumber Cornwright Lumber Co Crown Pacific Daniels Lumber Inc Dean Lumber Co Inc Deltic Timber Corporation Devils Tower Forest Products DiPrizio Pine Sales Dorchester Lumber Co DR Johnson Lumber East Brainerd Lumber Co East Coast Lumber Company Eas-Tex Lumber ECK Wood Products Ellingson Lumber Co

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Elliott Sawmilling Empire Lumber Co Evergreen Forest Products Excalibur Shelving Systems Inc Exley Lumber Co FH Stoltze Land & Lumber Co FL Turlington Lbr Co Inc Fleming Lumber Flippo Lumber Floragen Forest Products Frank Lumber Co Franklin Timber Co Fred Tebb & Sons Fremont Sawmill Frontier Resources Garrison Brothers Lumber Co and Subsidiaries Georgia Lumber Gilman Building Products Godfrey Lumber Granite State Forest Prod Inc Great Western Lumber Co Greenville Molding Inc Griffin Lumber Company Guess Brothers Lumber Gulf Lumber Gulf States Paper Guy Bennett Lumber Hampton Resources Hancock Lumber Hankins Inc Hankins Lumber Co Harrigan Lumber Harwood Products Haskell Lumber Inc Hatfield Lumber Hedstrom Lumber Herrick Millwork Inc HG Toler & Son Lumber Co Inc HG Wood Industries LLC Hogan & Storey Wood Prod Hogan Lumber Co Hood Industries HS Hofler & Sons Lumber Co Inc Hubbard Forest Ind Inc HW Culp Lumber Co Idaho Veneer Co Industrial Wood Products Intermountain Res LLC International Paper J Franklin Jones Lumber Co Inc Jack Batte & Sons Inc Jasper Lumber Company JD Martin Lumber Co JE Jones Lumber Co Jerry G Williams & Sons JH Knighton Lumber Co Johnson Lumber Company Jordan Lumber & Supply Joseph Timber Co JP Haynes Lbr Co Inc JV Wells Inc JW Jones Lumber Keadle Lumber Enterprises Keller Lumber King Lumber Co Konkolville Lumber Langdale Forest Products Laurel Lumber Company Leavitt Lumber Co Leesville Lumber Co Limington Lumber Co Longview Fibre Co Lovell Lumber Co Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			M Kendall Lumber Co Manke Lumber Co Marriner Lumber Co Mason Lumber MB Heath & Sons Lumber Co MC Dixon Lumber Co Inc Mebane Lumber Co Inc Metcalf Lumber Co Inc Milry Mill Co Inc Moose Creek Lumber Co Moose River Lumber Morgan Lumber Co Inc Mount Yonah Lumber Co Nagel Lumber New Kearsarge Corp New South Nicolet Hardwoods Nieman Sawmills SD Nieman Sawmills WY North Florida Northern Lights Timber & Lumber Northern Neck Lumber Co Ochoco Lumber Co Olon Belcher Lumber Co Owens and Hurst Lumber Packaging Corp of America Page & Hill Forest Products Paper, Allied-Industrial, Chemical and Energy Work- ers International Union Parker Lumber Pate Lumber Co Inc PBS Lumber Pedigo Lumber Co Piedmont Hardwood Lumber Co Pine River Lumber Co Pinecrest Lumber Co Pleasant River Lumber Co Pleasant Western Lumber Inc Plum Creek Timber Pollard Lumber Portac Potlatch Potomac Supply Precision Lumber Inc Pruitt Lumber Inc R Leon Williams Lumber Co RA Yancey Lumber Rajala Timber Co Ralph Hamel Forest Products Randy D Miller Lumber Rappahannock Lumber Co Regulus Stud Mills Inc Riley Creek Lumber Roanoke Lumber Co Robbins Lumber Robertson Lumber Roseburg Forest Products Co Rough & Ready RSG Forest Products Rushmore Forest Products RY Timber Inc Sam Mabry Lumber Co Scotch Lumber SDS Lumber Co Seacoast Mills Inc Seago Lumber Seattle-Snohomish Seneca Sawmill Shaver Wood Products Shearer Lumber Products Shuqualak Lumber SI Storey Lumber Sierra Forest Products

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Sierra Pacific Industries Sigfridson Wood Products Silver City Lumber Inc Somers Lbr & Mfg Inc South & Jones South Coast Southern Forest Industries Inc Southern Lumber St Laurent Forest Products Starfire Lumber Co Steely Lumber Co Inc Stimson Lumber Summit Timber Co Sundance Lumber Superior Lumber Swanson Superior Forest Products Inc Swift Lumber Tamarack Mill Taylor Lumber & Treating Inc Temple-Inland Forest Products Thompson River Lumber Three Rivers Timber Thrift Brothers Lumber Co Inc Timco Inc Tolleson Lumber Toney Lumber TR Miller Mill Co Tradewinds of Virginia Ltd Travis Lumber Co Tree Source Industries Inc Tri-State Lumber TTT Studs United Brotherhood of Carpenters and Joiners Viking Lumber Co VP Kiser Lumber Co Walton Lumber Co Inc Warm Springs Forest Products Westvaco Corp Wilkins, Kaiser & Olsen Inc WM Shepherd Lumber Co WR Robinson Lumber Co Inc Wrenn Brothers Inc Wyoming Sawmills Yakama Forest Products Younce & Ralph Lumber Co Inc Zip-O-Log Mills Inc
A-122-840	731-TA-954	Carbon and Certain Alloy Steel Wire Rod/Canada ..	AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
A-122-847	731-TA-1019B	Hard Red Spring Wheat/Canada	North Dakota Wheat Commission
A-201-504	731-TA-297	Porcelain-on-Steel Cooking Ware/Mexico	General Housewares
A-201-601	731-TA-333	Fresh Cut Flowers/Mexico	Burdette Coward California Floral Council Floral Trade Council Florida Flower Association Gold Coast Uanko Nursery Hollandia Wholesale Florist Manatee Fruit Monterey Flower Farms
A-201-802	731-TA-451	Gray Portland Cement and Clinker/Mexico	Topstar Nursery Alamo Cement Blue Circle BoxCrow Cement Calaveras Cement Capitol Aggregates

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-201-805	731-TA-534	Circular Welded Nonalloy Steel Pipe/Mexico	Centex Cement Florida Crushed Stone Gifford-Hill Hanson Permanente Cement Ideal Basic Industries Independent Workers of North America (Locals 49, 52, 89, 192 and 471) International Union of Operating Engineers (Local 12) National Cement Company of Alabama National Cement Company of California Phoenix Cement Riverside Cement Southdown Tarmac America Texas Industries Allied Tube & Conduit American Tube Bull Moose Tube Century Tube CSI Tubular Products Cyclops Laclede Steel LTV Tubular Products Maruichi American Sharon Tube USX Western Tube & Conduit Wheatland Tube
A-201-806	731-TA-547	Carbon Steel Wire Rope/Mexico	Bridon American Macwhyte Paulsen Wire Rope The Rochester Corporation United Automobile, Aerospace and Agricultural Implement Workers (Local 960) Williamsport Wire-rope Works Wire Rope Corporation of America
A-201-809	731-TA-582	Cut-to-Length Carbon Steel Plate/Mexico	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
A-201-817	731-TA-716	Oil Country Tubular Goods/Mexico	IPSCO Koppel Steel Maverick Tube Newport Steel North Star Steel US Steel USS/Kobe
A-201-820	731-TA-747	Fresh Tomatoes/Mexico	Accomack County Farm Bureau Ad Hoc Group of Florida, California, Georgia, Pennsylvania, South Carolina, Tennessee and Virginia Tomato Growers Florida Farm Bureau Federation Florida Fruit and Vegetable Association Florida Tomato Exchange Florida Tomato Growers Exchange Gadsden County Tomato Growers Association South Carolina Tomato Association
A-201-822	731-TA-802	Stainless Steel Sheet and Strip/Mexico	Allegheny Ludlum Armco Bethlehem Steel Carpenter Technology Corp

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-201-827	731-TA-848	Large-Diameter Carbon Steel Seamless Pipe/Mexico.	J&L Specialty Steel North American Stainless United Steelworkers of America North Star Steel Timken US Steel United Steelworkers of America USS/Kobe
A-201-828	731-TA-920	Welded Large Diameter Line Pipe/Mexico	American Cast Iron Pipe Berg Steel Pipe Bethlehem Steel Napa Pipe/Oregon Steel Mills Saw Pipes USA Stupp US Steel
A-201-830	731-TA-958	Carbon and Certain Alloy Steel Wire Rod/Mexico	AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
A-201-831	731-TA-1027 ...	Prestressed Concrete Steel Wire Strand/Mexico	American Spring Wire Corp Insteel Wire Products Co Sivaco Georgia LLC Strand Tech Martin Inc Sumiden Wire Products Corp
A-201-834	731-TA-1085 ...	Purified Carboxymethylcellulose/Mexico	Aqualon Co a Division of Hercules Inc
A-274-804	731-TA-961	Carbon and Certain Alloy Steel Wire Rod/Trinidad & Tobago.	AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
A-301-602	731-TA-329	Fresh Cut Flowers/Colombia	Burdette Coward California Floral Council Floral Trade Council Florida Flower Association Gold Coast Uanko Nursery Hollandia Wholesale Florist Manatee Fruit Monterey Flower Farms Pajaro Valley Greenhouses Topstar Nursery
A-307-803	731-TA-519	Gray Portland Cement and Clinker/Venezuela	Florida Crushed Stone Southdown Tarmac America
A-307-805	731-TA-537	Circular Welded Nonalloy Steel Pipe/Venezuela	Allied Tube & Conduit American Tube Bull Moose Tube Century Tube CSI Tubular Products Cyclops Laclede Steel LTV Tubular Products Maruichi American Sharon Tube USX Western Tube & Conduit Wheatland Tube
A-307-807	731-TA-570	Ferrosilicon/Venezuela	AIMCOR Alabama Silicon American Alloys Globe Metallurgical

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-307-820	731-TA-931	Silicomanganese/Venezuela	Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech United Autoworkers of America (Local 523) United Steelworkers of America (Locals 2528, 3081, 5171 and 12646) Eramet Marietta Paper, Allied-Industrial, Chemical and Energy Workers International Union, Local 5-0639
A-331-602	731-TA-331	Fresh Cut Flowers/Ecuador	Burdette Coward California Floral Council Floral Trade Council Florida Flower Association Gold Coast Uanko Nursery Hollandia Wholesale Florist Manatee Fruit Monterey Flower Farms Topstar Nursery
A-337-803	731-TA-768	Fresh Atlantic Salmon/Chile	Atlantic Salmon of Maine Cooke Aquaculture US DE Salmon Global Aqua USA Island Aquaculture Maine Coast Nordic Scan Am Fish Farms Treats Island Fisheries Trumpet Island Salmon Farm
A-337-804	731-TA-776	Preserved Mushrooms/Chile	LK Bowman Modern Mushroom Farms Monterey Mushrooms Mount Laurel Canning Mushroom Canning Southwood Farms Sunny Dell Foods United Canning
A-337-806	731-TA-948	Individually Quick Frozen Red Raspberries/Chile	A&A Berry Farms Bahler Farms Bear Creek Farms David Burns Columbia Farms Columbia Fruit George Culp Dobbins Berry Farm Enfield Firestone Packing George Hoffman Farms Heckel Farms Wendell Kreder Curt Maberry Maberry Packing Mike & Jean's Nguyen Berry Farms Nick's Acres North Fork Parson Berry Farm Pickin 'N' Pluckin Postage Stamp Farm Rader RainSweet Scenic Fruit Silverstar Farms Tim Straub Thoeny Farms Townsend Tsugawa Farms Updike Berry Farms Van Laeken Farms
A-351-503	731-TA-262	Iron Construction Castings/Brazil	Alhambra Foundry Allegheny Foundry Bingham & Taylor Campbell Foundry Charlotte Pipe & Foundry Deeter Foundry East Jordan Foundry

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-351-505	731-TA-278	Malleable Cast Iron Pipe Fittings/Brazil	Le Baron Foundry Municipal Castings Neenah Foundry Opelika Foundry Pinkerton Foundry Tyler Pipe US Foundry & Manufacturing Vulcan Foundry Grinnell Stanley G Flagg Stockham Valves & Fittings U-Brand Ward Manufacturing
A-351-602	731-TA-308	Carbon Steel Butt-Weld Pipe Fittings/Brazil	Ladish Mills Iron Works Steel Forgings Tube Forgings of America Weldbend
A-351-603	731-TA-311	Brass Sheet and Strip/Brazil	Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products United Steelworkers of America
A-351-605	731-TA-326	Frozen Concentrated Orange Juice/Brazil	Alcoma Packing B&W Canning Berry Citrus Products Caulkins Indiantown Citrus Citrus Belle Citrus World Florida Citrus Mutual Hercules
A-351-804	731-TA-439	Industrial Nitrocellulose/Brazil	American Alloys Globe Metallurgical International Union of Electronics, Electrical, Machine and Furniture Workers (Local 693) Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech SiMETCO Textile Processors, Service Trades, Health Care Professional and Technical Employees (Local 60) United Steelworkers of America (Locals 5171, 8538 and 12646)
A-351-806	731-TA-471	Silicon Metal/Brazil	Allied Tube & Conduit American Tube Bull Moose Tube Century Tube CSI Tubular Products Cyclops Laclede Steel LTV Tubular Products Maruichi American Sharon Tube USX Western Tube & Conduit Wheatland Tube
A-351-809	731-TA-532	Circular Welded Nonalloy Steel Pipe/Brazil	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel
A-351-817	731-TA-574	Cut-to-Length Carbon Steel Plate/Brazil	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-351-819	731-TA-636	Stainless Steel Wire Rod/Brazil	Theis Precision Steel Thompson Steel US Steel United Steelworkers of America AL Tech Specialty Steel Armco Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America
A-351-820	731-TA-641	Ferrosilicon/Brazil	AIMCOR Alabama Silicon American Alloys Globe Metallurgical Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech United Autoworkers of America (Local 523) United Steelworkers of America (Locals 2528, 3081, 5171 and 12646)
A-351-824	731-TA-671	Silicomanganese/Brazil	Elkem Metals Oil, Chemical and Atomic Workers (Local 3-639)
A-351-825	731-TA-678	Stainless Steel Bar/Brazil	AL Tech Specialty Steel Carpenter Technology Crucible Specialty Metals Electralloy Republic Engineered Steels Slater Steels Talley Metals Technology United Steelworkers of America
A-351-826	731-TA-708	Seamless Pipe/Brazil	Koppel Steel Quanex Timken United States Steel
A-351-828	731-TA-806	Hot-Rolled Carbon Steel Flat Products/Brazil	Acme Steel Bethlehem Steel California Steel Industries Gallatin Steel Geneva Steel Gulf States Steel Independent Steelworkers IPSCO Ispat/Inland LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Weirton Steel Wheeling-Pittsburgh Steel Corp
A-351-832	731-TA-953	Carbon and Certain Alloy Steel Wire Rod/Brazil	AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
A-351-837	731-TA-1024 ...	Prestressed Concrete Steel Wire Strand/Brazil	American Spring Wire Corp Insteel Wire Products Co Sivaco Georgia LLC Strand Tech Martin Inc Sumiden Wire Products Corp
A-351-840	731-TA-1089 ...	Certain Orange Juice/Brazil	A Duda & Sons Inc Alico Inc John Barnelt Ben Hill Griffin Inc Bliss Citrus

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			BTS A Florida General Partnership Cain Groves California Citrus Mutual Cedar Haven Inc Citrus World Inc Clonts Groves Inc Davis Enterprises Inc D Edwards Dickinson Evans Properties Inc Florida Citrus Commission Florida Citrus Mutual Florida Farm Bureau Federation Florida Fruit & Vegetable Association Florida State of Department of Citrus Flying V Inc GBS Groves Inc Graves Brothers Co H&S Groves Hartwell Groves Inc Holly Hill Fruit Products Co Jack Melton Family Inc K-Bob Inc L Dicks Inc Lake Pickett Partnership Inc Lamb Revocable Trust Gerilyn Rebecca S Lamb Trustee Lykes Bros Inc Martin J McKenna Orange & Sons Inc Osgood Groves William W Parshall PH Freeman & Sons Pierie Grove Raymond & Melissa Pierie Roper Growers Cooperative Royal Brothers Groves Seminole Tribe of Florida Inc Silverman Groves/Rilla Cooper Smoak Groves Inc Sorrells Groves Inc Southern Gardens Groves Corp Southern Gardens Processing Corp Southern Groves Citrus Sun Ag Inc Sunkist Growers Inc Texas Citrus Exchange Texas Citrus Mutual Texas Produce Association Travis Wise Management Inc Uncle Matt's Fresh Inc Varn Citrus Growers Inc
A-357-007	731-TA-157	Carbon Steel Wire Rod/Argentina	Atlantic Steel Continental Steel Georgetown Steel North Star Steel Raritan River Steel
A-357-405	731-TA-208	Barbed Wire and Barbless Wire Strand/Argentina ...	CF&I Steel Davis Walker Forbes Steel & Wire Oklahoma Steel Wire
A-357-802	731-TA-409	Light-Walled Rectangular Tube/Argentina	Bull Moose Tube Hannibal Industries Harris Tube Maruichi American Searing Industries Southwestern Pipe
A-357-804	731-TA-470	Silicon Metal/Argentina	Western Tube & Conduit American Alloys Elkem Metals Globe Metallurgical International Union of Electronics, Electrical, Machine and Furniture Workers (Local 693) Oil, Chemical and Atomic Workers (Local 389)

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-357-809	731-TA-707	Seamless Pipe/Argentina	Silicon Metaltech SiMETCO SKW Alloys Textile Processors, Service Trades, Health Care Professional and Technical Employees (Local 60) United Steelworkers of America (Locals 5171, 8538 and 12646) Koppel Steel Quanex Timken United States Steel IPSCO Koppel Steel Lone Star Steel Maverick Tube Newport Steel North Star Steel US Steel USS/Kobe
A-357-810	731-TA-711	Oil Country Tubular Goods/Argentina	AH Meyer & Sons Adee Honey Farms Althoff Apiaries American Beekeeping Federation American Honey Producers Association Anderson Apiaries Arroyo Apiaries Artesian Honey Producers B Weaver Apiaries Bailey Enterprises Barkman Honey Basler Honey Apiary Beals Honey Bears Paw Apiaries Beaverhead Honey Bee Biz Bee Haven Honey Belliston Brothers Apiaries Big Sky Honey Bill Rhodes Honey Richard E Blake Curt Bronnenberg Brown's Honey Farms Brumley's Bees Buhmann Apiaries Carys Honey Farms Chaparrel Honey Charles Apiaries Mitchell Charles Collins Honey Conor Apiaries Coy's Honey Farm Dave Nelson Apiaries Delta Bee Eisele's Pollination & Honey Ellingsoa's Elliott Curtis & Sons Charles L Emmons, Sr Gause Honey Gene Brandi Apiaries Griffith Honey Haff Apiaries Hamilton Bee Farms Hamilton Honey Happie Bee Harvest Honey Harvey's Honey Hiatt Honey Hoffman Honey Hollman Apiaries Honey House Honeybee Apiaries Gary M Honl Rand William Honl and Sydney Jo Honl
A-357-812	731-TA-892	Honey/Argentina	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			James R & Joann Smith Trust Jaynes Bee Products Johnston Honey Farms Larry Johnston Ke-An Honey Kent Honeybees Lake-Indianhead Honey Farms Lamb's Honey Farm Las Flores Apiaries Mackrill Honey Farms & Sales Raymond Marquette Mason & Sons Honey McCoy's Sunny South Apiaries Merrimack Valley Apiaries & Evergreen Honey Met 2 Honey Farm Missouri River Honey Mitchell Brothers Honey Monda Honey Farm Montana Dakota Honey Northern Bloom Honey Noye's Apiaries Oakes Honey Oakley Honey Farms Old Mill Apiaries Opp Honey Oro Dulce Peterson's "Naturally Sweet" Honey Potoczak Bee Farms Price Apiaries Pure Sweet Honey Farms Robertson Pollination Service Robson Honey William Robson Rosedale Apiaries Ryan Apiaries Schmidt Honey Farms Simpson Apiaries Sioux Honey Association Smoot Honey Solby Honey Stahlman Apiaries Steve E Parks Apiaries Stroope Bee & Honey T&D Honey Bee Talbott's Honey Terry Apiaries Thompson Apiaries Triple A Farm Tropical Blossom Honey Tubbs Apiaries Venable Wholesale Walter L Wilson Buzz 76 Apiaries Wiebersiek Honey Farms Wilmer Farms Brent J Woodworth Wooten's Golden Queens Yaddof Apiaries
A-357-814	731-TA-898	Hot-Rolled Steel Products/Argentina	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp Jessop Steel
A-401-040	AA1921-114	Stainless Steel Plate/Sweden	
A-401-601	731-TA-316	Brass Sheet and Strip/Sweden	Allied Industrial Workers of America

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-401-603	731-TA-354	Stainless Steel Hollow Products/Sweden	American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products United Steelworkers of America AL Tech Specialty Steel Allegheny Ludlum Steel ARMCO Carpenter Technology Crucible Materials Damascus Tubular Products Specialty Tubing Group Barden Corp Emerson Power Transmission Kubar Bearings MPB Rollway Bearings Torrington
A-401-801	731-TA-397-A	Ball Bearings/Sweden	Barden Corp Emerson Power Transmission Kubar Bearings MPB Rollway Bearings Torrington
A-401-801	731-TA-397-B	Cylindrical Roller Bearings/Sweden	Barden Corp Emerson Power Transmission MPB Rollway Bearings Torrington
A-401-805	731-TA-586	Cut-to-Length Carbon Steel Plate/Sweden	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
A-401-806	731-TA-774	Stainless Steel Wire Rod/Sweden	AL Tech Specialty Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America
A-401-808	731-TA-1087 ...	Purified Carboxymethylcellulose/Sweden	Aqualon Co a Division of Hercules Inc Heritage Salmon
A-403-801	731-TA-454	Fresh and Chilled Atlantic Salmon/Norway	The Coalition for Fair Atlantic Salmon Trade
A-405-802	731-TA-576	Cut-to-Length Carbon Steel Plate/Finland	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
A-405-803	731-TA-1084 ...	Purified Carboxymethylcellulose/Finland	Aqualon Co a Division of Hercules Inc
A-412-801	731-TA-399-A	Ball Bearings/United Kingdom	Barden Corp Emerson Power Transmission Kubar Bearings McGill Manufacturing Co MPB Rexnord Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-412-801	731-TA-399-B	Cylindrical Roller Bearings/United Kingdom	Rollway Bearings Torrington Barden Corp Emerson Power Transmission MPB Rollway Bearings Torrington
A-412-803	731-TA-443	Industrial Nitrocellulose/United Kingdom	Hercules
A-412-805	731-TA-468	Sodium Thiosulfate/United Kingdom	Calabrian
A-412-814	731-TA-587	Cut-to-Length Carbon Steel Plate/United Kingdom ..	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
A-412-818	731-TA-804	Stainless Steel Sheet and Strip/United Kingdom	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization
A-412-822	731-TA-918	Stainless Steel Bar/United Kingdom	Carpenter Technology Crucible Specialty Metals Electralloy Empire Specialty Steel Republic Technologies International Slater Steels United Steelworkers of America
A-421-701	731-TA-380	Brass Sheet and Strip/Netherlands	Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company North Coast Brass & Copper Olin Pegg Metals Revere Copper Products United Steelworkers of America
A-421-804	731-TA-608	Cold-Rolled Carbon Steel Flat Products/Netherlands	Armco Steel Bethlehem Steel California Steel Industries Gulf States Steel Inland Steel Industries LTV Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
A-421-805	731-TA-652	Aramid Fiber/Netherlands	E I du Pont de Nemours
A-421-807	731-TA-903	Hot-Rolled Steel Products/Netherlands	Bethlehem Steel Gallatin Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp Aqualon Co a Division of Hercules Inc Florida Sugar Marketing and Terminal Association Albright & Wilson FMC Hydrite Chemical Monsanto Stauffer Chemical Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America Allegheny Ludlum Armco Steel Lukens Steel North American Stainless United Steelworkers of America Lonza Pfizer Hercules Florida Sugar Marketing and Terminal Association PQ Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products United Steelworkers of America Barden Corp Emerson Power Transmission Kubar Bearings McGill Manufacturing Co MPB Rexnord Inc Rollway Bearings Torrington Barden Corp Emerson Power Transmission MPB Rollway Bearings Torrington Barden Corp Emerson Power Transmission Kubar Bearings McGill Manufacturing Co
A-421-811	731-TA-1086 ...	Purified Carboxymethylcellulose/Netherlands	
A-423-077	AA1921-198	Sugar/Belgium	
A-423-602	731-TA-365	Industrial Phosphoric Acid/Belgium	
A-423-805	731-TA-573	Cut-to-Length Carbon Steel Plate/Belgium	
A-423-808	731-TA-788	Stainless Steel Plate in Coils/Belgium	
A-427-001	731-TA-44	Sorbitol/France	
A-427-009	731-TA-96	Industrial Nitrocellulose/France	
A-427-078	AA1921-199	Sugar/France	
A-427-098	731-TA-25	Anhydrous Sodium Metasilicate/France	
A-427-602	731-TA-313	Brass Sheet and Strip/France	
A-427-801	731-TA-392-A	Ball Bearings/France	
A-427-801	731-TA-392-B	Cylindrical Roller Bearings/France	
A-427-801	731-TA-392-C	Spherical Plain Bearings/France	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-427-804	731-TA-553	Hot-Rolled Lead and Bismuth Carbon Steel Products/France.	Rexnord Inc Rollway Bearings Torrington Bethlehem Steel Inland Steel Industries USS/Kobe Steel
A-427-808	731-TA-615	Corrosion-Resistant Carbon Steel Flat Products/France.	Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
A-427-811	731-TA-637	Stainless Steel Wire Rod/France	AL Tech Specialty Steel Armco Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America
A-427-814	731-TA-797	Stainless Steel Sheet and Strip/France	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp North American Stainless United Steelworkers of America Zanesville Armco Independent Organization
A-427-816	731-TA-816	Cut-to-Length Carbon Steel Plate/France	Bethlehem Steel Geneva Steel IPSCO Steel National Steel US Steel United Steelworkers of America
A-427-818	731-TA-909	Low Enriched Uranium/France	United States Enrichment Corp USEC Inc
A-427-820	731-TA-913	Stainless Steel Bar/France	Carpenter Technology Crucible Specialty Metals Electralloy Empire Specialty Steel Republic Technologies International Slater Steels United Steelworkers of America
A-428-082	AA1921-200	Sugar/Germany	Florida Sugar Marketing and Terminal Association
A-428-602	731-TA-317	Brass Sheet and Strip/Germany	Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products United Steelworkers of America
A-428-801	731-TA-391-A	Ball Bearings/Germany	Barden Corp Emerson Power Transmission Kubar Bearings McGill Manufacturing Co MPB Rexnord Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-428-801	731-TA-391-B	Cylindrical Roller Bearings/Germany	Rollway Bearings Torrington Barden Corp Emerson Power Transmission MPB
A-428-801	731-TA-391-C	Spherical Plain Bearings/Germany	Rollway Bearings Torrington Barden Corp Emerson Power Transmission Rollway Bearings Torrington
A-428-802	731-TA-419	Industrial Belts/Germany	The Gates Rubber Company The Goodyear Tire and Rubber Company
A-428-803	731-TA-444	Industrial Nitrocellulose/Germany	Hercules
A-428-807	731-TA-465	Sodium Thiosulfate/Germany	Calabrian
A-428-814	731-TA-604	Cold-Rolled Carbon Steel Flat Products/Germany ...	Armco Steel Bethlehem Steel California Steel Industries Gulf States Steel Inland Steel Industries LTV Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel
A-428-815	731-TA-616	Corrosion-Resistant Carbon Steel Flat Products/ Germany.	Weirton Steel Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel
A-428-816	731-TA-578	Cut-to-Length Carbon Steel Plate/Germany	Weirton Steel Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
A-428-820	731-TA-709	Seamless Pipe/Germany	Koppel Steel Quanex Timken United States Steel
A-428-821	731-TA-736	Large Newspaper Printing Presses/Germany	Rockwell Graphics Systems
A-428-825	731-TA-798	Stainless Steel Sheet and Strip/Germany	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-428-830	731-TA-914	Stainless Steel Bar/Germany	J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization Carpenter Technology Crucible Specialty Metals Electralloy Empire Specialty Steel Republic Technologies International Slater Steels United Steelworkers of America
A-437-601	731-TA-341	Tapered Roller Bearings/Hungary	L&S Bearing Timken Torrington
A-437-804	731-TA-426	Sulfanilic Acid/Hungary	Nation Ford Chemical
A-447-801	731-TA-340C ..	Solid Urea/Estonia	Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-449-804	731-TA-878	Steel Concrete Reinforcing Bar/Latvia	AB Steel Mill Inc AmeriSteel Auburn Steel Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel TAMCO
A-451-801	731-TA-340D ..	Solid Urea/Lithuania	TXI-Chaparral Steel Co Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-455-802	731-TA-583	Cut-to-Length Carbon Steel Plate/Poland	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel
A-455-803	731-TA-880	Steel Concrete Reinforcing Bar/Poland	United Steelworkers of America AB Steel Mill Inc AmeriSteel Auburn Steel Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-469-007	731-TA-126	Potassium Permanganate/Spain	TAMCO
A-469-803	731-TA-585	Cut-to-Length Carbon Steel Plate/Spain	TXI-Chaparral Steel Co
			Carus Chemical
			Bethlehem Steel
			California Steel Industries
			Geneva Steel
			Gulf States Steel
			Inland Steel Industries
			Lukens Steel
			National Steel
			Nextech
			Sharon Steel
			Theis Precision Steel
			Thompson Steel
			US Steel
			United Steelworkers of America
A-469-805	731-TA-682	Stainless Steel Bar/Spain	AL Tech Specialty Steel
			Carpenter Technology
			Crucible Specialty Metals
			Electralloy
			Republic Engineered Steels
			Slater Steels
			Talley Metals Technology
			United Steelworkers of America
A-469-807	731-TA-773	Stainless Steel Wire Rod/Spain	AL Tech Specialty Steel
			Carpenter Technology
			Republic Engineered Steels
			Talley Metals Technology
			United Steelworkers of America
A-469-810	731-TA-890	Stainless Steel Angle/Spain	Slater Steels
A-469-814	731-TA-1083	Chlorinated Isocyanurates/Spain	United Steelworkers of America
			BioLab Inc
			Clearon Corp
			Occidental Chemical Corp
A-471-806	731-TA-427	Sulfanilic Acid/Portugal	Nation Ford Chemical
A-475-059	AA1921-167	Pressure-Sensitive Plastic Tape/Italy	Minnesota Mining & Manufacturing
A-475-601	731-TA-314	Brass Sheet and Strip/Italy	Allied Industrial Workers of America
			American Brass
			Bridgeport Brass
			Chase Brass & Copper
			Hussey Copper
			International Association of Machinists & Aerospace Workers
			Mechanics Educational Society of America (Local 56)
			The Miller Company
			Olin
			Revere Copper Products
			United Steelworkers of America
A-475-703	731-TA-385	Granular Polytetrafluoroethylene/Italy	E I du Pont de Nemours
A-475-801	731-TA-393-A	Ball Bearings/Italy	ICI Americas
			Barden Corp
			Emerson Power Transmission
			Kubar Bearings
			McGill Manufacturing Co
			MPB
			Rexnord Inc
			Rollway Bearings
			Torrington
A-475-801	731-TA-393-B	Cylindrical Roller Bearings/Italy	Barden Corp
			Emerson Power Transmission
			MPB
			Rollway Bearings
			Torrington
A-475-802	731-TA-413	Industrial Belts/Italy	The Gates Rubber Company
A-475-811	731-TA-659	Grain-Oriented Silicon Electrical Steel/Italy	The Goodyear Tire and Rubber Company
			Allegheny Ludlum
			Armco Steel
			Butler Armco Independent Union
			United Steelworkers of America
			Zanesville Armco Independent Union
A-475-814	731-TA-710	Seamless Pipe/Italy	Koppel Steel
			Quanex

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-475-816	731-TA-713	Oil Country Tubular Goods/Italy	Timken United States Steel Bellville Tube IPSCO Koppel Steel Lone Star Steel Maverick Tube Newport Steel North Star Steel US Steel USS/Kobe
A-475-818	731-TA-734	Pasta/Italy	A Zerega's Sons American Italian Pasta Borden D Merlino & Sons Dakota Growers Pasta Foulds Gilster-Mary Lee Gooch Foods Hershey Foods LaRinascente Macaroni Co Pasta USA Philadelphia Macaroni ST Specialty Foods
A-475-820	731-TA-770	Stainless Steel Wire Rod/Italy	AL Tech Specialty Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America
A-475-822	731-TA-790	Stainless Steel Plate in Coils/Italy	Allegheny Ludlum Armco Steel J&L Specialty Steel Lukens Steel North American Stainless United Steelworkers of America
A-475-824	731-TA-799	Stainless Steel Sheet and Strip/Italy	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization
A-475-826	731-TA-819	Cut-to-Length Carbon Steel Plate/Italy	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel National Steel US Steel United Steelworkers of America
A-475-828	731-TA-865	Stainless Steel Butt-Weld Pipe Fittings/Italy	Flo-Mac Inc Gerlin Markovitz Enterprises Shaw Alloy Piping Products Taylor Forge Stainless
A-475-829	731-TA-915	Stainless Steel Bar/Italy	Carpenter Technology Crucible Specialty Metals Electralloy Empire Specialty Steel Republic Technologies International Slater Steels United Steelworkers of America
A-479-801	731-TA-445	Industrial Nitrocellulose/Yugoslavia	Hercules
A-484-801	731-TA-406	Electrolytic Manganese Dioxide/Greece	Chemetals Kerr-McGee Rayovac
A-485-601	731-TA-339	Solid Urea/Romania	Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-485-602	731-TA-345	Tapered Roller Bearings/Romania	Terra International WR Grace L&S Bearing Timken Torrington Barden Corp Emerson Power Transmission Kubar Bearings MPB Rollway Bearings Torrington
A-485-801	731-TA-395	Ball Bearings/Romania	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
A-485-803	731-TA-584	Cut-to-Length Carbon Steel Plate/Romania	Koppel Steel North Star Steel Sharon Tube Timken US Steel United Steelworkers of America USS/Kobe Vision Metals' Gulf States Tube
A-485-805	731-TA-849	Small-Diameter Carbon Steel Seamless Pipe/Romania.	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel
A-485-806	731-TA-904	Hot-Rolled Steel Products/Romania	Wheeling-Pittsburgh Steel Corp Allied Tube & Conduit American Tube Bernard Epps Bock Industries Bull Moose Tube Central Steel Tube Century Tube Copperweld Tubing Cyclops Hughes Steel & Tube Kaiser Steel Laclede Steel Maruichi American Maverick Tube Merchant Metals Phoenix Steel Pittsburgh Tube Quanex Sharon Tube Southwestern Pipe UNR-Leavitt Welded Tube Western Tube & Conduit Wheatland Tube
A-489-501	731-TA-273	Welded Carbon Steel Pipe and Tube/Turkey	Dow Chemical Monsanto
A-489-602	731-TA-364	Aspirin/Turkey	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-489-805	731-TA-735	Pasta/Turkey	Norwich-Eaton A Zerega's Sons American Italian Pasta Borden D Merlino & Sons Dakota Growers Pasta Foulds Gilster-Mary Lee Gooch Foods Hershey Foods LaRinascente Macaroni Co Pasta USA Philadelphia Macaroni ST Specialty Foods
A-489-807	731-TA-745	Steel Concrete Reinforcing Bar/Turkey	AmeriSteel Auburn Steel Birmingham Steel Commercial Metals Marion Steel New Jersey Steel
A-507-502	731-TA-287	Raw In-Shell Pistachios/Iran	Blackwell Land California Pistachio Orchard Keenan Farms Kern Pistachio Hulling & Drying Los Ranchos de Poco Pedro Pistachio Producers of California TM Duche Nut
A-508-604	731-TA-366	Industrial Phosphoric Acid/Israel	Albright & Wilson FMC Hydrite Chemical Monsanto Stauffer Chemical
A-533-502	731-TA-271	Welded Carbon Steel Pipe and Tube/India	Allied Tube & Conduit American Tube Bernard Epps Bock Industries Bull Moose Tube Central Steel Tube Century Tube Copperweld Tubing Cyclops Hughes Steel & Tube Kaiser Steel Laclede Steel Maruichi American Maverick Tube Merchant Metals Phoenix Steel Pittsburgh Tube Quanex Sharon Tube Southwestern Pipe UNR-Leavitt Welded Tube Western Tube & Conduit Wheatland Tube
A-533-806	731-TA-561	Sulfanilic Acid/India	R-M Industries
A-533-808	731-TA-638	Stainless Steel Wire Rod/India	AL Tech Specialty Steel Armco Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America
A-533-809	731-TA-639	Forged Stainless Steel Flanges/India	Gerlin Ideal Forging Maass Flange Markovitz Enterprises
A-533-810	731-TA-679	Stainless Steel Bar/India	AL Tech Specialty Steel Carpenter Technology Crucible Specialty Metals Electralloy Republic Engineered Steels Slater Steels

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-533-813	731-TA-778	Preserved Mushrooms/India	Talley Metals Technology United Steelworkers of America LK Bowman Modern Mushroom Farms Monterey Mushrooms Mount Laurel Canning Mushroom Canning Southwood Farms Sunny Dell Foods United Canning
A-533-817	731-TA-817	Cut-to-Length Carbon Steel Plate/India	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel National Steel Tuscaloosa Steel US Steel
A-533-820	731-TA-900	Hot-Rolled Steel Products/India	United Steelworkers of America Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp
A-533-823	731-TA-929	Silicomanganese/India	Eramet Marietta Paper, Allied-Industrial, Chemical and Energy Workers International Union, Local 5-0639
A-533-824	731-TA-933	Polyethylene Terephthalate Film, Sheet and Strip (PET Film)/India.	DuPont Teijin Films Mitsubishi Polyester Film LLC SKC America Inc Toray Plastics (America)
A-533-828	731-TA-1025	Prestressed Concrete Steel Wire Strand/India	American Spring Wire Corp Insteel Wire Products Co Sivaco Georgia LLC Strand Tech Martin Inc Sumiden Wire Products Corp
A-533-838	731-TA-1061	Carbazole Violet Pigment 23/India	Allegheny Color Corp Barker Fine Color Inc Clariant Corp Nation Ford Chemical Co Sun Chemical Co
A-533-843	731-TA-1096	Certain Lined Paper School Supplies/India	Fay Paper Products Inc MeadWestvaco Consumer & Office Products Norcom Inc Pacon Corp Roaring Spring Blank Book Co Top Flight Inc United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO-CLC (USW)
A-538-802	731-TA-514	Cotton Shop Towels/Bangladesh	Milliken
A-549-502	731-TA-252	Welded Carbon Steel Pipe and Tube/Thailand	Allied Tube & Conduit American Tube Bernard Epps Bock Industries Bull Moose Tube Central Steel Tube Century Tube Copperweld Tubing Cyclops Hughes Steel & Tube Kaiser Steel Laclede Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-549-601	731-TA-348	Malleable Cast Iron Pipe Fittings/Thailand	Maruichi American Maverick Tube Merchant Metals Phoenix Steel Pittsburgh Tube Quanex Sharon Tube Southwestern Pipe UNR-Leavitt Welded Tube Western Tube & Conduit Wheatland Tube Grinnell Stanley G Flagg Stockham Valves & Fittings U-Brand Ward Manufacturing
A-549-807	731-TA-521	Carbon Steel Butt-Weld Pipe Fittings/Thailand	Hackney Ladish Mills Iron Works Steel Forgings Tube Forgings of America QO Chemicals
A-549-812	731-TA-705	Furfuryl Alcohol/Thailand	International Longshoreman's and Warehouseman's Union
A-549-813	731-TA-706	Canned Pineapple/Thailand	Maui Pineapple
A-549-817	731-TA-907	Hot-Rolled Steel Products/Thailand	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel
A-549-820	731-TA-1028 ...	Prestressed Concrete Steel Wire Strand/Thailand ...	Wheeling-Pittsburgh Steel Corp American Spring Wire Corp Insteel Wire Products Co Sivaco Georgia LLC Strand Tech Martin Inc Sumiden Wire Products Corp
A-549-821	731-TA-1045 ...	Polyethylene Retail Carrier Bags/Thailand	Aargus Plastics Inc Advance Polybags Inc Advance Polybags (Nevada) Inc Advance Polybags (Northeast) Inc Alpha Industries Inc Alpine Plastics Inc Ampac Packaging LLC API Enterprises Inc Command Packaging Continental Poly Bags Inc Durabag Co Inc Europackaging LLC Genpak LLC (formerly Continental Superbag LLC) Genpak LLC (formerly Strout Plastics) Hilex Poly Co LLC Intoplast Group Ltd PCL Packaging Inc Poly-Pak Industries Inc Roplast Industries Inc Superbag Corp Unistar Plastics LLC Vanguard Plastics Inc VS Plastics LLC
A-552-801	731-TA-1012 ...	Certain Frozen Fish Fillets/Vietnam	America's Catch Inc Aquafarms Catfish Inc Carolina Classics Catfish Inc Catfish Farmers of America Consolidated Catfish Companies Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-557-805	731-TA-527	Extruded Rubber Thread/Malaysia	Delta Pride Catfish Inc Fish Processors Inc Guidry's Catfish Inc Haring's Pride Catfish Harvest Select Catfish (Alabama Catfish Inc) Heartland Catfish Co (TT&W Farm Products Inc) Prairie Lands Seafood (Illinois Fish Farmers Cooperative) Pride of the Pond Pride of the South Catfish Inc Prime Line Inc Seabrook Seafood Inc Seacat (Arkansas Catfish Growers) Simmons Farm Raised Catfish Inc Southern Pride Catfish LLC Verret Fisheries Inc Globe Manufacturing North American Rubber Thread
A-557-809	731-TA-866	Stainless Steel Butt-Weld Pipe Fittings/Malaysia	Flo-Mac Inc Gerlin Markovitz Enterprises Shaw Alloy Piping Products Taylor Forge Stainless
A-557-813	731-TA-1044 ...	Polyethylene Retail Carrier Bags/Malaysia	Aargus Plastics Inc Advance Polybags Inc Advance Polybags (Nevada) Inc Advance Polybags (Northeast) Inc Alpha Industries Inc Alpine Plastics Inc Ampac Packaging LLC API Enterprises Inc Command Packaging Continental Poly Bags Inc Durabag Co Inc Europackaging LLC Genpak LLC (formerly Continental Superbag LLC) Genpak LLC (formerly Strout Plastics) Hilex Poly Co LLC Inteplast Group Ltd PCL Packaging Inc Poly-Pak Industries Inc Roplast Industries Inc Superbag Corp Unistar Plastics LLC Vanguard Plastics Inc VS Plastics LLC
A-559-502	731-TA-296	Small Diameter Standard and Rectangular Pipe and Tube/Singapore.	Allied Tube & Conduit American Tube Bull Moose Tube Cyclops Hannibal Industries Laclede Steel Pittsburgh Tube Sharon Tube Western Tube & Conduit Wheatland Tube
A-559-601	731-TA-370	Color Picture Tubes/Singapore	Industrial Union Department, AFL-CIO International Association of Machinists & Aerospace Workers International Brotherhood of Electrical Workers International Union of Electronic, Electrical, Technical, Salaried and Machine Workers Philips Electronic Components Group United Steelworkers of America Zenith Electronics
A-559-801	731-TA-396	Ball Bearings/Singapore	Barden Corp Emerson Power Transmission Kubar Bearings McGill Manufacturing Co MPB Rexnord Inc Rollway Bearings Torrington

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-559-802	731-TA-415	Industrial Belts/Singapore	The Gates Rubber Company The Goodyear Tire and Rubber Company
A-560-801	731-TA-742	Melamine Institutional Dinnerware/Indonesia	Carlisle Food Service Products Lexington United Plastics Manufacturing
A-560-802	731-TA-779	Preserved Mushrooms/Indonesia	LK Bowman Modern Mushroom Farms Monterey Mushrooms Mount Laurel Canning Mushroom Canning Southwood Farms Sunny Dell Foods United Canning
A-560-803	731-TA-787	Extruded Rubber Thread/Indonesia	North American Rubber Thread
A-560-805	731-TA-818	Cut-to-Length Carbon Steel Plate/Indonesia	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel National Steel Tuscaloosa Steel US Steel United Steelworkers of America
A-560-811	731-TA-875	Steel Concrete Reinforcing Bar/Indonesia	AB Steel Mill Inc AmeriSteel Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel TAMCO TXI-Chaparral Steel Co
A-560-812	731-TA-901	Hot-Rolled Steel Products/Indonesia	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp
A-560-815	731-TA-957	Carbon and Certain Alloy Steel Wire Rod/Indonesia	AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
A-560-818	731-TA-1097 ...	Certain Lined Paper School Supplies/Indonesia	Fay Paper Products Inc MeadWestvaco Consumer & Office Products Norcom Inc Pacon Corp Roaring Spring Blank Book Co Top Flight Inc United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO-CLC (USW)

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-565-801	731-TA-867	Stainless Steel Butt-Weld Pipe Fittings/Philippines ..	Flo-Mac Inc Gerlin Markovitz Enterprises Shaw Alloy Piping Products Taylor Forge Stainless
A-570-001	731-TA-125	Potassium Permanganate/China	Carus Chemical
A-570-002	731-TA-130	Chloropicrin/China	LCP Chemicals & Plastics Niklor Chemical
A-570-003	731-TA-103	Cotton Shop Towels/China	Milliken Texel Industries Wikiti
A-570-007	731-TA-149	Barium Chloride/China	Chemical Products
A-570-101	731-TA-101	Greige Polyester Cotton Printcloth/China	Alice Manufacturing Clinton Mills Dan River Greenwood Mills Hamrick Mills M Lowenstein Mayfair Mills Mount Vernon Mills
A-570-501	731-TA-244	Natural Bristle Paint Brushes/China	Baltimore Brush Bestt Liebco Elder & Jenks EZ Paint H&G Industries Joseph Lieberman & Sons Purdy Rubberset Thomas Paint Applicators Wooster Brush
A-570-502	731-TA-265	Iron Construction Castings/China	Alhambra Foundry Allegheny Foundry Bingham & Taylor Campbell Foundry Charlotte Pipe & Foundry Deeter Foundry East Jordan Foundry Le Baron Foundry Municipal Castings Neenah Foundry Opelika Foundry Pinkerton Foundry Tyler Pipe US Foundry & Manufacturing Vulcan Foundry
A-570-504	731-TA-282	Petroleum Wax Candles/China	The Al Root Company Candle Artisans Inc Candle-Lite Cathedral Candle Colonial Candle of Cape Cod General Wax & Candle Lenox Candles Lumi-Lite Candle Meuch-Kreuzer Candle National Candle Association Will & Baumer WNS
A-570-506	731-TA-298	Porcelain-on-Steel Cooking Ware/China	General Housewares
A-570-601	731-TA-344	Tapered Roller Bearings/China	L&S Bearing Timken Torrington
A-570-802	731-TA-441	Industrial Nitrocellulose/China	Hercules
A-570-803	731-TA-457-A	Axes and Adzes/China	Council Tool Co Inc Warwood Tool Woodings-Verona
A-570-803	731-TA-457-B	Bars and Wedges/China	Council Tool Co Inc Warwood Tool Woodings-Verona
A-570-803	731-TA-457-C	Hammers and Sledges/China	Council Tool Co Inc Warwood Tool Woodings-Verona
A-570-803	731-TA-457-D	Picks and Mattocks/China	Council Tool Co Inc Warwood Tool

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-570-804	731-TA-464	Sparklers/China	Woodings-Verona BJ Alan Diamond Sparkler Elkton Sparkler Calabrian
A-570-805	731-TA-466	Sodium Thiosulfate/China	American Alloys Elkem Metals Globe Metallurgical International Union of Electronics, Electrical, Machine and Furniture Workers (Local 693) Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech SiMETCO SKW Alloys Textile Processors, Service Trades, Health Care Professional and Technical Employees (Local 60) United Steelworkers of America (Locals 5171, 8538 and 12646)
A-570-806	731-TA-472	Silicon Metal/China	Consolidated International Automotive Key Manufacturing McGard Curtis Tungsten US Tungsten Hackney Ladish Mills Iron Works Steel Forgings Tube Forgings of America R-M Industries AIMCOR Alabama Silicon American Alloys Globe Metallurgical Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech United Autoworkers of America (Local 523) United Steelworkers of America (Locals 2528, 3081, 5171 and 12646)
A-570-808	731-TA-474	Chrome-Plated Lug Nuts/China	Illinois Tool Works Union Camp ACCO USA Labelon/Noesting TRICO Manufacturing Blackfeet Indian Writing Instrument Dixon-Ticonderoga Empire Berol Faber-Castell General Pencil JR Moon Pencil Musgrave Pen & Pencil Panda Writing Instrument Manufacturers Association, Pencil Section
A-570-811	731-TA-497	Tungsten Ore Concentrates/China	Elkem Metals Oil, Chemical and Atomic Workers (Local 3-639) Rhone-Poulenc A&D Christopher Ranch Belridge Packing Colusa Produce Denice & Filice Packing El Camino Packing The Garlic Company Vessey and Company
A-570-814	731-TA-520	Carbon Steel Butt-Weld Pipe Fittings/China	Dow Chemical International Union of Operating Engineers (Local 564) Magnesium Corporation of America United Steelworkers of America (Local 8319) QO Chemicals Chattem Hampshire Chemical Elkem Metals Kerr-McGee
A-570-815	731-TA-538	Sulfanilic Acid/China	
A-570-819	731-TA-567	Ferrosilicon/China	
A-570-822	731-TA-624	Helical Spring Lock Washers/China	
A-570-825	731-TA-653	Sebacic Acid/China	
A-570-826	731-TA-663	Paper Clips/China	
A-570-827	731-TA-669	Cased Pencils/China	
A-570-828	731-TA-672	Silicomanganese/China	
A-570-830	731-TA-677	Coumarin/China	
A-570-831	731-TA-683	Fresh Garlic/China	
A-570-832	731-TA-696	Pure Magnesium/China	
A-570-835	731-TA-703	Furfuryl Alcohol/China	
A-570-836	731-TA-718	Glycine/China	
A-570-840	731-TA-724	Manganese Metal/China	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-570-842	731-TA-726	Polyvinyl Alcohol/China	Air Products and Chemicals
A-570-844	731-TA-741	Melamine Institutional Dinnerware/China	Carlisle Food Service Products
			Lexington United
			Plastics Manufacturing
A-570-846	731-TA-744	Brake Rotors/China	Brake Parts
			Coalition for the Preservation of American Brake
			Drum and Rotor Aftermarket Manufacturers
			Iroquois Tool Systems
			Kelsey Hayes
			Kinetic Parts Manufacturing
			Overseas Auto Parts
			Wagner Brake
A-570-847	731-TA-749	Persulfates/China	FMC
A-570-848	731-TA-752	Crawfish Tail Meat/China	A&S Crawfish
			Acadiana Fisherman's Co-Op
			Arnaudville Seafood
			Atchafalaya Crawfish Processors
			Basin Crawfish Processors
			Bayou Land Seafood
			Becnel's Meat & Seafood
			Bellard's Poultry & Crawfish
			Bonanza Crawfish Farm
			Cajun Seafood Distributors
			Carl's Seafood
			Catahoula Crawfish
			Choplin SFD
			CJ's Seafood & Purged Crawfish
			Clearwater Crawfish
			Crawfish Processors Alliance
			Harvey's Seafood
			Lawtell Crawfish Processors
			Louisiana Premium Seafoods
			Louisiana Seafood
			LT West
			Phillips Seafood
			Prairie Cajun Wholesale Seafood Dist
			Riceland Crawfish
			Schexnider Crawfish
			Seafood International Distributors
			Sylvester's Processors
A-570-849	731-TA-753	Cut-to-Length Carbon Steel Plate/China	Teche Valley Seafood
			Acme Metals Inc
			Bethlehem Steel
			CitiSteel USA Inc
			Geneva Steel
			Gulf States Steel
			Lukens Inc
			National Steel
			US Steel
			United Steelworkers of America
A-570-850	731-TA-757	Collated Roofing Nails/China	Illinois Tool Works
			International Staple and Machines
			Stanley-Bostitch
A-570-851	731-TA-777	Preserved Mushrooms/China	LK Bowman
			Modern Mushroom Farms
			Monterey Mushrooms
			Mount Laurel Canning
			Mushroom Canning
			Southwood Farms
			Sunny Dell Foods
			United Canning
A-570-852	731-TA-814	Creatine Monohydrate/China	Pfanstiehl Laboratories
A-570-853	731-TA-828	Aspirin/China	Rhodia
A-570-855	731-TA-841	Non-Frozen Apple Juice Concentrate/China	Coloma Frozen Foods
			Green Valley Apples of California
			Knouse Foods Coop
			Mason County Fruit Packers Coop
			Tree Top
A-570-856	731-TA-851	Synthetic Indigo/China	Buffalo Color
			United Steelworkers of America
A-570-860	731-TA-874	Steel Concrete Reinforcing Bar/China	AB Steel Mill Inc
			AmeriSteel
			Auburn Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel TAMCO TXI-Chaparral Steel Co
A-570-862	731-TA-891	Foundry Coke/China	ABC Coke Citizens Gas and Coke Utility Erie Coke Sloss Industries Corp Tonawanda Coke United Steelworkers of America
A-570-863	731-TA-893	Honey/China	AH Meyer & Sons Adee Honey Farms Althoff Apiaries American Beekeeping Federation American Honey Producers Association Anderson Apiaries Arroyo Apiaries Artesian Honey Producers B Weaver Apiaries Bailey Enterprises Barkman Honey Basler Honey Apiary Beals Honey Bears Paw Apiaries Beaverhead Honey Bee Biz Bee Haven Honey Belliston Brothers Apiaries Big Sky Honey Bill Rhodes Honey Richard E Blake Curt Bronnenberg Brown's Honey Farms Brumley's Bees Buhmann Apiaries Carys Honey Farms Chaparrel Honey Charles Apiaries Mitchell Charles Collins Honey Conor Apiaries Coy's Honey Farm Dave Nelson Apiaries Delta Bee Eisele's Pollination & Honey Ellingsoa's Elliott Curtis & Sons Charles L Emmons, Sr Gause Honey Gene Brandi Apiaries Griffith Honey Haff Apiaries Hamilton Bee Farms Hamilton Honey Happie Bee Harvest Honey Harvey's Honey Hiatt Honey Hoffman Honey Hollman Apiaries Honey House Honeybee Apiaries Gary M Honl Rand William Honl and Sydney Jo Honl

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			James R & Joann Smith Trust Jaynes Bee Products Johnston Honey Farms Larry Johnston Ke-An Honey Kent Honeybees Lake-Indianhead Honey Farms Lamb's Honey Farm Las Flores Apiaries Mackrill Honey Farms & Sales Raymond Marquette Mason & Sons Honey McCoy's Sunny South Apiaries Merrimack Valley Apiaries & Evergreen Honey Met 2 Honey Farm Missouri River Honey Mitchell Brothers Honey Monda Honey Farm Montana Dakota Honey Northern Bloom Honey Noye's Apiaries Oakes Honey Oakley Honey Farms Old Mill Apiaries Opp Honey Oro Dulce Peterson's "Naturally Sweet" Honey Potoczak Bee Farms Price Apiaries Pure Sweet Honey Farms Robertson Pollination Service Robson Honey William Robson Rosedale Apiaries Ryan Apiaries Schmidt Honey Farms Simpson Apiaries Sioux Honey Association Smoot Honey Solby Honey Stahlman Apiaries Steve E Parks Apiaries Stroope Bee & Honey T&D Honey Bee Talbott's Honey Terry Apiaries Thompson Apiaries Triple A Farm Tropical Blossom Honey Tubbs Apiaries Venable Wholesale Walter L Wilson Buzz 76 Apiaries Wiebersiek Honey Farms Wilmer Farms Brent J Woodworth Wooten's Golden Queens Yaddof Apiaries
A-570-864	731-TA-895	Pure Magnesium (Granular)/China	Concerned Employees of Northwest Alloys Magnesium Corporation of America United Steelworkers of America United Steelworkers of America (Local 8319)
A-570-865	731-TA-899	Hot-Rolled Steel Products/China	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-570-866	731-TA-921	Folding Gift Boxes/China	Weirton Steel Wheeling-Pittsburgh Steel Corp Field Container Harvard Folding Box Sterling Packaging Superior Packaging
A-570-867	731-TA-922	Automotive Replacement Glass Windshields/China	PPG Industries Safelite Glass Viracon/Curv-lite Inc Visteon Corporation
A-570-868	731-TA-932	Folding Metal Tables and Chairs/China	Krueger International McCourt Manufacturing Meco Virco Manufacturing
A-570-873	731-TA-986	Ferrovanadium/China	Bear Metallurgical Co Shieldalloy Metallurgical Corp
A-570-875	731-TA-990	Non-Malleable Cast Iron Pipe Fittings/China	Anvil International Inc Buck Co Inc Frazier & Frazier Industries Ward Manufacturing Inc
A-570-877	731-TA-1010	Lawn and Garden Steel Fence Posts/China	Steel City Corp
A-570-878	731-TA-1013	Saccharin/China	PMC Specialties Group Inc
A-570-879	731-TA-1014	Polyvinyl Alcohol/China	Celanese Ltd E I du Pont de Nemours & Co
A-570-880	731-TA-1020	Barium Carbonate/China	Chemical Products Corp
A-570-881	731-TA-1021	Malleable Iron Pipe Fittings/China	Anvil International Inc Buck Co Inc Ward Manufacturing Inc
A-570-882	731-TA-1022	Refined Brown Aluminum Oxide/China	C-E Minerals Treibacher Schleifmittel North America Inc Washington Mills Co Inc
A-570-884	731-TA-1034	Certain Color Television Receivers/China	Five Rivers Electronic Innovations LLC Industrial Division of the Communications Workers of America (IUCEWA) International Brotherhood of Electrical Workers (IBEW)
A-570-886	731-TA-1043	Polyethylene Retail Carrier Bags/China	Aargus Plastics Inc Advance Polybags Inc Advance Polybags (Nevada) Inc Advance Polybags (Northeast) Inc Alpha Industries Inc Alpine Plastics Inc Ampac Packaging LLC API Enterprises Inc Command Packaging Continental Poly Bags Inc Durabag Co Inc Europackaging LLC Genpak LLC (formerly Continental Superbag LLC) Genpak LLC (formerly Strout Plastics) Hilex Poly Co LLC Inteplast Group Ltd PCL Packaging Inc Poly-Pak Industries Inc Roplast Industries Inc Superbag Corp Unistar Plastics LLC Vanguard Plastics Inc VS Plastics LLC
A-570-887	731-TA-1046	Tetrahydrofurfuryl Alcohol/China	Penn Specialty Chemicals Inc
A-570-888	731-TA-1047	Ironing Tables and Certain Parts Thereof/China	Home Products International Inc
A-570-890	731-TA-1058	Wooden Bedroom Furniture/China	American Drew American of Martinsville Bassett Furniture Industries Inc Bebe Furniture Carolina Furniture Works Inc Carpenters Industrial Union Local 2093 Century Furniture Industries Country Craft Furniture Inc Craftique Crawford Furniture Mfg Corp EJ Victor Inc Forest Designs

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Harden Furniture Inc Hart Furniture Higdon Furniture Co IUE Industrial Division of CWA Local 82472 Johnston Tombigbee Furniture Mfg Co Kincaid Furniture Co Inc L & J G Stickley Inc Lea Industries Michels & Co MJ Wood Products Inc Mobel Inc Modern Furniture Manufacturers Inc Moosehead Mfg Co Oakwood Interiors O'Sullivan Industries Inc Pennsylvania House Inc Perdues Inc Sandberg Furniture Mfg Co Inc Stanley Furniture Co Inc Statton Furniture Mfg Assoc T Copeland & Sons Teamsters, Chauffeurs, Warehousemen and Helpers Local 991 Tom Seely Furniture UBC Southern Council of Industrial Workers Local Union 2305 United Steelworkers of America Local 193U Vaughan Furniture Co Inc Vaughan-Bassett Furniture Co Inc Vermont Tubbs Webb Furniture Enterprises Inc
A-570-891	731-TA-1059 ...	Hand Trucks and Certain Parts Thereof/China	B&P Manufacturing Gleason Industrial Products Inc Harper Trucks Inc Magline Inc Precision Products Inc Wesco Industrial Products Inc
A-570-892	731-TA-1060 ...	Carbazole Violet Pigment 23/China	Allegheny Color Corp Barker Fine Color Inc Clariant Corp Nation Ford Chemical Co Sun Chemical Co
A-570-894	731-TA-1070 ...	Certain Tissue Paper Products/China	American Crepe Corp Cindus Corp Eagle Tissue LLC Flower City Tissue Mills Co and Subsidiary Garlock Printing & Converting Corp Green Mtn Specialties Inc Hallmark Cards Inc Pacon Corp Paper, Allied-Industrial, Chemical and Energy Workers International Union AFL-CIO ("PACE") Paper Service LTD Putney Paper Seaman Paper Co of MA Inc
A-570-895	731-TA-1069 ...	Certain Crepe Paper Products/China	American Crepe Corp Cindus Corp Paper, Allied-Industrial, Chemical and Energy Workers International Union AFL-CIO ("PACE") Seaman Paper Co of MA Inc
A-570-896	731-TA-1071 ...	Alloy Magnesium/China	Garfield Alloys Inc Glass, Molders, Pottery, Plastics & Allied Workers International Local 374 Halaco Engineering MagReTech Inc United Steelworkers of America Local 8319 US Magnesium LLC
A-570-899	731-TA-1091 ...	Artists' Canvas/China	Duro Art Industries ICG/Holliston Mills Inc Signature World Class Canvas LLC Tara Materials Inc
A-570-898	731-TA-1082 ...	Chlorinated Isocyanurates/China	BioLab Inc Clearon Corp

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-570-901	731-TA-1095 ...	Certain Lined Paper School Supplies/China	Occidental Chemical Corp Fay Paper Products Inc MeadWestvaco Consumer & Office Products Norcom Inc Pacon Corp Roaring Spring Blank Book Co Top Flight Inc United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO-CLC (USW)
A-570-904	731-TA-1103 ...	Certain Activated Carbon/China	Calgon Carbon Corp Norit Americas Inc
A-570-905	731-TA-1104 ...	Certain Polyester Staple Fiber/China	DAK Americas LLC Formed Fiber Technologies LLC Nan Ya Plastics Corp America Palmetto Synthetics LLC United Synthetics Inc (USI) Wellman Inc
A-570-908	731-TA-1110 ...	Sodium Hexametaphosphate (SHMP)/China	ICL Performance Products LP Innophos Inc
A-580-008	731-TA-134	Color Television Receivers/Korea	Committee to Preserve American Color Television Independent Radionic Workers of America Industrial Union Department, AFL-CIO International Brotherhood of Electrical Workers International Union of Electrical, Radio and Machine Workers
A-580-507	731-TA-279	Malleable Cast Iron Pipe Fittings/Korea	Grinnell Stanley G Flagg Stockham Valves & Fittings U-Brand Ward Manufacturing
A-580-601	731-TA-304	Top-of-the-Stove Stainless Steel Cooking Ware/Korea.	Farberware Regal Ware Revere Copper & Brass WearEver/Proctor Silex
A-580-603	731-TA-315	Brass Sheet and Strip/Korea	Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products
A-580-605	731-TA-369	Color Picture Tubes/Korea	United Steelworkers of America Industrial Union Department, AFL-CIO International Association of Machinists & Aerospace Workers International Brotherhood of Electrical Workers International Union of Electronic, Electrical, Technical, Salaried and Machine Workers Philips Electronic Components Group United Steelworkers of America Zenith Electronics
A-580-803	731-TA-427	Small Business Telephone Systems/Korea	American Telephone & Telegraph Comdial Eagle Telephonic Hercules
A-580-805	731-TA-442	Industrial Nitrocellulose/Korea	E I du Pont de Nemours
A-580-807	731-TA-459	Polyethylene Terephthalate Film/Korea	Hoechst Celanese ICI Americas
A-580-809	731-TA-533	Circular Welded Nonalloy Steel Pipe/Korea	Allied Tube & Conduit American Tube Bull Moose Tube Century Tube CSI Tubular Products Cyclops Laclede Steel LTV Tubular Products

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-580-810	731-TA-540	Welded ASTM A-312 Stainless Steel Pipe/Korea ...	Maruichi American Sharon Tube USX Western Tube & Conduit Wheatland Tube Avesta Sandvik Tube Bristol Metals Crucible Materials Damascus Tubular Products United Steelworkers of America
A-580-811	731-TA-546	Carbon Steel Wire Rope/Korea	Bridon American Macwhyte Paulsen Wire Rope The Rochester Corporation United Automobile, Aerospace and Agricultural Implement Workers (Local 960) Williamsport Wire-rope Works Wire Rope Corporation of America
A-580-812	731-TA-556	DRAMs of 1 Megabit and Above/Korea	Micron Technology NEC Electronics Texas Instruments
A-580-813	731-TA-563	Stainless Steel Butt-Weld Pipe Fittings/Korea	Flo-Mac Inc Gerlin Markovitz Enterprises Shaw Alloy Piping Products Taylor Forge Stainless
A-580-815	731-TA-607	Cold-Rolled Carbon Steel Flat Products/Korea	Armco Steel Bethlehem Steel California Steel Industries Gulf States Steel Inland Steel Industries LTV Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
A-580-816	731-TA-618	Corrosion-Resistant Carbon Steel Flat Products/ Korea.	Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
A-580-825	731-TA-715	Oil Country Tubular Goods/Korea	Bellville Tube IPSCO Koppel Steel Lone Star Steel Maverick Tube Newport Steel North Star Steel US Steel USS/Kobe
A-580-829	731-TA-772	Stainless Steel Wire Rod/Korea	AL Tech Specialty Steel Carpenter Technology Republic Engineered Steels

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-580-831	731-TA-791	Stainless Steel Plate in Coils/Korea	Talley Metals Technology United Steelworkers of America Allegheny Ludlum Armco Steel J&L Specialty Steel Lukens Steel North American Stainless United Steelworkers of America
A-580-834	731-TA-801	Stainless Steel Sheet and Strip/Korea	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization
A-580-836	731-TA-821	Cut-to-Length Carbon Steel Plate/Korea	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel National Steel Tuscaloosa Steel US Steel United Steelworkers of America
A-580-839	731-TA-825	Polyester Staple Fiber/Korea	Arteva Specialties Sarl E I du Pont de Nemours Intercontinental Polymers Nan Ya Corporation America Wellman
A-580-841	731-TA-854	Structural Steel Beams/Korea	Northwestern Steel and Wire Nucor Nucor-Yamato Steel TXI-Chaparral Steel United Steelworkers of America
A-580-844	731-TA-877	Steel Concrete Reinforcing Bar/Korea	AB Steel Mill Inc AmeriSteel Auburn Steel Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel TAMCO TXI-Chaparral Steel Co
A-580-846	731-TA-889	Stainless Steel Angle/Korea	Slater Steels United Steelworkers of America
A-580-847	731-TA-916	Stainless Steel Bar/Korea	Carpenter Technology Crucible Specialty Metals Electralloy Empire Specialty Steel Republic Technologies International Slater Steels United Steelworkers of America
A-580-850	731-TA-1017 ...	Polyvinyl Alcohol/Korea	Celanese Ltd E I du Pont de Nemours & Co
A-580-852	731-TA-1026 ...	Prestressed Concrete Steel Wire Strand/Korea	American Spring Wire Corp Insteel Wire Products Co Sivaco Georgia LLC Strand Tech Martin Inc Sumiden Wire Products Corp
A-583-008	731-TA-132	Small Diameter Carbon Steel Pipe and Tube/ Tawian.	Allied Tube & Conduit American Tube Bull Moose Tube Copperweld Tubing J&L Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-583-009	731-TA-135	Color Television Receivers/Taiwan	Kaiser Steel Merchant Metals Pittsburgh Tube Southwestern Pipe Western Tube & Conduit Committee to Preserve American Color Television Independent Radionic Workers of America Industrial Union Department, AFL-CIO International Brotherhood of Electrical Workers International Union of Electrical, Radio and Machine Workers
A-583-080	AA1921-197	Carbon Steel Plate/Taiwan	No Petition (self-initiated by Treasury); Commerce service list identifies: Bethlehem Steel China Steel US Steel CF&I Steel Copperweld Tubing Cyclops KPC Lone Star Steel LTV Steel Maverick Tube Quanex US Steel Grinnell Stanley G Flagg Stockham Valves & Fittings U-Brand Ward Manufacturing General Housewares Farberware Regal Ware Revere Copper & Brass WearEver/Proctor Silex Ladish Mills Iron Works Steel Forgings Tube Forgings of America Weldbend
A-583-505	731-TA-277	Oil Country Tubular Goods/Taiwan	Bull Moose Tube Hannibal Industries Harris Tube Maruichi American Searing Industries Southwestern Pipe Western Tube & Conduit American Telephone & Telegraph Comdial Eagle Telephonic Consolidated International Automotive Key Manufacturing McGard Allied Tube & Conduit American Tube Bull Moose Tube Century Tube CSI Tubular Products Cyclops Laclede Steel LTV Tubular Products Maruichi American Sharon Tube USX Western Tube & Conduit Wheatland Tube Avesta Sandvik Tube Bristol Metals Crucible Materials Damascus Tubular Products United Steelworkers of America Flo-Mac Inc Gerlin
A-583-507	731-TA-280	Malleable Cast Iron Pipe Fittings/Taiwan	
A-583-508	731-TA-299	Porcelain-on-Steel Cooking Ware/Taiwan	
A-583-603	731-TA-305	Top-of-the-Stove Stainless Steel Cooking Ware/Taiwan.	
A-583-605	731-TA-310	Carbon Steel Butt-Weld Pipe Fittings/Taiwan	
A-583-803	731-TA-410	Light-Walled Rectangular Tube/Taiwan	
A-583-806	731-TA-428	Small Business Telephone Systems/Taiwan	
A-583-810	731-TA-475	Chrome-Plated Lug Nuts/Taiwan	
A-583-814	731-TA-536	Circular Welded Nonalloy Steel Pipe/Taiwan	
A-583-815	731-TA-541	Welded ASTM A-312 Stainless Steel Pipe/Taiwan	
A-583-816	731-TA-564	Stainless Steel Butt-Weld Pipe Fittings/Taiwan	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-583-820	731-TA-625	Helical Spring Lock Washers/Taiwan	Markovitz Enterprises Shaw Alloy Piping Products Taylor Forge Stainless Illinois Tool Works
A-583-821	731-TA-640	Forged Stainless Steel Flanges/Taiwan	Gerlin Ideal Forging Maass Flange Markovitz Enterprises Air Products and Chemicals Carlisle Food Service Products Lexington United Plastics Manufacturing Illinois Tool Works International Staple and Machines Stanley-Bostitch Micron Technology AL Tech Specialty Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America
A-583-824	731-TA-729	Polyvinyl Alcohol/Taiwan	Allegheny Ludlum Armco Steel J&L Specialty Steel Lukens Steel North American Stainless United Steelworkers of America
A-583-825	731-TA-743	Melamine Institutional Dinnerware/Taiwan	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization
A-583-826	731-TA-759	Collated Roofing Nails/Taiwan	Artega Specialties Sarl Intercontinental Polymers Nan Ya Plastics Corporation America Wellman
A-583-827	731-TA-762	SRAMs/Taiwan	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp DuPont Teijin Films Mitsubishi Polyester Film LLC SKC America Inc Toray Plastics (America)
A-583-828	731-TA-775	Stainless Steel Wire Rod/Taiwan	Aydin MCL AGIV (USA) Casio Computer CBM America Citizen Watch Funai Electric Hitachi Industrial Union Department JC Penny Matsushita Mitsubishi Electric Montgomery Ward NEC Orion Electric
A-583-830	731-TA-793	Stainless Steel Plate in Coils/Taiwan	
A-583-831	731-TA-803	Stainless Steel Sheet and Strip/Taiwan	
A-583-833	731-TA-826	Polyester Staple Fiber/Taiwan	
A-583-835	731-TA-906	Hot-Rolled Steel Products/Taiwan	
A-583-837	731-TA-934	Polyethylene Terephthalate Film, Sheet and Strip (PET Film)/Taiwan.	
A-588-005	731-TA-48	High Power Microwave Amplifiers/Japan	
A-588-015	AA1921-66	Television Receivers/Japan	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-588-028	AA1921-111	Roller Chain/Japan	PT Imports Philips Electronics Philips Magnavox Sanyo Sharp Toshiba Toshiba America Consumer Products Victor Company of Japan Zenith Electronics Acme Chain Division, North American Rockwell American Chain Association Atlas Chain & Precision Products Diamond Chain Link-Belt Chain Division, FMC Morse Chain Division, Borg Warner Rex Chainbelt
A-588-029	AA1921-85	Fish Netting of Man-Made Fiber/Japan	Jovanovich Supply LFSI
A-588-038	AA1921-98	Bicycle Speedometers/Japan	Trans-Pacific Trading Avocet Cat Eye Diversified Products NS International Sanyo Electric Stewart-Warner
A-588-041	AA1921-115	Synthetic Methionine/Japan	Monsanto
A-588-045	AA1921-124	Steel Wire Rope/Japan	AMSTED Industries
A-588-046	AA1921-129	Polychloroprene Rubber/Japan	E I du Pont de Nemours
A-588-054	AA1921-143	Tapered Roller Bearings 4 Inches and Under/Japan	No companies identified as petitioners at the Commission; Commerce service list identifies: American Honda Motor Federal Mogul Ford Motor General Motors Honda Hoover-NSK Bearing Isuzu Itocho ITOCHU International Kanematsu-Goshu USA Kawasaki Heavy Duty Industries Komatsu America Koyo Seiko Kubota Tractor Mitsubishi Motorambar Nachi America Nachi Western Nachi-Fujikoshi Nippon Seiko Nissan Motor Nissan Motor USA NSK NTN Subaru of America Sumitomo Suzuki Motor Timken Toyota Motor Sales Yamaha Motors
A-588-055	AA1921-154	Acrylic Sheet/Japan	Polycast Technology
A-588-056	AA1921-162	Melamine/Japan	Melamine Chemical
A-588-068	AA1921-188	Prestressed Concrete Steel Wire Strand/Japan	American Spring Wire Armco Steel Bethlehem Steel CF&I Steel Florida Wire & Cable
A-588-405	731-TA-207	Cellular Mobile Telephones/Japan	EF Johnson Motorola
A-588-602	731-TA-309	Carbon Steel Butt-Weld Pipe Fittings/Japan	Ladish Mills Iron Works Steel Forgings Tube Forgings of America

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-588-604	731-TA-343	Tapered Roller Bearings Over 4 Inches/Japan	Weldbend L&S Bearing Timken Torrington
A-588-605	731-TA-347	Malleable Cast Iron Pipe Fittings/Japan	Grinnell Stanley G Flagg Stockham Valves & Fittings U-Brand Ward Manufacturing
A-588-609	731-TA-368	Color Picture Tubes/Japan	Industrial Union Department, AFL-CIO International Association of Machinists & Aerospace Workers International Brotherhood of Electrical Workers International Union of Electronic, Electrical, Technical, Salaried and Machine Workers Philips Electronic Components Group United Steelworkers of America Zenith Electronics
A-588-702	731-TA-376	Stainless Steel Butt-Weld Pipe Fittings/Japan	Flo-Mac Inc Flowline Shaw Alloy Piping Products Taylor Forge Stainless
A-588-703	731-TA-377	Internal Combustion Industrial Forklift Trucks/Japan	Ad-Hoc Group of Workers from Hyster's Berea, Kentucky and Sulligent, Alabama Facilities Allied Industrial Workers of America Hyster Independent Lift Truck Builders Union International Association of Machinists & Aerospace Workers
A-588-704	731-TA-379	Brass Sheet and Strip/Japan	United Shop & Service Employees Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company North Coast Brass & Copper Olin Pegg Metals Revere Copper Products United Steelworkers of America
A-588-706	731-TA-384	Nitrile Rubber/Japan	Uniroyal Chemical
A-588-707	731-TA-386	Granular Polytetrafluoroethylene/Japan	E I du Pont de Nemours ICI Americas
A-588-802	731-TA-389	3.5" Microdisks/Japan	Verbatim
A-588-804	731-TA-394-A	Ball Bearings/Japan	Barden Corp Emerson Power Transmission Kubar Bearings McGill Manufacturing Co MPB Rexnord Inc Rollway Bearings Torrington
A-588-804	731-TA-394-B	Cylindrical Roller Bearings/Japan	Barden Corp Emerson Power Transmission Kubar Bearings MPB Rollway Bearings Torrington
A-588-804	731-TA-394-C	Spherical Plain Bearings/Japan	Barden Corp Emerson Power Transmission Kubar Bearings Rollway Bearings Torrington
A-588-806	731-TA-408	Electrolytic Manganese Dioxide/Japan	Chemetals Kerr-McGee Rayovac
A-588-807	731-TA-414	Industrial Belts/Japan	The Gates Rubber Company The Goodyear Tire and Rubber Company

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-588-809	731-TA-426	Small Business Telephone Systems/Japan	American Telephone & Telegraph Comdial Eagle Telephonic Allied Products United Autoworkers of America United Steelworkers of America
A-588-810	731-TA-429	Mechanical Transfer Presses/Japan	Vemco Hercules Calaveras Cement Hanson Permanente Cement Independent Workers of North America (Locals 49, 52, 89, 192 and 471) International Union of Operating Engineers (Local 12) National Cement Co Inc National Cement Company of California Southdown
A-588-811	731-TA-432	Drafting Machines/Japan	The Cherry Corporation Electro Plasma Magnascreen OIS Optical Imaging Systems Photonics Technology Planar Systems Plasmaco
A-588-812	731-TA-440	Industrial Nitrocellulose/Japan	Black & Decker Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Lukens Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
A-588-815	731-TA-461	Gray Portland Cement and Clinker/Japan	Allegheny Ludlum Armco Steel United Steelworkers of America AL Tech Specialty Steel Carpenter Technology Crucible Specialty Metals Electralloy Republic Engineered Steels Slater Steels Talley Metals Technology United Steelworkers of America IPSCO Koppel Steel Lone Star Steel Co Maverick Tube Newport Steel North Star Steel US Steel
A-588-817	731-TA-469	Electroluminescent Flat-Panel Displays/Japan	Air Products and Chemicals Rockwell Graphics Systems Lukens Steel American Azide Demag Delaval Dresser-Rand United Steelworkers of America Cray Research AL Tech Specialty Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America Allegheny Ludlum Armco Steel Bethlehem Steel
A-588-823	731-TA-571	Professional Electric Cutting Tools/Japan	
A-588-826	731-TA-617	Corrosion-Resistant Carbon Steel Flat Products/Japan.	
A-588-831	731-TA-660	Grain-Oriented Silicon Electrical Steel/Japan	
A-588-833	731-TA-681	Stainless Steel Bar/Japan	
A-588-835	731-TA-714	Oil Country Tubular Goods/Japan	
A-588-836	731-TA-727	Polyvinyl Alcohol/Japan	
A-588-837	731-TA-737	Large Newspaper Printing Presses/Japan	
A-588-838	731-TA-739	Clad Steel Plate/Japan	
A-588-839	731-TA-740	Sodium Azide/Japan	
A-588-840	731-TA-748	Gas Turbo-Compressor Systems/Japan	
A-588-841	731-TA-750	Vector Supercomputers/Japan	
A-588-843	731-TA-771	Stainless Steel Wire Rod/Japan	
A-588-845	731-TA-800	Stainless Steel Sheet and Strip/Japan	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-588-846	731-TA-807	Hot-Rolled Carbon Steel Flat Products/Japan	Butler Armco Independent Union Carpenter Technology Corp J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization Acme Steel Bethlehem Steel California Steel Industries Gallatin Steel Geneva Steel Gulf States Steel Independent Steelworkers IPSCO Ispat/Inland LTV Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Weirton Steel Wheeling-Pittsburgh Steel Corp
A-588-847	731-TA-820	Cut-to-Length Carbon Steel Plate/Japan	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel Tuscaloosa Steel US Steel United Steelworkers of America
A-588-850	731-TA-847	Large-Diameter Carbon Steel Seamless Pipe/Japan	North Star Steel Timken US Steel United Steelworkers of America
A-588-851	731-TA-847	Small-Diameter Carbon Steel Seamless Pipe/Japan	USS/Kobe Koppel Steel North Star Steel Sharon Tube Timken US Steel United Steelworkers of America USS/Kobe
A-588-852	731-TA-853	Structural Steel Beams/Japan	Vision Metals' Gulf States Tube Northwestern Steel and Wire Nucor Nucor-Yamato Steel TXI-Chaparral Steel
A-588-854	731-TA-860	Tin-Mill Products/Japan	United Steelworkers of America Independent Steelworkers United Steelworkers of America Weirton Steel
A-588-856	731-TA-888	Stainless Steel Angle/Japan	Slater Steels United Steelworkers of America
A-588-857	731-TA-919	Welded Large Diameter Line Pipe/Japan	American Cast Iron Pipe Berg Steel Pipe Bethlehem Steel Napa Pipe/Oregon Steel Mills Saw Pipes USA Stupp US Steel
A-588-861	731-TA-1016	Polyvinyl Alcohol/Japan	Celenex Ltd E I du Pont de Nemours & Co
A-588-862	731-TA-1023	Certain Ceramic Station Post Insulators/Japan	Lapp Insulator Co LLC Newell Porcelain Co Inc Victor Insulators Inc
A-588-866	731-TA-1090	Superalloy Degassed Chromium/Japan	Eramet Marietta Inc
A-602-803	731-TA-612	Corrosion-Resistant Carbon Steel Flat Products/ Australia.	Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
A-791-805	731-TA-792	Stainless Steel Plate in Coils/South Africa	Allegheny Ludlum Armco Steel J&L Specialty Steel Lukens Steel North American Stainless United Steelworkers of America
A-791-808	731-TA-850	Small-Diameter Carbon Steel Seamless Pipe/South Africa.	Koppel Steel North Star Steel Sharon Tube Timken US Steel United Steelworkers of America USS/Kobe Vision Metals' Gulf States Tube
A-791-809	731-TA-905	Hot-Rolled Steel Products/South Africa	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel
A-791-815	731-TA-987	Ferrovandium/South Africa	Wheeling-Pittsburgh Steel Corp Bear Metallurgical Co Shieldalloy Metallurgical Corp
A-821-801	731-TA-340E ..	Solid Urea/Russia	Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-821-802	731-TA-539-C	Uranium/Russia	Ferret Exploration First Holding Geomex Minerals IMC Fertilizer Malapai Resources Oil, Chemical and Atomic Workers Pathfinder Mines Power Resources Rio Algom Mining Solution Mining Total Minerals Umetco Minerals Uranium Resources
A-821-804	731-TA-568	Ferrosilicon/Russia	AIMCOR Alabama Silicon American Alloys Globe Metallurgical Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech United Autoworkers of America (Local 523) United Steelworkers of America (Locals 2528, 3081, 5171 and 12646)
A-821-805	731-TA-697	Pure Magnesium/Russia	Dow Chemical

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-821-807	731-TA-702	Ferrovandium and Nitrided Vanadium/Russia	International Union of Operating Engineers (Local 564) Magnesium Corporation of America United Steelworkers of America (Local 8319) Shieldalloy Metallurgical
A-821-809	731-TA-808	Hot-Rolled Carbon Steel Flat Products/Russia	Acme Steel Bethlehem Steel California Steel Industries Gallatin Steel Geneva Steel Gulf States Steel Independent Steelworkers IPSCO Ispat/Inland LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Weirton Steel Wheeling-Pittsburgh Steel Corp
A-821-811	731-TA-856	Ammonium Nitrate/Russia	Agrium Air Products and Chemicals El Dorado Chemical LaRoche Mississippi Chemical Nitram Wil-Gro Fertilizer
A-821-817	731-TA-991	Silicon Metal/Russia	Globe Metallurgical Inc SIMCALA Inc
A-821-819	731-TA1072	Pure and Alloy Magnesium/Russia	Garfield Alloys Inc Glass, Molders, Pottery, Plastics & Allied Workers International Local 374 Halaco Engineering MagReTech Inc United Steelworkers of America Local 8319
A-822-801	731-TA-340B ..	Solid Urea/Belarus	US Magnesium LLC Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-822-804	731-TA-873	Steel Concrete Reinforcing Bar/Belarus	AB Steel Mill Inc AmeriSteel Auburn Steel Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel TAMCO
A-823-801	731-TA-340H ..	Solid Urea/Ukraine	TXI-Chaparral Steel Co Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-823-802	731-TA-539-E	Uranium/Ukraine	Ferret Exploration First Holding Geomex Minerals

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-823-804	731-TA-569	Ferrosilicon/Ukraine	IMC Fertilizer Malapai Resources Oil, Chemical and Atomic Workers Pathfinder Mines Power Resources Rio Algom Mining Solution Mining Total Minerals Umetco Minerals Uranium Resources AIMCOR Alabama Silicon American Alloys Globe Metallurgical Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech United Autoworkers of America (Local 523) United Steelworkers of America (Locals 2528, 3081, 5171 and 12646)
A-823-805	731-TA-673	Silicomanganese/Ukraine	Elkem Metals Oil, Chemical and Atomic Workers (Local 3-639)
A-823-809	731-TA-882	Steel Concrete Reinforcing Bar/Ukraine	AB Steel Mill Inc AmeriSteel Auburn Steel Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel TAMCO TXI-Chaparral Steel Co
A-823-810	731-TA-894	Ammonium Nitrate/Ukraine	Agrium Air Products and Chemicals Committee for Fair Ammonium Nitrate Trade El Dorado Chemical LaRoche Industries Mississippi Chemical Nitram Prodicta
A-823-811	731-TA-908	Hot-Rolled Steel Products/Ukraine	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel
A-823-812	731-TA-962	Carbon and Certain Alloy Steel Wire Rod/Ukraine ...	Wheeling-Pittsburgh Steel Corp AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
A-831-801	731-TA-340A ..	Solid Urea/Armenia	Agrico Chemical American Cyanamid CF Industries

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-834-806	731-TA-902	Hot-Rolled Steel Products/Kazakhstan	First Mississippi Mississippi Chemical Terra International WR Grace Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dymanics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp Eramet Marietta Paper, Allied-Industrial, Chemical and Energy Workers International Union, Local 5-0639
A-834-807	731-TA-930	Silicomanganese/Kazakhstan	AB Steel Mill Inc AmeriSteel Auburn Steel Birmingham Steel Border Steel Cascade Steel Rolling Mills Inc CMC Steel Group Co-Steel Inc Marion Steel North Star Steel Co Nucor Steel Rebar Trade Action Coalition Riverview Steel Sheffield Steel TAMCO TXI-Chaparral Steel Co
A-841-804	731-TA-879	Steel Concrete Reinforcing Bar/Moldova	AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
A-841-805	731-TA-959	Carbon and Certain Alloy Steel Wire Rod/Moldova	Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-842-801	731-TA-340F ...	Solid Urea/Tajikistan	Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-843-801	731-TA-340G ..	Solid Urea/Turkmenistan	Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-843-802	731-TA-539	Uranium/Kazakhstan	Ferret Exploration First Holding Geomex Minerals IMC Fertilizer Malapai Resources Oil, Chemical and Atomic Workers Pathfinder Mines Power Resources Rio Algom Mining Solution Mining Total Minerals

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
A-843-804	731-TA-566	Ferrosilicon/Kazakhstan	Umetco Minerals Uranium Resources AIMCOR Alabama Silicon American Alloys Globe Metallurgical Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech United Autoworkers of America (Local 523) United Steelworkers of America (Locals 2528, 3081, 5171 and 12646)
A-844-801	731-TA-3401	Solid Urea/Uzbekistan	Agrico Chemical American Cyanamid CF Industries First Mississippi Mississippi Chemical Terra International WR Grace
A-844-802	731-TA-539-F	Uranium/Uzbekistan	Ferret Exploration First Holding Geomex Minerals IMC Fertilizer Malapai Resources Oil, Chemical and Atomic Workers Pathfinder Mines Power Resources Rio Algom Mining Solution Mining Total Minerals Umetco Minerals Uranium Resources
A-851-802	731-TA-846	Small-Diameter Carbon Steel Seamless Pipe/Czech Republic.	Koppel Steel North Star Steel Sharon Tube Timken US Steel United Steelworkers of America USS/Kobe Vision Metals' Gulf States Tube
C-122-404	701-TA-224	Live Swine/Canada	National Pork Producers Council Wilson Foods
C-122-805	701-TA-297	Steel Rails/Canada	Bethlehem Steel CF&I Steel
C-122-815	701-TA-309-A	Alloy Magnesium/Canada	Magnesium Corporation of America
C-122-815	701-TA-309-B	Pure Magnesium/Canada	Magnesium Corporation of America
C-122-839	701-TA-414	Softwood Lumber/Canada	71 Lumber Co Almond Bros Lbr Co Anthony Timberlands Balfour Lbr Co Ball Lumber Banks Lumber Company Barge Forest Products Co Beadles Lumber Co Bearden Lumber Bennett Lumber Big Valley Band Mill Bighorn Lumber Co Inc Blue Mountain Lumber Buddy Bean Lumber Burgin Lumber Co Ltd Burt Lumber Company C&D Lumber Co Ceda-Pine Veneer Cersosimo Lumber Co Inc Charles Ingram Lumber Co Inc Charleston Heart Pine Chesterfield Lumber Chips Chocorua Valley Lumber Co Claude Howard Lumber Clearwater Forest Industries CLW Inc CM Tucker Lumber Corp

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Coalition for Fair Lumber Imports Executive Committee Cody Lumber Co Collins Pine Co Collums Lumber Columbus Lumber Co Contoocook River Lumber Conway Guiteau Lumber Cornwright Lumber Co Crown Pacific Daniels Lumber Inc Dean Lumber Co Inc Deltic Timber Corporation Devils Tower Forest Products DiPrizio Pine Sales Dorchester Lumber Co DR Johnson Lumber East Brainerd Lumber Co East Coast Lumber Company Eas-Tex Lumber ECK Wood Products Ellingson Lumber Co Elliott Sawmilling Empire Lumber Co Evergreen Forest Products Excalibur Shelving Systems Inc Exley Lumber Co FH Stoltze Land & Lumber Co FL Turlington Lbr Co Inc Fleming Lumber Flippo Lumber Floragen Forest Products Frank Lumber Co Franklin Timber Co Fred Tebb & Sons Fremont Sawmill Frontier Resources Garrison Brothers Lumber Co and Subsidiaries Georgia Lumber Gilman Building Products Godfrey Lumber Granite State Forest Prod Inc Great Western Lumber Co Greenville Molding Inc Griffin Lumber Company Guess Brothers Lumber Gulf Lumber Gulf States Paper Guy Bennett Lumber Hampton Resources Hancock Lumber Hankins Inc Hankins Lumber Co Harrigan Lumber Harwood Products Haskell Lumber Inc Hatfield Lumber Hedstrom Lumber Herrick Millwork Inc HG Toler & Son Lumber Co Inc HG Wood Industries LLC Hogan & Storey Wood Prod Hogan Lumber Co Hood Industries HS Hofler & Sons Lumber Co Inc Hubbard Forest Ind Inc HW Culp Lumber Co Idaho Veneer Co Industrial Wood Products Intermountain Res LLC International Paper J Franklin Jones Lumber Co Inc Jack Batte & Sons Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Jasper Lumber Company JD Martin Lumber Co JE Jones Lumber Co Jerry G Williams & Sons JH Knighton Lumber Co Johnson Lumber Company Jordan Lumber & Supply Joseph Timber Co JP Haynes Lbr Co Inc JV Wells Inc JW Jones Lumber Keadle Lumber Enterprises Keller Lumber King Lumber Co Konkolville Lumber Langdale Forest Products Laurel Lumber Company Leavitt Lumber Co Leesville Lumber Co Limington Lumber Co Longview Fibre Co Lovell Lumber Co Inc M Kendall Lumber Co Manke Lumber Co Marriner Lumber Co Mason Lumber MB Heath & Sons Lumber Co MC Dixon Lumber Co Inc Mebane Lumber Co Inc Metcalf Lumber Co Inc Millry Mill Co Inc Moose Creek Lumber Co Moose River Lumber Morgan Lumber Co Inc Mount Yonah Lumber Co Nagel Lumber New Kearsarge Corp New South Nicolet Hardwoods Nieman Sawmills SD Nieman Sawmills WY North Florida Northern Lights Timber & Lumber Northern Neck Lumber Co Ochoco Lumber Co Olon Belcher Lumber Co Owens and Hurst Lumber Packaging Corp of America Page & Hill Forest Products Paper, Allied-Industrial, Chemical and Energy Work- ers International Union Parker Lumber Pate Lumber Co Inc PBS Lumber Pedigo Lumber Co Piedmont Hardwood Lumber Co Pine River Lumber Co Pinecrest Lumber Co Pleasant River Lumber Co Pleasant Western Lumber Inc Plum Creek Timber Pollard Lumber Portac Potlatch Potomac Supply Precision Lumber Inc Pruitt Lumber Inc R Leon Williams Lumber Co RA Yancey Lumber Rajala Timber Co Ralph Hamel Forest Products Randy D Miller Lumber Rappahannock Lumber Co

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Regulus Stud Mills Inc Riley Creek Lumber Roanoke Lumber Co Robbins Lumber Robertson Lumber Roseburg Forest Products Co Rough & Ready RSG Forest Products Rushmore Forest Products RY Timber Inc Sam Mabry Lumber Co Scotch Lumber SDS Lumber Co Seacoast Mills Inc Seago Lumber Seattle-Snohomish Seneca Sawmill Shaver Wood Products Shearer Lumber Products Shuqualak Lumber SI Storey Lumber Sierra Forest Products Sierra Pacific Industries Sigfridson Wood Products Silver City Lumber Inc Somers Lbr & Mfg Inc South & Jones South Coast Southern Forest Industries Inc Southern Lumber St Laurent Forest Products Starfire Lumber Co Steely Lumber Co Inc Stimson Lumber Summit Timber Co Sundance Lumber Superior Lumber Swanson Superior Forest Products Inc Swift Lumber Tamarack Mill Taylor Lumber & Treating Inc Temple-Inland Forest Products Thompson River Lumber Three Rivers Timber Thrift Brothers Lumber Co Inc Timco Inc Tolleson Lumber Toney Lumber TR Miller Mill Co Tradewinds of Virginia Ltd Travis Lumber Co Tree Source Industries Inc Tri-State Lumber TTT Studs United Brotherhood of Carpenters and Joiners Viking Lumber Co VP Kiser Lumber Co Walton Lumber Co Inc Warm Springs Forest Products Westvaco Corp Wilkins, Kaiser & Olsen Inc WM Shepherd Lumber Co WR Robinson Lumber Co Inc Wrenn Brothers Inc Wyoming Sawmills Yakama Forest Products Younce & Ralph Lumber Co Inc Zip-O-Log Mills Inc AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan
C-122-841	701-TA-418	Carbon and Certain Alloy Steel Wire Rod/Canada ..	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-122-848	701-TA-430B ..	Hard Red Spring Wheat/Canada	GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills North Dakota Wheat Commission General Housewares Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
C-201-505	701-TA-265	Porcelain-on-Steel Cooking Ware/Mexico	Florida Crushed Stone Southdown Tarmac America
C-201-810	701-TA-325	Cut-to-Length Carbon Steel Plate/Mexico	AIMCOR Alabama Silicon American Alloys Globe Metallurgical Oil, Chemical and Atomic Workers (Local 389) Silicon Metaltech United Autoworkers of America (Local 523) United Steelworkers of America (Locals 2528, 3081, 5171 and 12646)
C-307-804	303-TA-21	Gray Portland Cement and Clinker/Venezuela	No case at the Commission; Commerce service list identifies: Durafab Kleen-Tex Industries Lewis Eckert Robb Milliken Pavis & Harcourt American Yarn Spinners Association Harriet & Henderson Yarns LaFar Industries
C-307-808	303-TA-23	Ferrosilicon/Venezuela	Alhambra Foundry Allegheny Foundry Bingham & Taylor Campbell Foundry Charlotte Pipe & Foundry Deeter Foundry East Jordan Foundry Le Baron Foundry Municipal Castings Neenah Foundry Opelika Foundry Pinkerton Foundry Tyler Pipe US Foundry & Manufacturing Vulcan Foundry
C-333-401	701-TA-E	Cotton Shop Towels/Peru	Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products United Steelworkers of America
C-351-037	104-TAA-21	Cotton Yarn/Brazil	Bethlehem Steel California Steel Industries
C-351-504	701-TA-249	Heavy Iron Construction Castings/Brazil	
C-351-604	701-TA-269	Brass Sheet and Strip/Brazil	
C-351-818	701-TA-320	Cut-to-Length Carbon Steel Plate/Brazil	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-351-829	701-TA-384	Hot-Rolled Carbon Steel Flat Products/Brazil	CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America Acme Steel Bethlehem Steel California Steel Industries Gallatin Steel Geneva Steel Gulf States Steel Independent Steelworkers IPSCO Ispat/Inland LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Weirton Steel Wheeling-Pittsburgh Steel Corp AmeriSteel Birmingham Steel Cascade Steel Rolling Mills Connecticut Steel Corp Co-Steel Raritan GS Industries Keystone Consolidated Industries North Star Steel Texas Nucor Steel-Nebraska (a division of Nucor Corp) Republic Technologies International Rocky Mountain Steel Mills
C-351-833	701-TA-417	Carbon and Certain Alloy Steel Wire Rod/Brazil	Atlantic Steel Continental Steel Georgetown Steel North Star Steel Raritan River Steel
C-357-004	701-TA-A	Carbon Steel Wire Rod/Argentina	AH Meyer & Sons Adee Honey Farms Althoff Apiaries American Beekeeping Federation American Honey Producers Association Anderson Apiaries Arroyo Apiaries Artesian Honey Producers B Weaver Apiaries Bailey Enterprises Barkman Honey Basler Honey Apiary Beals Honey Bears Paw Apiaries Beaverhead Honey Bee Biz Bee Haven Honey Belliston Brothers Apiaries Big Sky Honey Bill Rhodes Honey Richard E Blake Curt Bronnenberg Brown's Honey Farms Brumley's Bees Buhmann Apiaries Carys Honey Farms
C-357-813	701-TA-402	Honey/Argentina	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Chaparrel Honey Charles Apiaries Mitchell Charles Collins Honey Conor Apiaries Coy's Honey Farm Dave Nelson Apiaries Delta Bee Eisele's Pollination & Honey Ellingsoa's Elliott Curtis & Sons Charles L Emmons, Sr Gause Honey Gene Brandi Apiaries Griffith Honey Haff Apiaries Hamilton Bee Farms Hamilton Honey Happie Bee Harvest Honey Harvey's Honey Hiatt Honey Hoffman Honey Hollman Apiaries Honey House Honeybee Apiaries Gary M Honl Rand William Honl and Sydney Jo Honl James R & Joann Smith Trust Jaynes Bee Products Johnston Honey Farms Larry Johnston Ke-An Honey Kent Honeybees Lake-Indianhead Honey Farms Lamb's Honey Farm Las Flores Apiaries Mackrill Honey Farms & Sales Raymond Marquette Mason & Sons Honey McCoy's Sunny South Apiaries Merrimack Valley Apiaries & Evergreen Honey Met 2 Honey Farm Missouri River Honey Mitchell Brothers Honey Monda Honey Farm Montana Dakota Honey Northern Bloom Honey Noye's Apiaries Oakes Honey Oakley Honey Farms Old Mill Apiaries Opp Honey Oro Dulce Peterson's "Naturally Sweet" Honey Potoczak Bee Farms Price Apiaries Pure Sweet Honey Farms Robertson Pollination Service Robson Honey William Robson Rosedale Apiaries Ryan Apiaries Schmidt Honey Farms Simpson Apiaries Sioux Honey Association Smoot Honey Solby Honey Stahlman Apiaries Steve E Parks Apiaries Stroope Bee & Honey T&D Honey Bee Talbott's Honey

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-357-815	701-TA-404	Hot-Rolled Steel Products/Argentina	Terry Apiaries Thompson Apiaries Triple A Farm Tropical Blossom Honey Tubbs Apiaries Venable Wholesale Walter L Wilson Buzz 76 Apiaries Wiebersiek Honey Farms Wilmer Farms Brent J Woodworth Wooten's Golden Queens Yaddof Apiaries Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp
C-401-401	701-TA-231	Cold-Rolled Carbon Steel Flat Products/Sweden	Bethlehem Steel Chaparral US Steel
C-401-804	701-TA-327	Cut-to-Length Carbon Steel Plate/Sweden	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
C-403-802	701-TA-302	Fresh and Chilled Atlantic Salmon/Norway	Heritage Salmon The Coalition for Fair Atlantic Salmon Trade
C-408-046	104-TAA-7	Sugar/EU	No petition at the Commission; Commerce service list identifies: AJ Yates Alexander & Baldwin American Farm Bureau Federation American Sugar Cane League American Sugarbeet Growers Association Amstar Sugar Florida Sugar Cane League Florida Sugar Marketing and Terminal Association H&R Brokerage Hawaiian Agricultural Research Center Leach Farms Michigan Farm Bureau Michigan Sugar Rio Grande Valley Sugar Growers Association Sugar Cane Growers Cooperative of Florida Talisman Sugar US Beet Sugar Association United States Beet Sugar Association United States Cane Sugar Refiners' Association
C-412-815	701-TA-328	Cut-to-Length Carbon Steel Plate/United Kingdom ..	Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-412-821	701-TA-412	Low Enriched Uranium/United Kingdom	Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America United States Enrichment Corp USEC Inc
C-421-601	701-TA-278	Fresh Cut Flowers/Netherlands	Burdette Coward California Floral Council Floral Trade Council Florida Flower Association Gold Coast Uanko Nursery Hollandia Wholesale Florist Manatee Fruit Monterey Flower Farms Topstar Nursery
C-421-809	701-TA-411	Low Enriched Uranium/Netherlands	United States Enrichment Corp USEC Inc
C-423-806	701-TA-319	Cut-to-Length Carbon Steel Plate/Belgium	Bethlehem Steel California Steel Industries CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America
C-423-809	701-TA-376	Stainless Steel Plate in Coils/Belgium	Allegheny Ludlum Armco Steel Lukens Steel North American Stainless United Steelworkers of America
C-427-603	701-TA-270	Brass Sheet and Strip/France	Allied Industrial Workers of America American Brass Bridgeport Brass Chase Brass & Copper Hussey Copper International Association of Machinists & Aerospace Workers Mechanics Educational Society of America (Local 56) The Miller Company Olin Revere Copper Products United Steelworkers of America
C-427-805	701-TA-315	Hot-Rolled Lead and Bismuth Carbon Steel Products/France.	Bethlehem Steel Inland Steel Industries USS/Kobe Steel
C-427-810	701-TA-348	Corrosion-Resistant Carbon Steel Flat Products/France.	Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
C-427-815	701-TA-380	Stainless Steel Sheet and Strip/France	Allegheny Ludlum Armco Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-427-817	701-TA-387	Cut-to-Length Carbon Steel Plate/France	Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp North American Stainless United Steelworkers of America Zanesville Armco Independent Organization Bethlehem Steel Geneva Steel IPSCO Steel National Steel US Steel United Steelworkers of America
C-427-819	701-TA-409	Low Enriched Uranium/France	United States Enrichment Corp USEC Inc
C-428-817	701-TA-340	Cold-Rolled Carbon Steel Flat Products/Germany ...	Armco Steel Bethlehem Steel California Steel Industries Gulf States Steel Inland Steel Industries LTV Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
C-428-817	701-TA-349	Corrosion-Resistant Carbon Steel Flat Products/ Germany.	Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
C-428-817	701-TA-322	Cut-to-Length Carbon Steel Plate/Germany	Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America United States Enrichment Corp USEC Inc
C-428-829	701-TA-410	Low Enriched Uranium/Germany	Nation Ford Chemical
C-437-805	701-TA-426	Sulfanilic Acid/Hungary	AL Tech Specialty Steel
C-469-004	701-TA-178	Stainless Steel Wire Rod/Spain	Armco Steel Carpenter Technology Colt Industries Cyclops Guterl Special Steel Joslyn Stainless Steels Republic Steel
C-469-804	701-TA-326	Cut-to-Length Carbon Steel Plate/Spain	Bethlehem Steel California Steel Industries

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-475-812	701-TA-355	Grain-Oriented Silicon Electrical Steel/Italy	CitiSteel USA Inc Geneva Steel Gulf States Steel Inland Steel Industries Lukens Steel National Steel Nextech Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America Allegheny Ludlum Armco Steel Butler Armco Independent Union United Steelworkers of America Zanesville Armco Independent Union
C-475-815	701-TA-362	Seamless Pipe/Italy	Koppel Steel Quanex Timken United States Steel IPSCO Koppel Steel Lone Star Steel Maverick Tube Newport Steel North Star Steel US Steel USS/Kobe
C-475-817	701-TA-364	Oil Country Tubular Goods/Italy	A Zerega's Sons American Italian Pasta Borden D Merlino & Sons Dakota Growers Pasta Foulds Gilster-Mary Lee Gooch Foods Hershey Foods LaRinascente Macaroni Co Pasta USA Philadelphia Macaroni ST Specialty Foods AL Tech Specialty Steel Carpenter Technology Republic Engineered Steels Talley Metals Technology United Steelworkers of America
C-475-819	701-TA-365	Pasta/Italy	Allegheny Ludlum Armco Steel J&L Specialty Steel Lukens Steel North American Stainless United Steelworkers of America
C-475-821	701-TA-373	Stainless Steel Wire Rod/Italy	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization
C-475-823	701-TA-377	Stainless Steel Plate in Coils/Italy	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel National Steel US Steel United Steelworkers of America
C-475-825	701-TA-381	Stainless Steel Sheet and Strip/Italy	Carpenter Technology Crucible Specialty Metals Electralloy
C-475-827	701-TA-390	Cut-to-Length Carbon Steel Plate/Italy	
C-475-830	701-TA-413	Stainless Steel Bar/Italy	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-489-502	701-TA-253	Welded Carbon Steel Pipe and Tube/Turkey	Empire Specialty Steel Republic Technologies International Slater Steels United Steelworkers of America Allied Tube & Conduit American Tube Bernard Epps Bock Industries Bull Moose Tube Central Steel Tube Century Tube Copperweld Tubing Cyclops Hughes Steel & Tube Kaiser Steel Laclede Steel Maruichi American Maverick Tube Merchant Metals Phoenix Steel Pittsburgh Tube Quanex Sharon Tube Southwestern Pipe UNR-Leavitt Welded Tube Western Tube & Conduit Wheatland Tube
C-489-806	701-TA-366	Pasta/Turkey	A Zerega's Sons American Italian Pasta Borden D Merlino & Sons Dakota Growers Pasta Foulds Gilster-Mary Lee Gooch Foods Hershey Foods LaRinascente Macaroni Co Pasta USA Philadelphia Macaroni ST Specialty Foods
C-507-501	N/A	Raw In-Shell Pistachios/Iran	Blackwell Land Co Cal Pure Pistachios Inc California Pistachio Commission California Pistachio Orchards Keenan Farms Inc Kern Pistachio Hulling & Drying Co-Op Los Rancheros de Poco Pedro Pistachio Producers of California TM Duche Nut Co Inc
C-507-601	N/A	Roasted In-Shell Pistachios/Iran	Cal Pure Pistachios Inc California Pistachio Commission Keenan Farms Inc Kern Pistachio Hulling & Drying Co-Op Pistachio Producers of California TM Duche Nut Co Inc
C-508-605	701-TA-286	Industrial Phosphoric Acid/Israel	Albright & Wilson FMC Hydrite Chemical Monsanto Stauffer Chemical
C-533-063	303-TA-13	Iron Metal Castings/India	Campbell Foundry Le Baron Foundry Municipal Castings Neenah Foundry Pinkerton Foundry US Foundry & Manufacturing Vulcan Foundry
C-533-807	701-TA-318	Sulfanilic Acid/India	R-M Industries
C-533-818	701-TA-388	Cut-to-Length Carbon Steel Plate/India	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-533-821	701-TA-405	Hot-Rolled Steel Products/India	IPSCO Steel National Steel Tuscaloosa Steel US Steel United Steelworkers of America Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp DuPont Teijin Films Mitsubishi Polyester Film LLC SKC America Inc Toray Plastics (America) American Spring Wire Corp Insteel Wire Products Co Sivaco Georgia LLC Strand Tech Martin Inc Sumiden Wire Products Corp Allegheny Color Corp Barker Fine Color Inc Clariant Corp Nation Ford Chemical Co Sun Chemical Co Fay Paper Products Inc MeadWestvaco Consumer & Office Products Norcom Inc Pacon Corp Roaring Spring Blank Book Co Top Flight Inc United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO-CLC (USW)
C-533-825	701-TA-415	Polyethylene Terephthalate Film, Sheet and Strip(PET Film)/India.	Milliken Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel National Steel Tuscaloosa Steel US Steel United Steelworkers of America Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel
C-533-829	701-TA-432	Prestressed Concrete Steel Wire Strand/India	
C-533-839	701-TA-437	Carbazole Violet Pigment 23/India	
C-533-844	701-TA-442	Certain Lined Paper School Supplies/India	
C-535-001	701-TA-202	Cotton Shop Towels/Pakistan	
C-549-818	701-TA-408	Hot-Rolled Steel Products/Thailand	
C-560-806	701-TA-389	Cut-to-Length Carbon Steel Plate/Indonesia	
C-560-813	701-TA-406	Hot-Rolled Steel Products/Indonesia	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-560-819	701-TA-443	Certain Lined Paper School Supplies/Indonesia	Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp Fay Paper Products Inc MeadWestvaco Consumer & Office Products Norcom Inc Pacon Corp Roaring Spring Blank Book Co Top Flight Inc United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO-CLC (USW)
C-580-602	701-TA-267	Top-of-the-Stove Stainless Steel Cooking Ware/Korea.	Farberware Regal Ware Revere Copper & Brass WearEver/Proctor Silex
C-580-818	701-TA-342	Cold-Rolled Carbon Steel Flat Products/Korea	Armco Steel Bethlehem Steel California Steel Industries Gulf States Steel Inland Steel Industries LTV Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
C-580-818	701-TA-350	Corrosion-Resistant Carbon Steel Flat Products/Korea.	Armco Steel Bethlehem Steel California Steel Industries Geneva Steel Gulf States Steel Inland Steel Industries LTV Steel Lukens Steel National Steel Nextech Rouge Steel Co Sharon Steel Theis Precision Steel Thompson Steel US Steel United Steelworkers of America WCI Steel Weirton Steel
C-580-835	701-TA-382	Stainless Steel Sheet and Strip/Korea	Allegheny Ludlum Armco Steel Bethlehem Steel Butler Armco Independent Union Carpenter Technology Corp J&L Specialty Steel North American Stainless United Steelworkers of America Zanesville Armco Independent Organization
C-580-837	701-TA-391	Cut-to-Length Carbon Steel Plate/Korea	Bethlehem Steel CitiSteel USA Inc Geneva Steel Gulf States Steel IPSCO Steel National Steel Tuscaloosa Steel US Steel

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
C-580-842	701-TA-401	Structural Steel Beams/Korea	United Steelworkers of America Northwestern Steel and Wire Nucor Nucor-Yamato Steel TXI-Chaparral Steel United Steelworkers of America
C-580-851	701-TA-431	DRAMs and DRAM Modules/Korea	Dominion Semiconductor LLC/Micron Technology Inc Infineon Technologies Richmond LP Micron Technology Inc
C-583-604	701-TA-268	Top-of-the-Stove Stainless Steel Cooking Ware/Taiwan.	Farberware Regal Ware Revere Copper & Brass WearEver/Proctor Silex
C-791-806	701-TA-379	Stainless Steel Plate in Coils/South Africa	Allegheny Ludlum Armco Steel J&L Specialty Steel Lukens Steel North American Stainless United Steelworkers of America
C-791-810	701-TA-407	Hot-Rolled Steel Products/South Africa	Bethlehem Steel Gallatin Steel Independent Steelworkers IPSCO LTV Steel National Steel Nucor Rouge Steel Co Steel Dynamics US Steel United Steelworkers of America WCI Steel Inc Weirton Steel Wheeling-Pittsburgh Steel Corp
A-331-802	731-TA-1065 ...	Certain Frozen Warmwater Shrimp and Prawns/Ecuador.	Petitioners/Supporters for all six cases listed: Abadie, Al J Abadie, Anthony Abner, Charles Abraham, Steven Abshire, Gabriel J Ackerman, Dale J Acosta, Darryl L Acosta, Jerry J Sr Acosta, Leonard C Acosta, Wilson Pula Sr Adam, Denise T Adam, Michael A Adam, Richard B Jr Adam, Sherry P Adam, William E Adam, Alcide J Jr Adams, Dudley Adams, Elizabeth L Adams, Ervin Adams, Ervin Adams, George E Adams, Hursy J Adams, James Arthur Adams, Kelly Adams, Lawrence J Jr Adams, Randy
A-351-838	731-TA-1063 ...	Certain Frozen Warmwater Shrimp and Prawns/Brazil.	
A-533-840	731-TA-1066 ...	Certain Frozen Warmwater Shrimp and Prawns/India.	
A-549-822	731-TA-1067 ...	Certain Frozen Warmwater Shrimp and Prawns/Thailand.	
A-552-802	731-TA-1068 ...	Certain Frozen Warmwater Shrimp and Prawns/Vietnam.	
A-570-893	731-TA-1064 ...	Certain Frozen Warmwater Shrimp and Prawns/China.	

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Adams, Ritchie Adams, Steven A Adams, Ted J Adams, Tim Adams, Whitney P Jr Agoff, Ralph J Aguilar, Rikardo Aguiard, Roddy G Alario, Don Ray Alario, Nat Alario, Pete J Alario, Timmy Albert, Craig J Albert, Junior J Alexander, Everett O Alexander, Robert F Jr Alexie, Benny J Alexie, Corkey A Alexie, Dolphy Alexie, Felix Jr Alexie, Gwendolyn Alexie, John J Alexie, John V Alexie, Larry J Sr Alexie, Larry Jr Alexie, Vincent L Jr Alexis, Barry S Alexis, Craig W Alexis, Micheal Alexis, Monique Alfonso, Anthony E Jr Alfonso, Jesse Alfonso, Nicholas Alfonso, Paul Anthony Alfonso, Randy Alfonso, Terry S Jr Alfonso, Vernon Jr Alfonso, Yvette Alimia, Angelo A Jr Allemand, Dean J Allen, Annie Allen, Carolyn Sue Allen, Jackie Allen, Robin Allen, Wayne Allen, Wilbur L Allen, Willie J III Allen, Willie Sr Alphonso, John Ancalade, Leo J Ancar, Claudene Ancar, Jerry T Ancar, Joe C Ancar, Merlin Sr Ancar, William Sr Ancelet, Gerald Ray Anderson, Andrew David Anderson, Ernest W Anderson, Jerry Anderson, John Anderson, Lynwood Anderson, Melinda Rene Anderson, Michael Brian Anderson, Ronald L Sr Anderson, Ronald Louis Jr Andonie, Miguel Andrews, Anthony R Andry, Janice M Andry, Rondey S Angelle, Louis Anglada, Eugene Sr Ansardi, Lester Anselmi, Darren

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Aparicio, Alfred Aparicio, David Aparicio, Ernest Arabie, Georgia P Arabie, Joseph Arcement, Craig J Arcement, Lester C Arcemont, Donald Sr Arceneaux, Matthew J Arceneaux, Michael K Areas, Christopher J Armbruster, John III Armbruster, Paula D Armstrong, Jude Jr Arnesen, George Arnold, Lonnie L Jr Arnona, Joseph T Arnondin, Robert Arthur, Brenda J Assavedo, Floyd Atwood, Gregory Kenneth Au, Chow D Au, Robert Aucoin, Dewey F Aucoin, Earl Aucoin, Laine A Aucoin, Perry J Austin, Dennis Austin, Dennis J Authement, Brice Authement, Craig L Authement, Dion J Authement, Gordon Authement, Lance M Authement, Larry Authement, Larry Sr Authement, Roger J Authement, Sterling P Autin, Bobby Autin, Bruce J Autin, Kenneth D Autin, Marvin J Autin, Paul F Jr Autin, Roy Avenel, Albert J Jr Ba Wells, Tran Thi Babb, Conny Babin, Brad Babin, Joey L Babin, Klint Babin, Molly Babin, Norman J Babineaux, Kirby Babineaux, Vicki Bach, Ke Van Bach, Reo Long Backman, Benny Badeaux, Todd Baham, Dewayne Bailey, Albert Bailey, Antoine III Bailey, David B Sr Bailey, Don Baker, Clarence Baker, Donald Earl Baker, James Baker, Kenneth Baker, Ronald J Balderas, Antonio Baldwin, Richard Prentiss Ballard, Albert Ballas, Barbara A Ballas, Charles J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Baltz, John F Ban, John Bang, Bruce K Barbaree, Joe W Barbe, Mark A and Cindy Barber, Louie W Jr Barber, Louie W Sr Barbier, Percy T Barbour, Raymond A Bargainear, James E Barisich, George A Barisich, Joseph J Barnette, Earl Barnhill, Nathan Barrios, Clarence Barrios, Corbert J Barrios, Corbert M Barrios, David Barrios, John Barrios, Shane James Barrois, Angela Gail Barrois, Dana A Barrois, Tracy James Barrois, Wendell Jude Jr Barthe, Keith Sr Barthelemy, Allen M Barthelemy, John A Barthelemy, Rene T Sr Barthelemy, Walter A Jr Bartholomew, Mitchell Bartholomew, Neil W Bartholomew, Thomas E Bartholomew, Wanda C Basse, Donald J Sr Bates, Mark Bates, Ted Jr Bates, Vernon Jr Battle, Louis Baudoin, Drake J Baudoin, Murphy A Baudouin, Stephen Bauer, Gary Baye, Glen P Bean, Charles A Beazley, William E Becnel, Glenn J Becnel, Kent Beecher, Carold F Beechler, Ronald Bell, James E Bell, Ronald A Bellanger, Arnold Bellanger, Clifton Bellanger, Scott J Belsome, Derrell M Belsome, Karl M Bennett, Cecil A Jr Bennett, Gary Lynn Bennett, Irin Jr Bennett, James W Jr Bennett, Louis Benoit, Francis J Benoit, Nicholas L Benoit, Paula T Benoit, Tenna J Jr Benton, Walter T Berger, Ray W Bergeron, Alfred Scott Bergeron, Jeff Bergeron, Nolan A Bergeron, Ulysses J Bernard, Lamont L Berner, Mark J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Berthelot, Gerard J Sr Berthelot, James A Berthelot, Myron J Bertrand, Jerl C Beverung, Keith J Bianchini, Raymond W Bickham, Leo E Bienvenu, Charles Biggs, Jerry W Sr Bigler, Delbert Billington, Richard Billiot, Alfredia Billiot, Arthur Billiot, Aubrey Billiot, Barell J Billiot, Betty Billiot, Bobby J Billiot, Brian K Billiot, Cassidy Billiot, Charles Sr Billiot, Chris J Sr Billiot, E J E Billiot, Earl W Sr Billiot, Ecton L Billiot, Emary Billiot, Forest Jr Billiot, Gerald Billiot, Harold J Billiot, Jacco A Billiot, Jake A Billiot, James Jr Billiot, Joseph S Jr Billiot, Laurence V Billiot, Leonard F Jr Billiot, Lisa Billiot, Mary L Billiot, Paul J Sr Billiot, Shirley L Billiot, Steve M Billiot, Thomas Adam Billiot, Thomas Sr Billiot, Wenceslaus Jr Billiot, Alexander J Biron, Yale Black, William C Blackston, Larry E Blackwell, Wade H III Blackwell, Wade H Jr Blanchard, Albert Blanchard, Andrew J Blanchard, Billy J Blanchard, Cyrus Blanchard, Daniel A Blanchard, Dean Blanchard, Douglas Jr Blanchard, Dwayne Blanchard, Elgin Blanchard, Gilbert Blanchard, Jade Blanchard, James Blanchard, John F Jr Blanchard, Katie Blanchard, Kelly Blanchard, Matt Joseph Blanchard, Michael Blanchard, Quentin Timothy Blanchard, Roger Sr Blanchard, Walton H Jr Bland, Quyen T Blouin, Roy A Blume, Jack Jr Bodden, Arturo Bodden, Jasper

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Bollinger, Donald E Bolotte, Darren W Bolton, Larry F Bondi, Paul J Bonvillain, Jimmy J Bonvillain, Donna M Boone, Clifton Felix Boone, Donald F II Boone, Donald F III (Ricky) Boone, Gregory T Boquet, Noriss P Jr Boquet, Wilfred Jr Bordelon, Glenn Sr Bordelon, James P Bordelon, Shelby P Borden, Benny Borne, Crystal Borne, Dina L Borne, Edward Joseph Jr Borne, Edward Sr Bosarge, Hubert Lawrence Bosarge, Robert Bosarge, Sandra Bosarge, Steve Boudlauch, Durel A Jr Boudoin, Larry Terrell Boudoin, Nathan Boudreaux, Brent J Boudreaux, Elvin J III Boudreaux, James C Jr Boudreaux, James N Boudreaux, Jessie Boudreaux, Leroy A Boudreaux, Mark Boudreaux, Paul Sr Boudreaux, Richard D Boudreaux, Ronald Sr Boudreaux, Sally Boudreaux, Veronica Boudwin, Dwayne Boudwin, Jewel James Sr Boudwin, Wayne Bouise, Norman Boulet, Irwin J Jr Boullion, Debra Bourg, Allen T Bourg, Benny Bourg, Chad J Bourg, Channon Bourg, Chris Bourg, Douglas Bourg, Glenn A Bourg, Jearmie Sr Bourg, Kent A Bourg, Mark Bourg, Nolan P Bourg, Ricky J Bourgeois, Albert P Bourgeois, Brian J Jr Bourgeois, Daniel Bourgeois, Dwayne Bourgeois, Jake Bourgeois, Johnny M Bourgeois, Johnny M Jr Bourgeois, Leon A Bourgeois, Louis A Bourgeois, Merrie E Bourgeois, Randy P Bourgeois, Reed Bourgeois, Webley Bourn, Chris Bourque, Murphy Paul Bourque, Ray

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Bousegard, Duvic Jr Boutte, Manuel J Jr Bouvier, Colbert A II Bouzigard, Dale J Bouzigard, Edgar J III Bouzigard, Eeris Bowers, Harold Bowers, Tommy Boyd, David E Sr Boyd, Elbert Boykin, Darren L Boykin, Thomas Carol Bradley, James Brady, Brian Brandhurst, Kay Brandhurst, Ray E Sr Brandhurst, Raymond J Braneff, David G Brannan, William P Branom, Donald James Jr Braud, James M Brazan, Frank J Breaud, Irvin F Jr Breaux, Barbara Breaux, Brian J Breaux, Charlie M Breaux, Clifford Breaux, Colin E Breaux, Daniel Jr Breaux, Larry J Breaux, Robert J Jr Breaux, Shelby Briscoe, Robert F Jr Britsch, L D Jr Broussard, Dwayne E Broussard, Eric Broussard, Keith Broussard, Larry Broussard, Mark A Broussard, Roger David Broussard, Roger R Broussard, Steve P Brown, Cindy B Brown, Colleen Brown, Donald G Brown, John W Brown, Paul R Brown, Ricky Brown, Toby H Bruce, Adam J Bruce, Adam J Jr Bruce, Bob R Bruce, Daniel M Sr Bruce, Eli T Sr Bruce, Emelda L Bruce, Gary J Sr Bruce, James P Bruce, Lester J Jr Bruce, Margie L Bruce, Mary P Bruce, Nathan Bruce, Robert Bruce, Russell Brudnock, Peter Sr Brunet, Elton J Brunet, Joseph A Brunet, Joseph A Brunet, Levy J Jr Brunet, Raymond Sr Bryan, David N Bryant, Ina Fay V Bryant, Jack D Sr Bryant, James Larry

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Buford, Ernest Bui, Ben Bui, Dich Bui, Dung Thi Bui, Huong T Bui, Ngan Bui, Nhan Bui, Nuoi Van Bui, Tai Bui, Tien Bui, Tommy Bui, Xuan and De Nguyen Bui, Xuanmai Bull, Delbert E Bundy, Belvina (Kenneth) Bundy, Kenneth Sr Bundy, Nicky Bundy, Ronald J Bundy, Ronnie J Buquet, John Jr Buras, Clayton M Buras, Leander Buras, Robert M Jr Buras, Waylon J Burlett, Elliott C Burlett, John C Jr Burnell, Charles B Burnell, Charles R Burnham, Deanna Lea Burns, Stuart E Burroughs, Lindsey Hilton Jr Burton, Ronnie Busby, Hardy E Busby, Tex H Busch, RC Bush, Robert A Bussey, Tyler Butcher, Dorothy Butcher, Rocky J Butler, Albert A Butler, Aline M Bychurch, Johnny Bychurch, Johnny Jr Cabanilla, Alex Caboz, Jose Santos Cacioppo, Anthony Jr Caddell, David Cadriere, Mae Quick Cadriere, Ronald J Cahill, Jack Caillouet, Stanford Jr Caison, Jerry Lane Jr Calcagno, Stephen Paul Sr Calderone, John S Callahan, Gene P Sr Callahan, Michael J Callahan, Russell Callais, Ann Callais, Franklin D Callais, Gary D Callais, Michael Callais, Michael Callais, Sandy Callais, Terrence Camardelle, Anna M Camardelle, Chris J Camardelle, David Camardelle, Edward J III Camardelle, Edward J Jr Camardelle, Harris A Camardelle, Knowles Camardelle, Noel T Camardelle, Tilman J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Caminita, John A III Campo, Donald Paul Campo, Kevin Campo, Nicholas J Campo, Roy Campo, Roy Sr Camus, Ernest M Jr Canova, Carl Cantrelle, Alvin Cantrelle, Eugene J Cantrelle, Otis A Sr Cantrelle, Otis Jr (Buddy) Cantrelle, Philip A Cantrelle, Tate Joseph Canty, Robert Jamies Cao, Anna Cao, Billy Cao, Billy Viet Cao, Binh Quang Cao, Chau Cao, Dan Dien Cao, Dung Van Cao, Gio Van Cao, Hiep A Cao, Linh Huyen Cao, Nghia Thi Cao, Nhieu V Cao, Si-Van Cao, Thanh Kim Cao, Tuong Van Carinhas, Jack G Jr Carl, Joseph Allen Carlos, Gregory Carlos, Irvin Carmadelle, David J Carmadelle, Larry G Carmadelle, Rudy J Carrere, Anthony T Jr Carrier, Larry J Caruso, Michael Casanova, David W Sr Cassagne, Alphonse G III Cassagne, Alphonse G IV Cassidy, Mark Casso, Joseph Castelin, Gilbert Castelin, Sharon Castellanos, Raul L Castelluccio, John A Jr Castille, Joshua Caulfield, Adolph Jr Caulfield, Hope Caulfield, James M Jr Caulfield, Jean Cepriano, Salvador Cerdes, Julius W Jr Cerise, Marla Chabert, John Chaisson, Dean J Chaisson, Henry Chaisson, Vincent A Chaix, Thomas B III Champagne, Brian Champagne, Harold P Champagne, Kenton Champagne, Leon J Champagne, Leroy A Champagne, Lori Champagne, Timmy D Champagne, Willard Champlin, Kim J Chance, Jason R Chancey, Jeff

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Chapa, Arturo Chaplin Robert G Sr Chaplin, Saxby Stowe Charles, Christopher Charpentier, Allen J Charpentier, Alvin J Charpentier, Daniel J Charpentier, Lawrence Charpentier, Linton Charpentier, Melanie Charpentier, Murphy Jr Charpentier, Robert J Chartier, Michelle Chau, Minh Huu Chauvin, Anthony Chauvin, Anthony P Jr Chauvin, Carey M Chauvin, David James Chauvin, James E Chauvin, Kimberly Kay Cheeks, Alton Bruce Cheers, Elwood Chenier, Ricky Cheremie, Alan Cheremie, Alan J Jr Cheremie, Alton J Cheremie, Berwick Jr Cheremie, Berwick Sr Cheremie, Daniel James Sr Cheremie, Danny Cheremie, David J Cheremie, David P Cheremie, Dickey J Cheremie, Donald Cheremie, Enola Cheremie, Flint Cheremie, Harold L Cheremie, Harry J Sr Cheremie, Harry Jr Cheremie, Harvey Jr Cheremie, Harvey Sr Cheremie, Henry J Sr Cheremie, James A Cheremie, James P Cheremie, Jody P Cheremie, Joey J Cheremie, Johnny Cheremie, Joseph A Cheremie, Lee Allen Cheremie, Linton J Cheremie, Mark A Cheremie, Murphy J Cheremie, Nathan A Sr Cheremie, Neddy P Cheremie, Nicky J Cheremie, Ojess M Cheremie, Paris P Cheremie, Robbie Cheremie, Rodney E Jr Cheremie, Ronald Cheremie, Roy Cheremie, Roy A Cheremie, Sally K Cheremie, Terry J Cheremie, Terry Jr Cheremie, Timmy Cheremie, Tina Cheremie, Todd M Cheremie, Tommy Cheremie, Wayne A Cheremie, Wayne A Jr Cheremie, Wayne F Sr Cheremie, Wayne J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Cheramie, Webb Jr Chevalier, Mitch Chew, Thomas J Chhun, Samantha Chiasson, Jody J Chiasson, Manton P Jr Chiasson, Michael P Childress, Gordon Chisholm, Arthur Chisholm, Henry Jr Christen, David Jr Christen, Vernon Christmas, John T Jr Chung, Long V Ciaccio, Vance Cibilic, Bozidar Cieutat, John Cisneros, Albino Ciuffi, Michael L Clark, James M Clark, Jennings Clark, Mark A Clark, Ricky L Cobb, Michael A Cochran, Jimmy Coleman, Ernest Coleman, Freddie Jr Colletti, Rodney A Collier, Ervin J Collier, Wade Collins, Bernard J Collins, Bruce J Jr Collins, Donald Collins, Earline Collins, Eddie F Jr Collins, Jack Collins, Jack Collins, Julius Collins, Lawson Bruce Sr Collins, Lindy S Jr Collins, Logan A Jr Collins, Robert Collins, Timmy P Collins, Vendon Jr Collins, Wilbert Jr Collins, Woodrow Colson, Chris and Michelle Comardelle, Michael J Comeaux, Allen J Compeaux, Curtis J Compeaux, Gary P Compeaux, Harris Cone, Jody Contreras, Mario Cook, Edwin A Jr Cook, Edwin A Sr Cook, Joshua Cook, Larry R Sr Cook, Scott Cook, Theodore D Cooksey, Ernest Neal Cooper, Acy J III Cooper, Acy J Jr Cooper, Acy Sr Cooper, Christopher W Cooper, Jon C Cooper, Marla F Cooper, Vincent J Copeman, John R Corley, Ronald E Cornett, Eddie Cornwall, Roger Cortez, Brenda M

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Cortez, Cathy Cortez, Curtis Cortez, Daniel P Cortez, Edgar Cortez, Keith J Cortez, Leslie J Cosse, Robert K Coston, Clayton Cotsovolos, John Gordon Coulon, Allen J Jr Coulon, Allen J Sr Coulon, Amy M Coulon, Cleveland F Coulon, Darrin M Coulon, Don Coulon, Earline N Coulon, Ellis Jr Coursey, John W Courville, Ronnie P Cover, Darryl L Cowdrey, Michael Dudley Cowdrey, Michael Nelson Crain, Michael T Crawford, Bryan D Crawford, Steven J Creamer, Quention Credeur, Todd A Sr Credeur, Tony J Creppel, Carlton Creppel, Catherine Creppel, Craig Anthony Creppel, Freddy Creppel, Isadore Jr Creppel, Julinne G III Creppel, Kenneth Creppel, Kenneth Creppel, Nathan J Jr Creppell, Michel P Cristina, Charles J Crochet, Sterling James Crochet, Tony J Crosby, Benjy J Crosby, Darlene Crosby, Leonard W Jr Crosby, Ted J Crosby, Thomas Crum, Lonnie Crum, Tommy Lloyd Cruz, Jesus Cubbage, Melinda T Cuccia, Anthony J Cuccia, Anthony J Jr Cuccia, Kevin Cumbie, Bryan E Cure, Mike Curole, Keith J Curole, Kevin P Curole, Margaret B Curole, Willie P Jr Cutrer, Jason C Cvitanovich, T Daigle, Alfred Daigle, Cleve and Nona Daigle, David John Daigle, EJ Daigle, Glenn Daigle, Jamie J Daigle, Jason Daigle, Kirk Daigle, Leonard P Daigle, Lloyd Daigle, Louis J Daigle, Melanie

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Daigle, Michael J Daigle, Michael Wayne and JoAnn Daisy, Jeff Dale, Cleveland L Dang, Ba Dang, Dap Dang, David Dang, Duong Dang, Khang Dang, Khang and Tam Phan Dang, Loan Thi Dang, Minh Dang, Minh Van Dang, Son Dang, Tao Kevin Dang, Thang Duc Dang, Thien Van Dang, Thuong Dang, Thuy Dang, Van D Daniels, David Daniels, Henry Daniels, Leslie Danos, Albert Sr Danos, James A Danos, Jared Danos, Oliver J Danos, Ricky P Danos, Rodney Danos, Timothy A d'Antignac, Debi d'Antignac, Jack Dantin, Archie A Dantin, Mark S Sr Dantin, Stephen Jr Dao, Paul Dao, Vang Dao-Nguyen, Chrysti Darda, Albert L Jr Darda, Gertrude Darda, Herbert Darda, J C Darda, Jeremy Darda, Tammy Darda, Trudy Dardar, Alvin Dardar, Basile J Dardar, Basile Sr Dardar, Cindy Dardar, David Dardar, Donald S Dardar, Edison J Sr Dardar, Gayle Picou Dardar, Gilbert B Dardar, Gilbert Sr Dardar, Isadore J Jr Dardar, Jacqueline Dardar, Jonathan M Dardar, Lanny Dardar, Larry J Dardar, Many Dardar, Neal A Dardar, Norbert Dardar, Patti V Dardar, Percy B Sr Dardar, Rose Dardar, Rusty J Dardar, Samuel Dardar, Summersgill Dardar, Terry P Dardar, Toney M Jr Dardar, Toney Sr Dargis, Stephen M

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Dassau, Louis David, Philip J Jr Davis, Cliff Davis, Daniel A Davis, Danny A Davis, James Davis, John W Davis, Joseph D Davis, Michael Steven Davis, Ronald B Davis, William T Jr Davis, William Theron Dawson, JT de la Cruz, Avery T Dean, Ilene L Dean, John N Dean, Stephen DeBarge, Brian K DeBarge, Sherry DeBarge, Thomas W Decoursey, John Dedon, Walter Deere, Daryl Deere, David E Deere, Dennis H Defelice, Robin Defelice, Tracie L DeHart, Ashton J Sr Dehart, Bernard J Dehart, Blair Dehart, Clevis Dehart, Clevis Jr DeHart, Curtis P Sr Dehart, Eura Sr Dehart, Ferrell John Dehart, Leonard M DeHart, Troy DeJean, Chris N Jr DeJean, Chris N Sr Dekemel, Bonnie D Dekemel, Wm J Jr Delande, Paul Delande, Ten Chie Delatte, Michael J Sr Delaune, Kip M Delaune, Thomas J Delaune, Todd J Delcambre, Carroll A Delgado, Jesse Delino, Carlton Delino, Lorene Deloach, Stephen W Jr DeMoll, Herman J Jr DeMoll, Herman J Sr DeMoll, James C Jr DeMoll, Ralph DeMoll, Robert C DeMoll, Terry R DeMolle, Freddy DeMolle, Otis Dennis, Fred Denty, Steve Deroche, Barbara H Derouen, Caghe Deshotel, Rodney DeSilvey, David Despaux, Byron J Despaux, Byron J Jr Despaux, Glen A Despaux, Ken Despaux, Kerry Despaux, Suzanna Detillier, David E

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			DeVaney, Bobby C Jr Dickey, Wesley Frank Diep, Vu Dinger, Anita Dinger, Corbert Sr Dinger, Eric Dingler, Mark H Dinh, Chau Thanh Dinh, Khai Duc Dinh, Lien Dinh, Toan Dinh, Vincent Dion, Ernest Dion, Paul A Dion, Thomas Autry Disalvo, Paul A Dismuke, Robert E Sr Ditcharo, Dominick III Dixon, David Do, Cuong V Do, Dan C Do, Dung V Do, Hai Van Do, Hieu Do, Hung V Do, Hung V Do, Johnny Do, Kiet Van Do, Ky Hong Do, Ky Quoc Do, Lam Do, Liet Van Do, Luong Van Do, Minh Van Do, Nghiep Van Do, Ta Do, Ta Phon Do, Than Viet Do, Thanh V Do, Theo Van Do, Thien Van Do, Tinh A Do, Tri Do, Vi V Doan, Anh Thi Doan, Joseph Doan, Mai Doan, Minh Doan, Ngoc Doan, Tran Van Domangue, Darryl Domangue, Emile Domangue, Mary Domangue, Michael Domangue, Paul Domangue, Ranzell Sr Domangue, Stephen Domangue, Westley Domingo, Carolyn Dominique, Amy R Dominique, Gerald R Donini, Ernest N Donnelly, David C Donohue, Holly M Dooley, Denise F Dopson, Craig B Dore, Presley J Dore, Preston J Jr Dorr, Janthan C Jr Doucet, Paul J Sr Downey, Colleen Doxey, Robert Lee Sr Doxey, Ruben A

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Doxey, William L Doyle, John T Drawdy, John Joseph Drury, Bruce W Jr Drury, Bruce W Sr Drury, Bryant J Drury, Eric S Drury, Helen M Drury, Jeff III Drury, Kevin Drury, Kevin S Sr Drury, Steve R Drury, Steven J Dubberly, James F Dubberly, James Michael Dubberly, James Michael Jr Dubberly, John J Dubois, Euris A Dubois, John D Jr Dubois, Lonnie J Duck, Kermit Paul Dudenhefer, Anthony Dudenhefer, Connie S Dudenhefer, Eugene A Dudenhefer, Milton J Jr Duet, Brad J Duet, Darrel A Duet, Guy J Duet, Jace J Duet, Jay Duet, John P Duet, Larson Duet, Ramie Duet, Raymond J Duet, Tammy B Duet, Tyrone Dufrene, Archie Dufrene, Charles Dufrene, Curt F Dufrene, Elson A Dufrene, Eric F Dufrene, Eric F Jr Dufrene, Eric John Dufrene, Golden J Dufrene, Jeremy M Dufrene, Juliette B Dufrene, Leroy J Dufrene, Milton J Dufrene, Ronald A Jr Dufrene, Ronald A Sr Dufrene, Scottie M Dufrene, Toby Dugar, Edward A II Dugas, Donald John Dugas, Henri J IV Duhe, Greta Duhe, Robert Duhon, Charles Duhon, Douglas P Duncan, Faye E Duncan, Gary Duncan, Loyde C Dunn, Bob Duong, Billy Duong, Chamroeun Duong, EM Duong, Ho Tan Phi Duong, Kong Duong, Mau Duplantis, Blair P Duplantis, David Duplantis, Frankie J Duplantis, Maria

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Duplantis, Teddy W Duplantis, Wedgir J Jr Duplessis, Anthony James Sr Duplessis, Bonnie S Duplessis, Clarence R Dupre, Brandon P Dupre, Cecile Dupre, David A Dupre, Davis J Jr Dupre, Easton J Dupre, Jimmie Sr Dupre, Linward P Dupre, Mary L Dupre, Michael J Dupre, Michael J Jr Dupre, Randall P Dupre, Richard A Dupre, Rudy P Dupre, Ryan A Dupre, Tony J Dupre, Troy A Dupree, Bryan Dupree, Derrick Dupree, Malcolm J Sr Dupuis, Clayton J Durand, Walter Y Dusang, Melvin A Duval, Denva H Sr Duval, Wayne Dyer, Nadine D Dyer, Tony Dykes, Bert L Dyson, Adley L Jr Dyson, Adley L Sr Dyson, Amy Dyson, Casandra Dyson, Clarence III Dyson, Jimmy Jr Dyson, Jimmy L Sr Dyson, Kathleen Dyson, Maricela Dyson, Phillip II Dyson, Phillip Sr Dyson, William Eckerd, Bill Edens, Angela Blake Edens, Donnie Edens, Jeremy Donald Edens, Nancy M Edens, Steven L Edens, Timothy Dale Edgar, Daniel Edgar, Joey Edgerson, Roosevelt Edwards, Tommy W III Ellerbee, Jody Duane Ellison, David Jr Encalade, Alfred Jr Encalade, Anthony T Encalade, Cary Encalade, Joshua C Encalade, Stanley A Enclade, Joseph L Enclade, Michael Sr and Jeannie Pitre Enclade, Rodney J Englade, Alfred Ennis, A L Jr Erickson, Grant G Erlinger, Carroll Erlinger, Gary R Eschete, Keith A Esfeller, Benny A Eskine, Kenneth

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Esponge, Ernest J Estaves, David Sr Estaves, Ricky Joseph Estay, Allen J Estay, Wayne Esteves, Anthony E Jr Estrada, Orestes Evans, Emile J Jr Evans, Kevin J Evans, Lester Evans, Lester J Jr Evans, Tracey J Sr Everson, George C Eymard, Brian P Sr Eymard, Jervis J and Carolyn B Fabiano, Morris C Fabra, Mark Fabre, Alton Jr Fabre, Ernest J Fabre, Kelly V Fabre, Peggy B Fabre, Sheron Fabre, Terry A Fabre, Wayne M Falcon, Mitchell J Falgout, Barney Falgout, Jerry P Falgout, Leroy J Falgout, Timothy J Fanguy, Barry G Fanning, Paul Jr Farris, Thomas J Fasone, Christopher J Fasone, William J Faulk, Lester J Favaloro, Thomas J Favre, Michael Jr Fazende, Jeffery Fazende, Thomas Fazende, Thomas G Fazzio, Anthony Fazzio, Douglas P Fazzio, Maxine J Fazzio, Steve Felarise, EJ Felarise, Wayne A Sr Fernandez, John Fernandez, Laudelino Ferrara, Audrey B Ficarino, Dominick Jr Fields, Bryan Fillinich, Anthony Fillinich, Anthony Sr Fillinich, Jack Fincher, Penny Fincher, William Fisch, Burton E Fisher, Kelly Fisher, Kirk Fisher, Kirk A Fitch, Adam Fitch, Clarence J Jr Fitch, Hanson Fitzgerald, Burnell Fitzgerald, Kirk Fitzgerald, Kirk D Fitzgerald, Ricky J Jr Fleming, John M Fleming, Meigs F Fleming, Mike Flick, Dana Flores, Helena D Flores, Thomas

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Flowers, Steve W Flowers, Vincent F Folse, David M Folse, Heath Folse, Mary L Folse, Ronald B Fonseca, Francis Sr Fontaine, William S Fontenot, Peggy D Ford, Judy Ford, Warren Wayne Foreman, Ralph Jr Foret, Alva J Foret, Billy J Foret, Brent J Foret, Glenn Foret, Houston Foret, Jackie P Foret, Kurt J Sr Foret, Lovelace A Sr Foret, Loveless A Jr Foret, Mark M Foret, Patricia C Forrest, David P Forsyth, Hunter Forsythe, John Fortune, Michael A France, George J Francis, Albert Franklin, James K Frankovich, Anthony Franks, Michael Frauenberger, Richard Wayne Frazier, David J Frazier, David M Frazier, James Frazier, Michael Frederick, Davis Frederick, Johnnie and Jeannie Fredrick, Michael Freeman, Arthur D Freeman, Darrel P Sr Freeman, Kenneth F Freeman, Larry Scott Frelich, Charles P Frelich, Floyd J Frelich, Kent Frerics, Doug Frerks, Albert R Jr Frickey, Darell Frickey, Darren Frickey, Dirk I Frickey, Eric J Frickey, Harry J Jr Frickey, Jimmy Frickey, Rickey J Frickey, Westley J Friloux, Brad Frisella, Jeanette M Frisella, Jerome A Jr Frost, Michael R Fruge, Wade P Gadson, James Gaines, Dwayne Gala, Christine Galjour, Jess J Galjour, Reed Gallardo, John W Gallardo, Johnny M Galliano, Anthony Galliano, Horace J Galliano, Joseph Sr Galliano, Logan J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Galliano, Lynne L Galliano, Moise Jr Galloway, AT Jr Galloway, Jimmy D Galloway, Judy L Galloway, Mark D Galt, Giles F Gambarella, Luvencie J Ganoi, Kristine Garcia, Ana Maria Garcia, Anthony Garcia, Edward Garcia, Kenneth Garner, Larry S Gary, Dalton J Gary, Ernest J Gary, Leonce Jr Garza, Andres Garza, Jose H Gaskill, Elbert Clinton and Sandra Gaspar, Timothy Gaspard, Aaron and Hazel C Gaspard, Dudley A Jr Gaspard, Leonard J Gaspard, Michael A Gaspard, Michael Sr Gaspard, Murry Gaspard, Murry A Jr Gaspard, Murry Sr Gaspard, Murvin Gaspard, Ronald Sr Gaspard, Ronald Wayne Jr Gaubert, Elizabeth Gaubert, Gregory M Gaubert, Melvin Gaudet, Allen J IV Gaudet, Ricky Jr Gauthier, Hewitt J Sr Gautreaux, William A Gay, Norman F Gay, Robert G Gazzier, Daryl G Gazzier, Emanuel A Gazzier, Wilfred E Gegenheimer, William F Geiling, James Geisman, Tony Gentry, Robert Gentry, Samuel W Jr George, James J Jr Gerica, Clara Gerica, Peter Giambrone, Corey P Gibson, Eddie E Gibson, Joseph Gibson, Ronald F Gilden, Eddie Jr Gilden, Eddie Sr Gilden, Inez W Gilden, Wayne Gillikin, James D Girard, Chad Paul Giroir, Mark S Gisclair, Anthony J Gisclair, Anthony Joseph Sr Gisclair, August Gisclair, Dallas J Sr Gisclair, Doyle A Gisclair, Kip J Gisclair, Ramona D Gisclair, Wade Gisclair, Walter Glover, Charles D

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Glynn, Larry Goetz, George Goings, Robert Eugene Golden, George T Golden, William L Gollot, Brian Gollot, Edgar R Gonzales, Arnold Jr Gonzales, Mrs Cyril E Jr Gonzales, Rene R Gonzales, Rudolph S Jr Gonzales, Rudolph S Sr Gonzales, Sylvia A Gonzales, Tim J Gonzalez, Jorge Jr Gonzalez, Julio Gordon, Donald E Gordon, Patrick Alvin Gore, Henry H Gore, Isabel Gore, Pam Gore, Thomas L Gore, Timothy Ansel Gottschalk, Gregory Gourgues, Harold C Jr Goutierrez, Tony C Govea, Joaquin Graham, Darrell Graham, Steven H Granger, Albert J Sr Granich, James Granier, Stephen J Grass, Michael Graves, Robert N Sr Gray, Jeannette Gray, Monroe Gray, Shirley E Gray, Wayne A Sr Graybill, Ruston Green, Craig X Green, James W Green, James W Jr Green, Shaun Greenlaw, W C Jr Gregoire, Ernest L Gregoire, Rita M Gregory, Curtis B Gregory, Mercedes E Grice, Raymond L Jr Griffin, Alden J Sr Griffin, Craig Griffin, David D Griffin, Elvis Joseph Jr Griffin, Faye Griffin, Faye Ann Griffin, Jimmie J Griffin, Nolt J Griffin, Rickey Griffin, Sharon Griffin, Timothy Griffin, Troy D Groff, Alfred A Groff, John A Groover, Hank Gros, Brent J Sr Gros, Craig J Gros, Danny A Gros, Gary Sr Gros, Junius A Jr Gros, Keven Gros, Michael A Gross, Homer Grossie, Janet M

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Grossie, Shane A Grossie, Tate Grow, Jimmie C Guenther, John J Guenther, Raphael Guerra, Bruce Guerra, Chad L Guerra, Fabian C Guerra, Guy A Guerra, Jerry V Sr Guerra, Kurt P Sr Guerra, Ricky J Sr Guerra, Robert Guerra, Ryan Guerra, Troy A Guerra, William Jr Guidroz, Warren J Guidry, Alvin A Guidry, Andy J Guidry, Arthur Guidry, Bud Guidry, Calvin P Guidry, Carl J Guidry, Charles J Guidry, Chris J Guidry, Clarence P Guidry, Clark Guidry, Clint Guidry, Clinton P Jr Guidry, Clyde A Guidry, David Guidry, Dobie Guidry, Douglas J Sr Guidry, Elgy III Guidry, Elgy Jr Guidry, Elwin A Jr Guidry, Gerald A Guidry, Gordon Jr Guidry, Guillaume A Guidry, Harold Guidry, Jason Guidry, Jessie J Guidry, Jessie Joseph Guidry, Jonathan B Guidry, Joseph T Jr Guidry, Keith M Guidry, Kenneth J Guidry, Kerry A Guidry, Marco Guidry, Maurin T and Tamika Guidry, Michael J Guidry, Nolan J Sr Guidry, Randy Peter Sr Guidry, Rhonda S Guidry, Robert C Guidry, Robert Joseph Guidry, Robert Wayne Guidry, Roger Guidry, Ronald Guidry, Roy Anthony Guidry, Roy J Guidry, Tammy Guidry, Ted Guidry, Thomas P Guidry, Timothy Guidry, Troy Guidry, Troy Guidry, Ulysses Guidry, Vicki Guidry, Wayne J Guidry, Wyatt Guidry, Yvonne Guidry-Calva, Holly A

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Guilbeaux, Donald J Guilbeaux, Lou Guillie, Shirley Guillory, Horace H Guillot, Benjamin J Jr Guillot, Rickey A Gulledge, Lee Gutierrez, Anita Guy, Jody Guy, Kimothy Paul Guy, Wilson Ha, Cherie Lan Ha, Co Dong Ha, Lai Thuy Thi Ha, Lyanna Hadwall, John R Hafford, Johnny Hagan, Jules Hagan, Marianna Haiglea, Robbin Richard Hales, William E Halili, Rhonda L Hall, Byron S Hall, Darrel T Sr Hall, Lorrie A Hammer, Michael P Hammock, Julius Michael Hancock, Jimmy L Handlin, William Sr Hang, Cam T Hansen, Chris Hansen, Eric P Hanson, Edmond A Harbison, Louis Hardee, William P Hardison, Louis Hardy John C Hardy, Sharon Harmon, Michelle Harrington, George J Harrington, Jay Harris, Bobby D Harris, Buster Harris, Jimmy Wayne Sr Harris, Johnny Ray Harris, Kenneth A Harris, Ronnie Harris, Susan D Harris, William Harrison, Daniel L Hartmann, Leon M Jr Hartmann, Walter Jr Hattaway, Errol Henry Haycock, Kenneth Haydel, Gregory Hayes, Clinton Hayes, Katherine F Hayes, Lod Jr Hean, Hong Heathcock, Walter Jr Hebert, Albert Joseph Hebert, Bernie Hebert, Betty Jo Hebert, Chris Hebert, Craig J Hebert, David Hebert, David Jr Hebert, Earl J Hebert, Eric J Hebert, Jack M Hebert, Johnny Paul Hebert, Jonathan Hebert, Jules J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Hebert, Kim M Hebert, Lloyd S III Hebert, Michael J Hebert, Myron A Hebert, Norman Hebert, Patrick Hebert, Patrick A Hebert, Pennington Jr Hebert, Philip Hebert, Robert A Hebert, Terry W Hedrick, Gerald J Jr Helmer, Claudia A Helmer, Gerry J Helmer, Herman C Jr Helmer, Kenneth Helmer, Larry J Sr Helmer, Michael A Sr Helmer, Rusty L Helmer, Windy Hemmenway, Jack Henderson, Brad Henderson, Curtis Henderson, David A Jr Henderson, David A Sr Henderson, Johnny Henderson, Olen Henderson, P Loam Henry, Joanne Henry, Rodney Herbert, Patrick and Terry Hereford, Rodney O Jr Hereford, Rodney O Sr Hernandez, Corey Herndon, Mark Hertel, Charles W Hertz, Edward C Sr Hess, Allen L Sr Hess, Henry D Jr Hess, Jessica R Hess, Wayne B Hewett, Emma Hewett, James Hickman, John Hickman, Marvin Hicks, Billy M Hicks, James W Hicks, Larry W Hicks, Walter R Hien, Nguyen Higgins, Joseph J III Hill, Darren S Hill, Joseph R Hill, Sharon Hill, Willie E Jr Hills, Herman W Hingle, Barbara E Hingle, Rick A Hingle, Roland T Jr Hingle, Roland T Sr Hingle, Ronald J Hinojosa, R Hinojosa, Randy Hinojosa, Ricky A Hipps, Nicole Marie Ho, Dung Tan Ho, Hung Ho, Jennifer Ho, Jimmy Ho, Lam Ho, Nam Ho, Nga T Ho, O

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Ho, Sang N Ho, Thanh Quoc Ho, Thien Dang Ho, Tien Van Ho, Tri Tran Hoang, Dung T Hoang, Hoa T and Tam Hoang Hoang, Huy Van Hoang, Jennifer Vu Hoang, John Hoang, Julie Hoang, Kimberly Hoang, Linda Hoang, Loan Hoang, San Ngoc Hoang, Tro Van Hoang, Trung Kim Hoang, Trung Tuan Hoang, Vincent Huynh Hodges, Ralph W Hoffpaviiiz, Harry K Holland, Vidal Holler, Boyce Dwight Jr Hollier, Dennis J Holloway, Carl D Hong, Tai Van Hood, Malcolm Hopton, Douglas Horaist, Shawn P Hostetler, Warren L II Hotard, Claude Hotard, Emile J Jr Howard, Jeff Howerin, Billy Sr Howerin, Wendell Sr Hubbard, Keith Hubbard, Perry III Huber, Berry T Huber, Charles A Huck, Irma Elaine Huck, Steven R Huckabee, Harold Hue, Patrick A Hughes, Brad J Hults, Thomas Hutcherson, Daniel J Hutchinson, Douglas Hutchinson, George D Hutchinson, William H Hutto, Cynthia E Hutto, Henry G Jr Huynh, Chien Thi Huynh, Dong Xuan Huynh, Dung Huynh, Dung V Huynh, Hai Huynh, Hai Huynh, Hai Van Huynh, Hoang D Huynh, Hoang Van Huynh, Hung Huynh, James N Huynh, Johnny Hiep Huynh, Johnnie Huynh, Kim Huynh, Lay Huynh, Long Huynh, Mack Van Huynh, Mau Van Huynh, Minh Huynh, Minh Van Huynh, Nam Van Huynh, Thai

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Huynh, Tham Thi Huynh, Thanh Huynh, Thanh Huynh, The V Huynh, Tri Huynh, Truc Huynh, Tu Huynh, Tu Huynh, Tung Van Huynh, Van X Huynh, Viet Van Huynh, Vuong Van Hymel, Joseph Jr Hymel, Michael D Hymel, Nolan J Sr Ingham, Herbert W Inglis, Richard M Ingraham, Joseph S Ingraham, Joyce Ipock, Billy Ipock, William B Ireland, Arthur Allen Iver, George Jr Jackson, Alfred M Jackson, Carl John Jackson, David Jackson, Eugene O Jackson, Glenn C Jr Jackson, Glenn C Sr Jackson, James Jerome Jackson, John D Jackson, John Elton Sr Jackson, Levi Jackson, Nancy L Jackson, Robert W Jackson, Shannon Jackson, Shaun C Jackson, Steven A Jacob, Ronald R Jacob, Warren J Jr Jacobs, L Anthony Jacobs, Lawrence F Jarreau, Billy and Marilyn Jarvis, James D Jaye, Emma Jeanfreau, Vincent R Jefferies, William Jemison, Timothy Michael Sr Jennings, Jacob Joffrion, Harold J Jr Johnson, Albert F Johnson, Ashley Lamar Johnson, Bernard Jr Johnson, Brent W Johnson, Bruce Warem Johnson, Carl S Johnson, Carolyn Johnson, Clyde Sr Johnson, David G Johnson, David Paul Johnson, Gary Allen Sr Johnson, George D Johnson, Michael A Johnson, Randy J Johnson, Regenia Johnson, Robert Johnson, Ronald Ray Sr Johnson, Steve Johnson, Thomas Allen Jr Johnston, Ronald Joly, Nicholas J Jr Jones, Charles Jones, Clinton

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Jones, Daisy Mae Jones, Jeffery E Jones, Jerome N Sr Jones, John W Jones, Larry Jones, Len Jones, Michael G Sr Jones, Paul E Jones, Perry T Sr Jones, Ralph William Jones, Richard G Sr Jones, Stephen K Jones, Wayne Joost, Donald F Jordan, Dean Jordan, Hubert William III (Bert) Jordan, Hurbert W Jr Judalet, Ramon G Judy, William Roger Julian, Ida Julian, John I Sr Juneau, Anthony Sr Juneau, Bruce Juneau, Robert A Jr and Laura K Jurjevich, Leander J Kain, Jules B Sr Kain, Martin A Kalliainen, Dale Kalliainen, Richard Kang, Chamroeun Kang, Sambo Kap, Brenda Keen, Robert Steven Keenan, Robert M Kellum, Kenneth Sr Kellum, Larry Gray Sr Kellum, Roxanne Kelly, Roger B Kelly, Thomas E Kendrick, Chuck J Kennair, Michael S Kennedy, Dothan Kenney, David Jr Kenney, Robert W Kent, Michael A Keo, Bunly Kerchner, Steve Kern, Thurmond Khin, Sochenda Khui, Lep and Nga Ho Kidd, Frank Kiesel, Edward C and Lorraine T Kiff, Hank J Kiff, Melvin Kiffe, Horace Kim, Puch Kimbrough, Carson Kim-Tun, Soeun King, Andy A King, Donald Jr King, James B King, Thornell King, Wesley Kit, An Kizer, Anthony J Kleimann, Robert Knapp, Alton P Jr Knapp, Alton P Sr Knapp, Ellis L Jr Knapp, Melvin L Knapp, Theresa Knecht, Frederick Jr Knezek, Lee

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Knight, George Knight, Keith B Knight, Robert E Koch, Howard J Kong, Seng Konitz, Bobby Koo, Herman Koonce, Curtis S Koonce, Howard N Kopszywa, Mark L Kopszywa, Stanley J Kotulja, Stejepan Kraemer, Bridget Kraemer, Wilbert J Kraemer, Wilbert Jr Kramer, David Krantz, Arthur Jr Krantz, Lori Kraver, C W Kreger, Ronald A Sr Kreger, Roy J Sr Kreger, Ryan A Krennerich, Raymond A Kroke, Stephen E Kruth, Frank D Kuchler, Alphonse L III Kuhn, Bruce A Sr Kuhn, Gerard R Jr Kuhn, Gerard R Sr Kuhns, Deborah LaBauve, Kerry LaBauve, Sabrina LaBauve, Terry LaBiche, Todd A LaBove, Carroll LaBove, Frederick P Lachica, Jacqueline Lachico, Douglas Lacobon, Tommy W Jr Lacobon, Tony C LaCoste, Broddie LaCoste, Carl LaCoste, Dennis E LaCoste, Grayland J LaCoste, Malcolm Jr LaCoste, Melvin LaCoste, Melvin W Jr LaCoste, Ravin J Jr LaCoste, Ravin Sr Ladner, Clarence J III Ladson, Earlene G LaFont, Douglas A Sr LaFont, Edna S LaFont, Jackin LaFont, Noces J Jr LaFont, Weyland J Sr LaFrance, Joseph T Lagarde, Frank N Lagarde, Gary Paul Lagasse, Michael F Lai, Hen K Lai, Then Lam, Cang Van Lam, Cui Lam, Dong Van Lam, Hiep Tan Lam, Lan Van Lam, Lee Phenh Lam, Phan Lam, Qui Lam, Sochen Lam, Tai Lam, Tinh Huu

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Lambas, Jessie J Sr Lanclos, Paul Landry, David A Landry, Dennis J Landry, Edward N Jr Landry, George Landry, George M Landry, James F Landry, Jude C Landry, Robert E Landry, Ronald J Landry, Samuel J Jr Landry, Tracy Lane, Daniel E Lapeyrouse, Lance M Lapeyrouse, Rosalie Lapeyrouse, Tillman Joseph LaRive, James L Jr LaRoche, Daniel S Lasseigne, Betty Lasseigne, Blake Lasseigne, Floyd Lasseigne, Frank Lasseigne, Harris Jr Lasseigne, Ivy Jr Lasseigne, Jefferson Lasseigne, Jefferson P Jr Lasseigne, Johnny J Lasseigne, Marlene Lasseigne, Nolan J Lasseigne, Trent Lat, Chhiet Latapie, Charlotte A Latapie, Crystal Latapie, Jerry Latapie, Joey G Latapie, Joseph Latapie, Joseph F Sr Latapie, Travis Latiolais, Craig J Latiolais, Joel Lau, Ho Thanh Laughlin, James G Laughlin, James Mitchell Laurent, Yvonne M Lavergne, Roger Lawdros, Terrance Jr Layrisson, Michael A III Le, Amanda Le, An Van Le, Ben Le, Binh T Le, Cheo Van Le, Chinh Thanh Le, Chinh Thanh and Yen Vo Le, Cu Thi Le, Dai M Le, Dale Le, David Rung Le, Du M Le, Duc V Le, Duoc M Le, Hien V Le, Houston T Le, Hung Le, Jimmy Le, Jimmy and Hoang Le, Khoa Le, Kim Le, Ky Van Le, Lang Van Le, Lily Le, Lisa Tuyet Thi

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Le, Loi Le, Minh Van Le, Muoi Van Le, My Le, My V Le, Nam and Xhan-Minh Le Le, Nam Van Le, Nhieu T Le, Nhut Hoang Le, Nu Thi Le, Phuc Van Le, Que V Le, Quy Le, Robert Le, Sam Van Le, Sau V Le, Son Le, Son Le, Son H Le, Son Quoc Le, Son Van Le, Su Le, Tam V Le, Thanh Huong Le, Tong Minh Le, Tony Le, Tracy Lan Chi Le, Tuan Nhu Le, Viet Hoang Le, Vui Leaf, Andrew Scott Leary, Roland LeBeauf, Thomas LeBlanc, Donnie LeBlanc, Edwin J LeBlanc, Enoch P LeBlanc, Gareth R III LeBlanc, Gareth R Jr LeBlanc, Gerald E LeBlanc, Hubert C LeBlanc, Jerald LeBlanc, Jesse Jr LeBlanc, Keenon Anthony LeBlanc, Lanvin J LeBlanc, Luke A LeBlanc, Marty J LeBlanc, Marty J Jr LeBlanc, Mickel J LeBlanc, Robert Patrick LeBlanc, Scotty M LeBlanc, Shelton LeBlanc, Terry J LeBoeuf, Brent J LeBoeuf, Emery J LeBoeuf, Joseph R LeBoeuf, Tammy Y LeBouef, Dale LeBouef, Edward J LeBouef, Ellis J Jr LeBouef, Gillis LeBouef, Jimmie LeBouef, Leslie LeBouef, Lindy J LeBouef, Micheal J LeBouef, Raymond LeBouef, Tommy J LeBouef, Wiley Sr LeBourgeois, Stephen A LeCompte, Alena LeCompte, Aubrey J LeCompte, Etha LeCompte, Jesse C Jr LeCompte, Jesse Jr

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			LeCompte, Jesse Sr LeCompte, Lyle LeCompte, Patricia F LeCompte, Todd LeCompte, Troy A Sr Ledet, Brad Ledet, Bryan Ledet, Carlton Ledet, Charles J Ledet, Jack A Ledet, Kenneth A Ledet, Mark Ledet, Maxine B Ledet, Mervin Ledet, Phillip John Ledoux, Dennis Ledwig, Joe J Lee, Carl Lee, James K Lee, Marilyn Lee, Otis M Jr Lee, Raymond C Lee, Robert E Lee, Steven J Leek, Mark A LeGaux, Roy J Jr Legendre, Kerry Legendre, Paul Leger, Andre LeGros, Alex M LeJeune, Philip Jr LeJeune, Philip Sr LeJeune, Ramona V LeJeunee, Debbie LeJuine, Eddie R LeLand, Allston Bochet Leland, Rutledge B III Leland, Rutledge B Jr LeLeaux, David Leleux, Kevin J Lemoine, Jeffery Jr Leonard, Dan Leonard, Dexter J Jr Leonard, Micheal A Lepine, Leroy L Lesso, Rudy Jr Lester, Shawn Levron, Dale T Levy, Patrick T Lewis, Kenneth Lewis, Mark Steven Libersat, Anthony R Libersat, Kim Licatino, Daniel Jr Lichenstein, Donald L Lilley, Douglas P Lim, Chhay Lim, Koung Lim, Tav Seng Linden, Eric L Liner, Claude J Jr Liner, Harold Liner, Jerry Liner, Kevin Liner, Michael B Sr Liner, Morris T Jr Liner, Morris T Sr Liner, Tandy M Linh, Pham Linwood, Dolby Lirette, Alex J Sr Lirette, Bobby and Sheri Lirette, Chester Patrick

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Lirette, Daniel J Lirette, Dean J Lirette, Delvin J Jr Lirette, Delvin Jr Lirette, Desaire J Lirette, Eugis P Sr Lirette, Guy A Lirette, Jeannie Lirette, Kern A Lirette, Ron C Lirette, Russell (Chico) Jr Lirette, Shaun Patrick Lirette, Terry J Sr Little, William A Little, William Boyd Liv, Niem S Livaudais, Ernest J Liverman, Harry R LoBue, Michael Anthony Sr Locascio, Dustin Lockhart, William T Lodrigue, Jimmy A Lodrigue, Kerry Lombardo, Joseph P Lombas, James A Jr Lombas, Kim D Londrie, Harley Long, Cao Thanh Long, Dinh Long, Robert Longo, Ronald S Jr Longwater, Ryan Heath Loomer, Rhonda Lopez, Celestino Lopez, Evelio Lopez, Harry N Lopez, Ron Lopez, Scott Lopez, Stephen R Jr Lord, Michael E Sr Loupe, George Jr Loupe, Ted Lovell, Billy Lovell, Bobby Jason Lovell, Bradford John Lovell, Charles J Jr Lovell, Clayton Lovell, Douglas P Lovell, Jacob G Lovell, Lois Lovell, Slade M Luke, Bernadette C Luke, David Luke, Dustan Luke, Henry Luke, Jeremy Paul Luke, Keith J Luke, Patrick A Luke, Patrick J Luke, Paul Leroy Luke, Rudolph J Luke, Samantha Luke, Sidney Jr Luke, Terry Patrick Jr Luke, Terry Patrick Sr Luke, Timothy Luke, Wiltz J Lund, Ora G Luneau, Ferrell J Luong, Kevin Luong, Thu X Luscy, Lydia Luscy, Richard

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Lutz, William A Luu, Binh Luu, Vinh Luu, Vinh V Ly, Bui Ly, Hen Ly, Hoc Ly, Kelly D Ly, Nu Ly, Sa Ly, Ven Lyall, Rosalie Lycett, James A Lyons, Berton J Lyons, Berton J Sr Lyons, Jack Lyons, Jerome M Mackey, Marvin Sr Mackie, Kevin L Maggio, Wayne A Magwood, Edwin Wayne Mai, Danny V Mai, Lang V Mai, Tai Mai, Trach Xuan Maise, Rubin J Maise, Todd Majoue, Ernest J Majoue, Nathan L Malcombe, David Mallett, Irvin Ray Mallett, Jimmie Mallett, Lawrence J Mallett, Mervin B Mallett, Rainbow Mallett, Stephney Malley, Ned F Jr Mamolo, Charles H Sr Mamolo, Romeo C Jr Mamolo, Terry A Mancera, Jesus Manuel, Joseph R Manuel, Shon Mao, Chandarasy Mao, Kim Marcel, Michelle Marchese, Joe Jr Mareno, Ansley Mareno, Brent J Mareno, Kenneth L Marie, Allen J Marie, Marty Marmande, Al Marmande, Alidore Marmande, Denise Marquize, Heather Marquize, Kip Marris, Roy C Jr Martin, Darren Martin, Dean J Martin, Dennis Martin, Jody W Martin, John F III Martin, Michael A Martin, Nora S Martin, Rod J Martin, Roland J Jr Martin, Russel J Sr Martin, Sharon J Martin, Tanna G Martin, Wendy Martinez, Carl R Martinez, Henry

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Martinez, Henry Joseph Martinez, Lupe Martinez, Michael Martinez, Rene J Mason, James F Jr Mason, Johnnie W Mason, Luther Mason, Mary Lois Mason, Percy D Jr Mason, Walter Matherne, Anthony Matherne, Blakland Sr Matherne, Bradley J Matherne, Claude I Jr Matherne, Clifford P Matherne, Curlis J Matherne, Forest J Matherne, George J Matherne, Glenn A Matherne, Grace L Matherne, James C Matherne, James J Jr Matherne, James J Sr Matherne, Joey A Matherne, Keith Matherne, Larry Jr Matherne, Louis M Sr Matherne, Louis Michael Matherne, Nelson Matherne, Thomas G Matherne, Thomas G Jr Matherne, Thomas Jr Matherne, Thomas M Sr Matherne, Wesley J Mathews, Patrick Mathurne, Barry Matte, Martin J Sr Mauldin, Johnny Mauldin, Mary Mauldin, Shannon Mavar, Mark D Mayeux, Lonies A Jr Mayeux, Roselyn P Mayfield, Gary Mayfield, Henry A Jr Mayfield, James J III Mayon, Allen J Mayon, Wayne Sr McAnespy, Henry McAnespy, Louis McCall, Marcus H McCall, R Terry Sr McCarthy, Carliss McCarthy, Michael McCauley, Byron Keith McCauley, Katrina McClantoc, Robert R and Debra McClellan, Eugene Gardner McCormick, Len McCuiston, Denny Carlton McDonald, Allan McElroy, Harry J McFarlain, Merlin J Jr McGuinn, Dennis McIntosh, James Richard McIntyre, Michael D McIver, John H Jr McKendree, Roy McKenzie, George B McKinzie, Bobby E McKoin, Robert McKoin, Robert F Jr McLendon, Jonathon S

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			McNab, Robert Jr McQuaig, Don W McQuaig, Oliver J Medine, David P Mehaffey, John P Melancon, Brent K Melancon, Neva Melancon, Rickey Melancon, Roland Jr Melancon, Roland T Jr Melancon, Sean P Melancon, Terral J Melancon, Timmy J Melanson, Ozimea J III Melerine, Angela Melerine, Brandon T Melerine, Claude A Melerine, Claude A Jr Melerine, Dean J Melerine, Eric W Jr Melerine, John D Sr Melerine, Linda C Melerine, Raymond Joseph Melford, Daniel W Sr Mello, Nelvin Men, Sophin Menendez, Wade E Menesses, Dennis Menesses, James H Menesses, Jimmy Menesses, Louis Menge, Lionel A Menge, Vincent J Mercy, Dempsey Merrick, Harold A Merrick, Kevin Sr Merritt, Darren Sr Messer, Chase Meyers, Otis J Miarm, Soeum Michel, Steven D Middleton, Dan Sr Miguez, Henry Miguez, Kevin L Sr Milam, Ricky Miles, Ricky David Miley, Donna J Militello, Joseph Miller, David W Miller, Fletcher N Miller, James A Miller, Larry B Miller, Mabry Allen Jr Miller, Michael E Miller, Michele K Miller, Randy A Miller, Rhonda E Miller, Wayne Millet, Leon B Millington, Donnie Millington, Ronnie Millis, Moses Millis, Raeford Millis, Timmie Lee Mine, Derrick Miner, Peter G Minh, Kha Minh, Phuc-Truong Mitchell, Ricky Allen Mitchell, Todd Mitchum, Francis Craig Mixon, G C Mobley, Bryan A

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Mobley, Jimmy Sr Mobley, Robertson Mock, Frank Sr Mock, Frankie E Jr Mock, Jesse R II Mock, Terry Lyn Molero, Louis F III Molero, Louis Frank Molinere, Al L Molinere, Floyd Molinere, Roland Jr Molinere, Stacey Moll, Angela Moll, Jerry J Jr Moll, Jonathan P Moll, Julius J Moll, Randall Jr Mollere, Randall Mones, Philip J Jr Mones, Tino Moody, Guy D Moore, Carl Stephen Moore, Curtis L Moore, Kenneth Moore, Richard Moore, Willis Morales, Anthony Morales, Clinton A Morales, Daniel Jr Morales, Daniel Sr Morales, David Morales, Elwood J Jr Morales, Eugene J Jr Morales, Eugene J Sr Morales, Kimberly Morales, Leonard L Morales, Phil J Jr Morales, Raul Moran, Scott Moreau, Allen Joseph Moreau, Berlin J Sr Moreau, Daniel R Moreau, Hubert J Moreau, Mary Moreau, Rickey J Sr Morehead, Arthur B Jr Moreno, Ansley Morgan, Harold R Morici, John Morris, Herbert Eugene Morris, Jesse A Morris, Jesse A Sr Morris, Preston Morrison, Stephen D Jr Morton, Robert A Morvant, Keith M Morvant, Patsy Lishman Moschettieri, Chalam Moseley, Kevin R Motley, Michele Mouille, William L Mouton, Ashton J Moveront, Timothy Mund, Mark Murphy, Denis R Muth, Gary J Sr Myers, Joseph E Jr Na, Tran Van Naccio, Andrew Nacio, Lance M Nacio, Noel Nacio, Philocles J Sr Naquin, Alton J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Naquin, Andrew J Sr Naquin, Antoine Jr Naquin, Autry James Naquin, Bobby J and Sheila Naquin, Bobby Jr Naquin, Christine Naquin, Dean J Naquin, Donna P Naquin, Earl Naquin, Earl L Naquin, Freddie Naquin, Gerald Naquin, Henry Naquin, Irvin J Naquin, Jerry Joseph Jr Naquin, Kenneth J Jr Naquin, Kenneth J Sr Naquin, Linda L Naquin, Lionel A Jr Naquin, Mark D Jr Naquin, Marty J Sr Naquin, Milton H IV Naquin, Oliver A Naquin, Robert Naquin, Roy A Naquin, Vernon Navarre, Curtis J Navero, Floyd G Jr Neal, Craig A Neal, Roy J Jr Neely, Bobby H Nehlig, Raymond E Sr Neil, Dean Neil, Jacob Neil, Julius Neil, Robert J Jr Neil, Tommy Sr Nelson, Billy J Sr Nelson, Deborah Nelson, Elisha W Nelson, Ernest R Nelson, Faye Nelson, Fred H Sr Nelson, Gordon Kent Sr Nelson, Gordon W III Nelson, Gordon W Jr Nelson, John Andrew Nelson, William Owen Jr Nelton, Aaron J Jr Nelton, Steven J Nettleton, Cody Newell, Ronald B Newsome, Thomas E Newton, Paul J Nghiem, Billy Ngo, Chuong Van Ngo, Duc Ngo, Hung V Ngo, Liem Thanh Ngo, Maxie Ngo, The T Ngo, Truong Dinh Ngo, Van Lo Ngo, Vu Hoang Ngoc, Lam Lam Ngu,Thoi Nguyen, Amy Nguyen, An Hoang Nguyen, Andy Dung Nguyen, Andy T Nguyen, Anh and Thanh D Tiet Nguyen, Ba Nguyen, Ba Van

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Nguyen, Bac Van Nguyen, Bao Q Nguyen, Bay Van Nguyen, Be Nguyen, Be Nguyen, Be Nguyen, Be Em Nguyen, Bich Thao Nguyen, Bien V Nguyen, Binh Nguyen, Binh Cong Nguyen, Binh V Nguyen, Binh Van Nguyen, Binh Van Nguyen, Binh Van Nguyen, Bui Van Nguyen, Ca Em Nguyen, Can Nguyen, Can Van Nguyen, Canh V Nguyen, Charlie Nguyen, Chien Nguyen, Chien Van Nguyen, Chin Nguyen, Chinh Van Nguyen, Christian Nguyen, Chuc Nguyen, Chung Nguyen, Chung Van Nguyen, Chuong Hoang Nguyen, Chuong V Nguyen, Chuyen Nguyen, Coolly Dinh Nguyen, Cuong Nguyen, Dai Nguyen, Dan T Nguyen, Dan Van Nguyen, Dan Van Nguyen, Dang Nguyen, Danny Nguyen, David Nguyen, Day Van Nguyen, De Van Nguyen, Den Nguyen, Diem Nguyen, Dien Nguyen, Diep Nguyen, Dinh Nguyen, Dinh V Nguyen, Dong T Nguyen, Dong Thi Nguyen, Dong X Nguyen, Duc Nguyen, Duc Van Nguyen, Dung Nguyen, Dung Anh and Xuan Duong Nguyen, Dung Ngoc Nguyen, Dung Van Nguyen, Dung Van Nguyen, Duoc Nguyen, Duong V Nguyen, Duong Van Nguyen, Duong Xuan Nguyen, Francis N Nguyen, Frank Nguyen, Gary Nguyen, Giang T Nguyen, Giang Truong Nguyen, Giau Van Nguyen, Ha T Nguyen, Ha Van Nguyen, Hai Van Nguyen, Hai Van

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Nguyen, Han Van Nguyen, Han Van Nguyen, Hang Nguyen, Hanh T Nguyen, Hao Van Nguyen, Harry H Nguyen, Henri Hiep Nguyen, Henry-Trang Nguyen, Hien Nguyen, Hien V Nguyen, Hiep Nguyen, Ho Nguyen, Ho V Nguyen, Hoa Nguyen, Hoa Nguyen, Hoa N Nguyen, Hoa Van Nguyen, Hoang Nguyen, Hoang Nguyen, Hoang T Nguyen, Hoi Nguyen, Hon Xuong Nguyen, Huan Nguyen, Hung Nguyen, Hung Nguyen, Hung Nguyen, Hung M Nguyen, Hung Manh Nguyen, Hung Van Nguyen, Hung-Joseph Nguyen, Huu Nghia Nguyen, Hy Don N Nguyen, Jackie Tin Nguyen, James Nguyen, James N Nguyen, Jefferson Nguyen, Jennifer Nguyen, Jimmy Nguyen, Jimmy Nguyen, Joachim Nguyen, Joe Nguyen, John R Nguyen, John Van Nguyen, Johnny Nguyen, Joseph Minh Nguyen, Kenny Hung Mong Nguyen, Kevin Nguyen, Khai Nguyen, Khanh Nguyen, Khanh and Viet Dinh Nguyen, Khanh Q Nguyen, Khiem Nguyen, Kien Phan Nguyen, Kim Nguyen, Kim Mai Nguyen, Kim Thoa Nguyen, Kinh V Nguyen, Lai Nguyen, Lai Nguyen, Lai Tan Nguyen, Lam Nguyen, Lam Van Nguyen, Lam Van Nguyen, Lam Van Nguyen, Lan Nguyen, Lang Nguyen, Lang Nguyen, Lanh Nguyen, Lap Van Nguyen, Lap Van Nguyen, Le Nguyen, Lien and Hang Luong Nguyen, Lien Thi

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Nguyen, Linda Oan Nguyen, Linh Thi Nguyen, Linh Van Nguyen, Lintt Danny Nguyen, Lluu Nguyen, Loc Nguyen, Loi Nguyen, Loi Nguyen, Long Phi Nguyen, Long T Nguyen, Long Viet Nguyen, Luom T Nguyen, Mai Van Nguyen, Man Nguyen, Mao-Van Nguyen, Mary Nguyen, Mary Nguyen, Melissa Nguyen, Minh Nguyen, Minh Nguyen, Minh Nguyen, Minh Nguyen, Minh Ngoc Nguyen, Minh Van Nguyen, Moot Nguyen, Mui Van Nguyen, Mung T Nguyen, Muoi Nguyen, My Le Thi Nguyen, My Tan Nguyen, My V Nguyen, Nam Van Nguyen, Nam Van Nguyen, Nam Van Nguyen, Nam Van Nguyen, Nancy Nguyen, Nancy Nguyen, Nghi Nguyen, Nghi Q Nguyen, Nghia Nguyen, Nghiep Nguyen, Ngoc Tim Nguyen, Ngoc Van Nguyen, Nguyet Nguyen, Nhi Nguyen, Nho Van Nguyen, Nina Nguyen, Nuong Nguyen, Peter Nguyen, Peter Thang Nguyen, Peter V Nguyen, Phe Nguyen, Phong Nguyen, Phong Ngoc Nguyen, Phong T Nguyen, Phong Xuan Nguyen, Phu Huu Nguyen, Phuc Nguyen, Phuoc H Nguyen, Phuoc Van Nguyen, Phuong Nguyen, Phuong Nguyen, Quang Nguyen, Quang Nguyen, Quang Dang Nguyen, Quang Dinh Nguyen, Quang Van Nguyen, Quoc Van Nguyen, Quyen Minh Nguyen, Quyen T Nguyen, Quyen-Van Nguyen, Ran T

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Nguyen, Randon Nguyen, Richard Nguyen, Richard Nghia Nguyen, Rick Van Nguyen, Ricky Tinh Nguyen, Roe Van Nguyen, Rose Nguyen, Sam Nguyen, Sandy Ha Nguyen, Sang Van Nguyen, Sau V Nguyen, Si Ngoc Nguyen, Son Nguyen, Son Thanh Nguyen, Son Van Nguyen, Song V Nguyen, Steve Nguyen, Steve Q Nguyen, Steven Giap Nguyen, Sung Nguyen, Tai Nguyen, Tai The Nguyen, Tai Thi Nguyen, Tam Nguyen, Tam Minh Nguyen, Tam Thanh Nguyen, Tam V Nguyen, Tam Van Nguyen, Tan Nguyen, Ten Tan Nguyen, Thach Nguyen, Thang Nguyen, Thanh Nguyen, Thanh Nguyen, Thanh Nguyen, Thanh Phuc Nguyen, Thanh V Nguyen, Thanh Van Nguyen, Thanh Van Nguyen, Thanh Van Nguyen, Thanh Van Nguyen, Thao Nguyen, Thi Bich Hang Nguyen, Thiet Nguyen, Thiet Nguyen, Tho Duke Nguyen, Thoa D Nguyen, Thoa Thi Nguyen, Thomas Nguyen, Thu Nguyen, Thu and Rose Nguyen, Thu Duc Nguyen, Thu Van Nguyen, Thuan Nguyen, Thuan Nguyen, Thuong Nguyen, Thuong Van Nguyen, Thuy Nguyen, Thuyen Nguyen, Thuyen Nguyen, Tinh Nguyen, Tinh Van Nguyen, Toan Nguyen, Toan Van Nguyen, Tommy Nguyen, Tony Nguyen, Tony Nguyen, Tony Nguyen, Tony D Nguyen, Tony Hong Nguyen, Tony Si Nguyen, Tra Nguyen, Tra

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Nguyen, Tracy T Nguyen, Tri D Nguyen, Trich Van Nguyen, Trung Van Nguyen, Tu Van Nguyen, Tuan Nguyen, Tuan A Nguyen, Tuan H Nguyen, Tuan Ngoc Nguyen, Tuan Q Nguyen, Tuan Van Nguyen, Tung Nguyen, Tuyen Duc Nguyen, Tuyen Van Nguyen, Ty and Ngoc Ngo Nguyen, Van H Nguyen, Van Loi Nguyen, Vang Van Nguyen, Viet Nguyen, Viet Nguyen, Viet V Nguyen, Viet Van Nguyen, Vinh Van Nguyen, Vinh Van Nguyen, Vinh Van Nguyen, VT Nguyen, Vu Minh Nguyen, Vu T Nguyen, Vu Xuan Nguyen, Vui Nguyen, Vuong V Nguyen, Xuong Kim Nhan, Tran Quoc Nhon, Seri Nichols, Steve Anna Nicholson, Gary Nixon, Leonard Noble, Earl Noland, Terrel W Normand, Timothy Norris, Candace P Norris, John A Norris, Kenneth L Norris, Kevin J Nowell, James E Noy, Phen Nunez, Conrad Nunez, Jody Nunez, Joseph Paul Nunez, Randy Nunez, Wade Joseph Nyuyen, Toan Oberling, Darryl O'Blance, Adam O'Brien, Gary S O'Brien, Mark O'Brien, Michele Ogden, John M Oglesby, Henry Oglesby, Phyllis O'Gwynn, Michael P Sr Ohmer, Eva G Ohmer, George J Olander, Hazel Olander, Rodney Olander, Roland J Olander, Russell J Olander, Thomas Olano, Kevin Olano, Owen J Olano, Shelby F Olds, Malcolm D Jr Olinde, Wilfred J Jr

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Oliver, Charles O'Neil, Carey Oracoy, Brad R Orage, Eugene Orlando, Het Oteri, Robert F Oubre, Faron P Oubre, Thomas W Ourks, SokHoms K Owens, Larry E Owens, Sheppard Owens, Timothy Pacaccio, Thomas Jr Padgett, Kenneth J Palmer, Gay Ann P Palmer, John W Palmer, Mack Palmisano, Daniel P Palmisano, Dwayne Jr Palmisano, Kim Palmisano, Larry J Palmisano, Leroy J Palmisano, Robin G Pam, Phuong Bui Parfait, Antoine C Jr Parfait, Jerry Jr Parfait, John C Parfait, Joshua K Parfait, Mary F Parfait, Mary S Parfait, Olden G Jr Parfait, Robert C Jr Parfait, Robert C Sr Parfait, Rodney Parfait, Shane A Parfait, Shelton J Parfait, Timmy J Parker, Clyde A Parker, Franklin L Parker, Paul A Parker, Percy Todd Parks, Daniel Duane Parks, Ellery Doyle Jr Parrett, Joseph D Jr Parria, Danny Parria, Gavin C Sr Parria, Gillis F Jr Parria, Gillis F Sr Parria, Jerry D Parria, Kip G Parria, Lionel J Sr Parria, Louis III Parria, Louis J Sr Parria, Louis Jr Parria, Michael Parria, Ronald Parria, Ross Parria, Troy M Parrish, Charles Parrish, Walter L Passmore, Penny Pate, Shane Paterbaugh, Richard Patingo, Roger D Paul, Robert Emmett Payne, John Francis Payne, Stuart Peatross, David A Pelas, James Curtis Pelas, Jeffery Pellegrin, Corey P Pellegrin, Curlynn Pellegrin, James A Jr

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Pellegrin, Jordey Pellegrin, Karl Pellegrin, Karl J Pellegrin, Randy Pellegrin, Randy Sr Pellegrin, Rodney J Sr Pellegrin, Samuel Pellegrin, Troy Sr Peltier, Clyde Peltier, Rodney J Pena, Bartolo Jr Pena, Israel Pendarvis, Gracie Pennison, Elaine Pennison, Milton G Pequeno, Julius Percle, David P Perez, Allen M Perez, David J Perez, David P Perez, Derek Perez, Edward Jr Perez, Henry Jr Perez, Joe B Perez, Tilden A Jr Perez, Warren A Jr Perez, Warren A Sr Perez, Wesley Perrin, Dale Perrin, David M Perrin, Edward G Sr Perrin, Errol Joseph Jr Perrin, Jerry J Perrin, Kenneth V Perrin, Kevin Perrin, Kline J Sr Perrin, Kurt M Perrin, Michael Perrin, Michael A Perrin, Murphy P Perrin, Nelson C Jr Perrin, Pershing J Jr Perrin, Robert Perrin, Tim J Perrin, Tony Persohn, William T Peshoff, Kirk Lynn Pete, Alfred F Jr Pete, Alfred F Sr Pfleeger, William A Pham, An V Pham, Anh My Pham, Bob Pham, Cho Pham, Cindy Pham, David Pham, Dung Pham, Dung Phuoc Pham, Dung Phuoc Pham, Duong Van Pham, Gai Pham, Hai Pham, Hai Hong Pham, Hien Pham, Hien C Pham, Hiep Pham, Hieu Pham, Huan Van Pham, Hung Pham, Hung V Pham, Hung V Pham, Huynh Pham, John

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Pham, Johnny Pham, Joseph S Pham, Kannin Pham, Nga T Pham, Nhung T Pham, Osmond Pham, Paul P Pham, Phong-Thanh Pham, Phung Pham, Quoc V Pham, Steve Ban Pham, Steve V Pham, Thai Van Pham, Thai Van Pham, Thanh Pham, Thanh Pham, Thanh V Pham, Thinh Pham, Thinh V Pham, Tommy V Pham, Tran and Thu Quang Pham, Ut Van Phan, Anh Thi Phan, Banh Van Phan, Cong Van Phan, Dan T Phan, Hoang Phan, Hung Thanh Phan, Johnny Phan, Lam Phan, Luyen Van Phan, Nam V Phan, Thong Phan, Tien V Phan, Toan Phan, Tu Van Phat, Lam Mau Phelps, John D Phillips, Bruce A Phillips, Danny D Phillips, Gary Phillips, Harry Louis Phillips, James C Jr Phillips, Kristrina W Phipps, AW Phonthaasa, Khaolop Phorn, Phen Pickett, Kathy Picou, Calvin Jr Picou, Gary M Picou, Jennifer Picou, Jerome J Picou, Jordan J Picou, Randy John Picou, Ricky Sr Picou, Terry Pierce, Aaron Pierce, Dean Pierce, Elwood Pierce, Imogene Pierce, Stanley Pierce, Taffie Boone Pierre, Ivy Pierre, Joseph Pierre, Joseph C Jr Pierre, Paul J Pierre, Ronald J Pierron, Jake Pierron, Patsy H Pierron, Roger D Pinell, Ernie A Pinell, Harry J Jr Pinell, Jody J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Pinell, Randall James Pinnell, Richard J Pinnell, Robert Pitre, Benton J Pitre, Carol Pitre, Claude A Sr Pitre, Elrod Pitre, Emily B Pitre, Glenn P Pitre, Herbert Pitre, Jeannie Pitre, Leo P Pitre, Robert Jr Pitre, Robin Pitre, Ryan P Pitre, Ted J Pittman, Roger Pizani, Bonnie Pizani, Craig Pizani, Jane Pizani, Terrill J Pizani, Terry M Pizani, Terry M Jr Plaisance, Arthur E Plaisance, Burgess Plaisance, Darren Plaisance, Dean J Sr Plaisance, Dorothy B Plaisance, Dwayne Plaisance, Earl J Jr Plaisance, Errance H Plaisance, Evans P Plaisance, Eves A III Plaisance, Gideons Plaisance, Gillis S Plaisance, Henry A Jr Plaisance, Jacob Plaisance, Jimmie J Plaisance, Joyce Plaisance, Keith Plaisance, Ken G Plaisance, Lawrence J Plaisance, Lucien Jr Plaisance, Peter A Sr Plaisance, Peter Jr Plaisance, Richard J Plaisance, Russel P Plaisance, Russell P Sr Plaisance, Thomas Plaisance, Thomas J Plaisance, Wayne P Plaisance, Whitney III Plork, Phan Poche, Glenn J Jr Poche, Glenn J Sr Pockrus, Gerald Poencot, Russell Jr Poillion, Charles A Polito, Gerald Polkey, Gary J Polkey, Richard R Jr Polkey, Ronald Polkey, Shawn Michael Pollet, Lionel J Sr Pomgoria, Mario Ponce, Ben Ponce, Lewis B Poon, Raymond Pope, Robert Popham, Winford A Poppell, David M Porche, Ricky J Portier, Bobby

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Portier, Chad Portier, Corinne L Portier, Penelope J Portier, Robbie Portier, Russel A Sr Portier, Russell Potter, Hubert Edward Jr Potter, Robert D Potter, Robert J Pounds, Terry Wayne Powers, Clyde T Prejean, Dennis J Price, Carl Price, Curtis Price, Edwin J Price, Franklin J Price, George J Sr Price, Norris J Sr Price, Steve J Jr Price, Timmy T Price, Wade J Price, Warren J Prihoda, Steve Primeaux, Scott Pritchard, Dixie J Pritchard, James Ross Jr Prosperie, Claude J Jr Prosperie, Myron Prout, Rollen Prout, Sharonski K Prum, Thou Pugh, Charles D Jr Pugh, Charles Sr Pugh, Cody Pugh, Deanna Pugh, Donald Pugh, Nickolas Punch, Alvin Jr Punch, Donald J Punch, Todd M Punch, Travis J Purata, Maria Purse, Emil Purvis, George Quach, Duc Quach, James D Quach, Joe Quach, Si Tan Quinn, Dora M Racca, Charles Racine, Sylvan P Jr Radulic, Igor Ragas, Albert G Ragas, Gene Ragas, John D Ragas, Jonathan Ragas, Richard A Ragas, Ronda S Ralph, Lester B Ramirez, Alfred J Jr Randazzo, John A Jr Randazzo, Rick A Rando, Stanley D Ranko, Ellis Gerald Rapp, Dwayne Rapp, Leroy and Sedonia Rawlings, John H Sr Rawlings, Ralph E Rawls, Norman E Ray, Leo Ray, William C Jr Raynor, Steven Earl Readenour, Kelty O

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Reagan, Roy Reason, Patrick W Reaux, Paul S Sr Reaves, Craig A Reaves, Laten Rebert, Paul J Sr Rebert, Steve M Jr Rebstock, Charles Rector, Lance Jr Rector, Warren L Redden, Yvonne Regnier, Leoncea B Remondet, Garland Jr Renard, Lanny Reno, Edward Reno, George C Reno, George H Reno, George T Reno, Harry Revell, Ben David Reyes, Carlton Reyes, Dwight D Sr Reynon, Marcello Jr Rhodes, Randolph N Rhoto, Christopher L Ribardi, Frank A Rich, Wanda Heafner Richard, Bruce J Richard, David L Richard, Edgar J Richard, James Ray Richard, Melissa Richard, Randall K Richardson, James T Richert, Daniel E Richo, Earl Sr Richoux, Dudley Donald Jr Richoux, Irvin J Jr Richoux, Judy Richoux, Larry Richoux, Mary A Riego, Raymond A Riffle, Josiah B Rigaud, Randall Ryan Riggs, Jeffrey B Riley, Jackie Sr Riley, Raymond Rinkus, Anthony J III Rios, Amado Ripp, Norris M Robbins, Tony Robert, Dan S Roberts, Michael A Robertson, Kevin Robeson, Richard S Jr Robichaux, Craig J Robin, Alvin G Robin, Cary Joseph Robin, Charles R III Robin, Danny J Robin, Donald Robin, Floyd A Robin, Kenneth J Sr Robin, Ricky R Robinson, Johnson P III Robinson, Walter Roccaforte, Clay Rodi, Dominick R Rodi, Rhonda Rodrigue, Brent J Rodrigue, Carrol Sr Rodrigue, Glenn Rodrigue, Lerlene

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Rodrigue, Reggie Sr Rodrigue, Sonya Rodrigue, Wayne Rodriguez, Barry Rodriguez, Charles V Sr Rodriguez, Gregory Rodriguez, Jesus Rodriguez, Joseph C Jr Roeum, Orn Rogers, Barry David Rogers, Chad Rogers, Chad M Rogers, Kevin J Rogers, Nathan J Rojas, Carlton J Sr Rojas, Curtis Sr Rojas, Dennis J Jr Rojas, Dennis J Sr Rojas, Gordon V Rojas, Kerry D Rojas, Kerry D Jr Rojas, Randy J Sr Rojas, Raymond J Jr Roland, Brad Roland, Mathias C Roland, Vincent Rollins, Theresa Rollo, Wayne A Rome, Victor J IV Romero, D H Romero, Kardel J Romero, Norman Romero, Philip J Ronquille, Glenn Ronquille, Norman C Ronquillo, Earl Ronquillo, Richard J Ronquillo, Timothy Roseburrough, Charles R Jr Ross, Dorothy Ross, Edward Danny Jr Ross, Leo L Ross, Robert A Roth, Joseph F Jr Roth, Joseph M Jr Rotolo, Carolyn Rotolo, Feliz Rouse, Jimmy Roussel, Michael D Jr Roy, Henry Lee Jr Rudolph, Chad A Ruiz, Donald W Ruiz, James L Ruiz, Paul E Ruiz, Paul R Russell, Bentley R Russell, Casey Russell, Daniel Russell, James III Russell, Julie Ann Russell, Michael J Russell, Nicholas M Russell, Paul Rustick, Kenneth Ruttley, Adrian K Ruttley, Ernest T Jr Ruttley, JT Ryan, James C Sr Rybiski, Rhebb R Ryder, Luther V Sadler, Stewart Sagnes, Everett Saha, Amanda K

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Saling, Don M Saltalamacchia, Preston J Saltalamacchia, Sue A Salvato, Lawrence Jr Samanie, Caroll J Samanie, Frank J Samsome, Don Sanamo, Troy P Sanchez, Augustine Sanchez, Jeffery A Sanchez, Juan Sanchez, Robert A Sanders, William Shannon Sandras, R J Sandras, R J Jr Sandrock, Roy R III Santini, Lindberg W Jr Santiny, James Santiny, Patrick Sapia, Carroll J Jr Sapia, Eddie J Jr Sapia, Willard Saturday, Michael Rance Sauce, Carlton Joseph Sauce, Joseph C Jr Saucier, Houston J Sauls, Russell Savage, Malcolm H Savant, Raymond Savoie, Allen Savoie, Brent T Savoie, James Savoie, Merlin F Jr Savoie, Reginald M II Sawyer, Gerald Sawyer, Rodney Scarabin, Clifford Scarabin, Michael J Schaffer, Kelly Schaubhut, Curry A Schellinger, Lester B Jr Schexnaydre, Michael Schirmer, Robert Jr Schjott, Joseph J Sr Schlindwein, Henry Schmit, Paul A Jr Schmit, Paul A Sr Schmit, Victor J Jr Schouest, Ellis J III Schouest, Ellis Jr Schouest, Juston Schouest, Mark Schouest, Noel Schrimpf, Robert H Jr Schultz, Troy A Schwartz, Sidney Scott, Aaron J Scott, Audie B Scott, James E III Scott, Milford P Scott, Paul Seabrook, Terry G Seal, Charles T Seal, Joseph G Seaman, Garry Seaman, Greg Seaman, Ollie L Jr Seaman, Ollie L Sr Seang, Meng Sehon, Robert Craig Sekul, Morris G Sekul, S George Sellers, Isaac Charles

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Seng, Sophan Serigne, Adam R Serigne, Elizabeth Serigne, James J III Serigne, Kimmie J Serigne, Lisa M Serigne, Neil Serigne, O'Neil N Serigne, Richard J Sr Serigne, Rickey N Serigne, Ronald Raymond Serigne, Ronald Roch Serigne, Ross Serigny, Gail Serigny, Wayne A Serpas, Lenny Jr Sessions, William O III Sessions, William O Jr Sevel, Michael D Sevin, Carl Anthony Sevin, Earline Sevin, Janell A Sevin, Joey Sevin, Nac J Sevin, O'Neil and Symantha Sevin, Phillip T Sevin, Shane Sevin, Shane Anthony Sevin, Stanley J Sevin, Willis Seymour, Janet A Shackelford, David M Shaffer, Curtis E Shaffer, Glynnon D Shay, Daniel A Shilling, Jason Shilling, L E Shugars, Robert L Shutt, Randy Sifuentes, Esteban Sifuentes, Fernando Silver, Curtis A Jr Simon, Curnis Simon, John Simon, Leo Simpson, Mark Sims, Donald L Sims, Mike Singley, Charlie Sr Singley, Glenn Singley, Robert Joseph Sirgo, Jace Sisung, Walter Sisung, Walter Jr Skinner, Gary M Sr Skinner, Richard Skipper, Malcolm W Skrmetta, Martin J Smelker, Brian H Smith, Brian Smith, Carl R Jr Smith, Clark W Smith, Danny Smith, Danny M Jr Smith, Donna Smith, Elmer T Jr Smith, Glenda F Smith, James E Smith, Margie T Smith, Mark A Smith, Nancy F Smith, Raymond C Sr Smith, Tim

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Smith, Walter M Jr Smith, William T Smithwick, Ted Wayne Smoak, Bill Smoak, William W III Snell, Erick Snodgrass, Sam Soeung, Phat Soileau, John C Sr Sok, Kheng Sok, Montha Sok, Nhiep Solet, Darren Solet, Donald M Solet, Joseph R Solet, Raymond J Solorzano, Marilyn Son, Kim Son, Sam Nang Son, Samay Son, Thuong Cong Soprano, Daniel Sork, William Sou, Mang Soudelier, Louis Jr Soudelier, Shannon Sour, Yem Kim Southerland, Robert Speir, Barbara Kay Spell, Jeffrey B Spell, Mark A Spellmeyer, Joel F Sr Spencer, Casey Spiers, Donald A Sprinkle, Avery M Sprinkle, Emery Shelton Jr Sprinkle, Joseph Warren Squarsich, Kenneth J Sreiy, Siphon St Amant, Dana A St Ann, Mr and Mrs Jerome K St Pierre, Darren St Pierre, Scott A Staves, Patrick Stechmann, Chad Stechmann, Karl J Stechmann, Todd Steele, Arnold D Jr Steele, Henry H III Steen, Carl L Steen, James D Steen, Kathy G Stein, Norris J Jr Stelly, Adlar Stelly, Carl A Stelly, Chad P Stelly, Delores Stelly, Sandrus J Sr Stelly, Sandrus Jr Stelly, Toby J Stelly, Veronica G Stelly, Warren Stephenson, Louis Stevens, Alvin Stevens, Curtis D Stevens, Donald Stevens, Glenda Stewart, Chester Jr Stewart, Derald Stewart, Derek Stewart, Fred Stewart, Jason F Stewart, Ronald G

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Stewart, William C Stiffler, Thanh Stipelcovich, Lawrence L Stipelcovich, Todd J Stockfett, Brenda Stokes, Todd Stone-Rinkus, Pamela Strader, Steven R Strickland, Kenneth Strickland, Rita G Stuart, James Vernon Stutes, Rex E Sulak, Billy W Sun, Hong Sreng Surmik, Donald D Swindell, Keith M Sylve, Dennis A Sylve, James L Sylve, Nathan Sylve, Scott Sylvesr, Paul A Ta, Ba Van Ta, Chris Tabb, Calvin Taliancich, Andrew Taliancich, Ivan Taliancich, Joseph M Taliancich, Srecka Tan, Ho Dung Tan, Hung Tan, Lan T Tan, Ngo The Tang, Thanh Tanner, Robert Charles Taravella, Raymond Tassin, Alton J Tassin, Keith P Tate, Archie P Tate, Terrell Tauzier, Kevin M Taylor, Doyle L Taylor, Herman R Taylor, Herman R Jr Taylor, J P Jr Taylor, John C Taylor, Leander J Sr Taylor, Leo Jr Taylor, Lewis Taylor, Nathan L Taylor, Robert L Taylor, Robert M Teap, Phal Tek, Heng Templat, Paul Terluin, John L III Terrebonne, Adrein Scott Terrebonne, Alphonse J Terrebonne, Alton S Jr Terrebonne, Alton S Sr Terrebonne, Carol Terrebonne, Carroll Terrebonne, Chad Terrebonne, Chad Sr Terrebonne, Daniel J Terrebonne, Donavon J Terrebonne, Gary J Sr Terrebonne, Jimmy Jr Terrebonne, Jimmy Sr Terrebonne, Kline A Terrebonne, Lanny Terrebonne, Larry F Jr Terrebonne, Scott Terrebonne, Steven

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Terrebonne, Steven Terrebonne, Toby J Terrel, Chad J Sr Terrell, C Todd Terrio, Brandon James Terrio, Harvey J Jr Terry, Eloise P Tevich, Kuzma D Thac, Dang Van Thach, Phuong Thai, Huynh Tan Thai, Paul Thai, Thomas Thanh, Thien Tharpe, Jack Theriot, Anthony Theriot, Carroll A Jr Theriot, Clay J Jr Theriot, Craig A Theriot, Dean P Theriot, Donnie Theriot, Jeffery C Theriot, Larry J Theriot, Lynn Theriot, Mark A Theriot, Roland P Jr Theriot, Wanda J Thibodeaux, Jared Thibodeaux, Bart James Thibodeaux, Brian A Thibodeaux, Brian M Thibodeaux, Calvin A Jr Thibodeaux, Fay F Thibodeaux, Glenn P Thibodeaux, Jeffrey Thibodeaux, Jonathan Thibodeaux, Josephine Thibodeaux, Keith Thibodeaux, Tony J Thibodeaux, Warren J Thidobaux, James V Sr Thiet, Tran Thomas, Alvin Thomas, Brent Thomas, Dally S Thomas, Janie G Thomas, John Richard Thomas, Kenneth Ward Thomas, Monica P Thomas, Ralph L Jr Thomas, Ralph Lee Jr Thomas, Randall Thomas, Robert W Thomas, Willard N Jr Thomassie, Gerard Thomassie, Nathan A Thomassie, Philip A Thomassie, Ronald J Thomassie, Tracy Joseph Thompson, Bobbie Thompson, David W Thompson, Edwin A Thompson, George Thompson, James D Jr Thompson, James Jr Thompson, John E Thompson, John R Thompson, Randall Thompson, Sammy Thompson, Shawn Thong, R Thonn, John J Jr Thonn, Victor J

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Thorpe, Robert Lee Jr Thurman, Charles E Tiet, Thanh Duc Tilghman, Gene E Tillett, Billy Carl Tillman, Lewis A Jr Tillman, Timothy P and Yvonne M Tillotson, Pat Tinney, Mark A Tisdale, Georgia W Tiser, Oscar Tiser, Thomas C Jr Tiser, Thomas C Sr To, Cang Van To, Du Van Todd, Fred Noel Todd, Patricia J Todd, Rebecca G Todd, Robert C and Patricia J Todd, Vonnie Frank Jr Tompkins, Gerald Paul II Toney, George Jr Tong, Hai V Tong, Linh C Toomer, Christina Abbott Toomer, Christy Toomer, Frank G Jr Toomer, Jeffrey E Toomer, Kenneth Toomer, Lamar K Toomer, Larry Curtis and Tina Toomer, William Kemp Torrible, David P Torrible, Jason Touchard, Anthony H Touchard, John B Jr Touchard, Paul V Jr Touchet, Eldridge III Touchet, Eldridge Jr Toups, Anthony G Toups, Bryan Toups, Jeff Toups, Jimmie J Toups, Kim Toups, Manuel Toups, Ted Toups, Tommy Toureau, James Tower, H Melvin Townsend, Harmon Lynn Townsend, Marion Brooks Tra, Hop T Trabeau, James D Trahan, Allen A Jr Trahan, Alvin Jr Trahan, Druby Trahan, Dudley Trahan, Elie J Trahan, Eric J Trahan, James Trahan, Karen C Trahan, Lynn P Sr Trahan, Ricky Trahan, Ronald J Trahan, Tracey L Trahan, Wayne Paul Tran, Allen Hai Tran, Andana Tran, Anh Tran, Anh Tran, Anh N Tran, Bay V Tran, Bay Van

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Tran, Binh Tran, Binh Van Tran, Ca Van Tran, Cam Van Tran, Chau V Tran, Chau Van Tran, Chau Van Tran, Chi T Tran, Christina Phuong Tran, Chu V Tran, Cuong Tran, Cuong Tran, Danny Duc Tran, Den Tran, Dien Tran, Dinh M Tran, Dinh Q Tran, Doan Tran, Dung Van Tran, Duoc Tran, Duoc Tran, Duong Tran, Eric Tran, Francis Tran, Francis Tran, Giang Tran, Giao Tran, Ha Mike Tran, Hai Tran, Hien H Tran, Hiep Phuoc Tran, Hieu Tran, Hoa Tran, Hoa Tran, Hue T Tran, Huey Tran, Hung Tran, Hung Tran, Hung Tran, Hung P Tran, Hung Van Tran, Hung Van Tran, Hung Viet Tran, James N Tran, John Tran, Johnny Dinh Tran, Joseph Tran, Joseph T Tran, Khan Van Tran, Khanh Tran, Kim Tran, Kim Chi Thi Tran, Lan Tina Tran, Le and Phat Le Tran, Leo Van Tran, Loan Tran, Long Tran, Long Van Tran, Luu Van Tran, Ly Tran, Ly Van Tran, Mai Thi Tran, Mary Tran, Miel Van Tran, Mien Tran, Mike Tran, Mike Dai Tran, Minh Huu Tran, Muoi Tran, My T Tran, Nam Van Tran, Nang Van Tran, Nghia and T Le Banh

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Tran, Ngoc Tran, Nhanh Van Tran, Nhieu T Tran, Nhieu Van Tran, Nho Tran, Peter Tran, Phu Van Tran, Phuc D Tran, Phuc V Tran, Phung Tran, Quan Van Tran, Quang Quang Tran, Quang T Tran, Quang Van Tran, Qui V Tran, Quy Van Tran, Ran Van Tran, Sarah T Tran, Sau Tran, Scotty Tran, Son Tran, Son Van Tran, Steven Tuan Tran, Tam Tran, Te Van Tran, Than Tran, Thang Van Tran, Thanh Tran, Thanh Tran, Thanh Van Tran, Theresa Tran, Thi Tran, Thich Van Tran, Thien Tran, Thien Van Tran, Thiet Tran, Tommy Tran, Tony Tran, Tri Tran, Trinh Tran, Trung Tran, Trung Van Tran, Tu Tran, Tuan Tran, Tuan Tran, Tuan Minh Tran, Tuong Van Tran, Tuyet Thi Tran, Van T Tran, Victor Tran, Vinh Tran, Vinh Q Tran, Vinh Q Tran, Vui Kim Trang, Tan Trapp, Tommy Treadaway, Michael Tregle, Curtis Treloar, William Paul Trevil, Gary J Trevino, Manuel Treybig, E H "Buddy" Jr Triche, Donald G Trieu, Hiep and Jackie Trieu, Hung Hoa Trieu, Jasmine and Ly Trieu, Lorie and Tam Trieu, Tam Trinh, Christopher B Trinh, Philip P Trosclair, Clark K Trosclair, Clark P Trosclair, Eugene P

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Trosclair, James J Trosclair, Jerome Trosclair, Joseph Trosclair, Lori Trosclair, Louis V Trosclair, Patricia Trosclair, Randy Trosclair, Ricky Trosclair, Wallace Sr Truong, Andre Truong, Andre V Truong, Be Van Truong, Benjamin Truong, Dac Truong, Huan Truong, Kim Truong, Nhut Van Truong, Steve Truong, Tham T Truong, Thanh Minh Truong, Them Van Truong, Thom Truong, Timmy Trutt, George W Sr Trutt, Wanda Turlich, Mervin A Turner, Calvin L Tyre, John Upton, Terry R Valentino, J G Jr Valentino, James Vallot, Christopher A Vallot, Nancy H Valure, Hugh P Van Alsburg, Charles Van Gordstnoven, Jean J Van Nguyen, Irving Van, Than Van, Vui Vanacor, Kathy D Vanacor, Malcolm J Sr Vanicor, Bobbie VanMeter, Matthew T VanMeter, William Earl Varney, Randy L Vath, Raymond S Veasel, William E III Vegas, Brien J Vegas, Percy J Vegas, Terry J Vegas, Terry J Jr Vegas, Terry Jr Vela, Peter Verdin, Aaron Verdin, Av Verdin, Bradley J Verdin, Brent A Verdin, Charles A Verdin, Charles E Verdin, Coy P Verdin, Curtis A Jr Verdin, Delphine Verdin, Diana A Verdin, Ebro W Verdin, Eric P Verdin, Ernest Joseph Sr Verdin, Jeff C Verdin, Jeffrey A Verdin, Jessie J Verdin, John P Verdin, Joseph Verdin, Joseph A Jr Verdin, Joseph Cleveland

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Verdin, Joseph D Jr Verdin, Joseph S Verdin, Joseph W Jr Verdin, Justilien G Verdin, Matthew W Sr Verdin, Michel A Verdin, Paul E Verdin, Perry Anthony Verdin, Rodney Verdin, Rodney P Verdin, Rodney P Verdin, Skylar Verdin, Timmy J Verdin, Toby Verdin, Tommy P Verdin, Tony J Verdin, Troy Verdin, Vincent Verdin, Viness Jr Verdin, Wallace P Verdin, Webb A Sr Verdin, Wesley D Sr Verdine, Jimmy R Vermeulen, Joseph Thomas Verret, Darren L Verret, Donald J Verret, Ernest J Sr Verret, James A Verret, Jean E Verret, Jimmy J Sr Verret, Johnny R Verret, Joseph L Verret, Paul L Verret, Preston Verret, Quincy Verret, Ronald Paul Sr Versaggi, Joseph A Versaggi, Salvatore J Vicknair, Brent J Sr Vicknair, Duane P Vicknair, Henry Dale Vicknair, Ricky A Vidrine, Bill and Kathi Vidrine, Corey Vidrine, Richard Vila, William F Villers, Joseph A Vincent, Gage Tyler Vincent, Gene Vincent, Gene B Vincent, Robert N Vise, Charles E III Vizier, Barry A Vizier, Christopher Vizier, Clovis J III Vizier, Douglas M Vizier, Tommie Jr Vo, Anh M Vo, Chin Van Vo, Dam Vo, Dan M Vo, Dany Vo, Day V Vo, Duong V Vo, Dustin Vo, Hai Van Vo, Hanh Xuan Vo, Hien Van Vo, Hoang The Vo, Hong Vo, Hung Thanh Vo, Huy K Vo, Johnny

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Vo, Kent Vo, Lien Van Vo, Man Vo, Mark Van Vo, Minh Hung Vo, Minh Ngoc Vo, Minh Ray Vo, Mong V Vo, My Dung Thi Vo, My Lynn Vo, Nga Vo, Nhon Tai Vo, Nhu Thanh Vo, Quang Minh Vo, Sang M Vo, Sanh M Vo, Song V Vo, Tan Thanh Vo, Tan Thanh Vo, Thanh Van Vo, Thao Vo, Thuan Van Vo, Tien Van Vo, Tom Vo, Tong Ba Vo, Trao Van Vo, Truong Vo, Van Van Vo, Vi Viet Vodopija, Benjamin S Vogt, James L Voisin, Eddie James Voisin, Joyce Voison, Jamie Von Harten, Harold L Vona, Michael A Vongrith, Richard Vossler, Kirk Vu, Hung Vu, John H Vu, Khanh Vu, Khoi Van Vu, Quan Quoc Vu, Ruyen Viet Vu, Sac Vu, Sean Vu, Tam Vu, Thiem Ngoc Vu, Thuy Vu, Tom Vu, Tu Viet Vu, Tuyen Jack Vu, Tuyen Viet Wade, Calvin J Jr Wade, Gerard Waguespack, David M Sr Waguespack, Randy P II Wainwright, Vernon Walker, Jerry Walker, Rogers H Wallace, Dennis Wallace, Edward Wallace, John A Wallace, John K Wallace, Trevis L Waller, Jack Jr Waller, John M Waller, Mike Wallis, Craig A Wallis, Keith Walters, Samuel G Walton, Marion M Wannage, Edward Joseph

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Wannage, Fred Jr Wannage, Frederick W Sr Ward, Clarence Jr Ward, Olan B Ward, Walter M Washington, Clifford Washington, John Emile III Washington, Kevin Washington, Louis N Wattigney, Cecil K Jr Wattigney, Michael Watts, Brandon A Watts, Warren Webb, Bobby Webb, Bobby N Webb, Josie M Webre, Donald Webre, Dudley A Webster, Harold Weeks, Don Franklin Weems, Laddie E Weinstein, Barry C Weiskopf, Rodney Weiskopf, Rodney Sr Weiskopf, Todd Welch, Amos J Wells, Douglas E Wells, Stephen Ray Wendling, Steven W Wescovich, Charles W Wescovich, Wesley Darryl Whatley, William J White, Allen Sr White, Charles White, Charles Fulton White, David L White, Gary Farrell White, James Hugh White, Perry J White, Raymond White, Robert Sr Wicher, John Wiggins, Chad M Sr Wiggins, Ernest Wiggins, Harry L Wiggins, Kenneth A Wiggins, Matthew Wilbur, Gerald Anthony Wilcox, Robert Wiles, Alfred Adam Wiles, Glen Gilbert Wiles, Sonny Joel Sr Wilkerson, Gene Dillard and Judith Wilkinson, William Riley Williams, Allen Jr Williams, Andrew Williams, B Dean Williams, Clyde L Williams, Dale A Williams, Emmett J Williams, Herman J Jr Williams, J T Williams, John A Williams, Johnny Paul Williams, Joseph H Williams, Kirk Williams, Leopold A Williams, Mark A Williams, Mary Ann C Williams, Melissa A Williams, Nina Williams, Oliver Kent Williams, Parish

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Williams, Roberto Williams, Ronnie Williams, Scott A Williams, Steven Williams, Thomas D Williamson, Richard L Sr Willyard, Derek C Willyard, Donald R Wilson, Alward Wilson, Hosea Wilson, Joe R Wilson, Jonathan Wilson, Katherine Wiltz, Allen Wing, Melvin Wiseman, Allen Wiseman, Clarence J Jr Wiseman, Jean P Wiseman, Joseph A Wiseman, Michael T Jr Wiseman, Michael T Sr Wolfe, Charles Woods, John T III Wright, Curtis Wright, Leonard Wright, Randy D Yeamans, Douglas Yeamans, Neil Yeamans, Ronnie Yoeuth, Peon Yopp, Harold Yopp, Jonathon Yopp, Milton Thomas Young, James Young, Taing Young, Willie Yow, Patricia D Yow, Richard C Zanca, Anthony V Sr Zar, Ashley A Zar, Carl J Zar, John III Zar, Steve Zar, Steven Zar, Troy A Zerique, John S Jr Zirlott, Curtis Zirlott, Jason D Zirlott, Jeremy Zirlott, Kimberly Zirlott, Milton Zirlott, Perry Zirlott, Rosa H Zito, Brian C Zuvich, Michael A Jr Ad Hoc Shrimp Trade Action Committee Bryan Fishermens' Co-Op Inc Louisiana Shrimp Association South Carolina Shrimpers Association Vietnamese-American Commerical Fisherman's Union 3-G Enterprize dba Griffin's Seafood A & G Trawlers Inc A & T Shrimping A Ford Able Seafood A J Horizon Inc A&M Inc A&R Shrimp Co A&T Shrimping AAH Inc AC Christopher Sea Food Inc Ace of Trade LLC Adriana Corp

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			AJ Boats Inc AJ Horizon Inc AJ's Seafood Alario Inc Alcide J Adams Jr Aldebaran Inc Aldebran Inc Alexander and Dola Alfred Englade Inc Alfred Trawlers Inc Allen Hai Tran dba Kien Giang Al's Shrimp Co Al's Shrimp Co LLC Al's Shrimp Co LLC Al's Whosale & Retail Alton Cheeks Amada Inc Amber Waves Amelia Isle American Beauty American Beauty Inc American Eagle Enterprise Inc American Girl American Seafood Americana Shrimp Amvina II Amvina II Amy D Inc Amy's Seafood Mart An Kit Andy Boy Andy's SFD Angel Annie Inc Angel Leigh Angel Seafood Inc Angela Marie Inc Angela Marie Inc Angelina Inc Anna Grace LLC Anna Grace LLC Annie Thornton Inc Annie Thornton Inc Anthony Boy I Anthony Boy I Anthony Fillinich Sr Apalachee Girl Inc Aparicio Trawlers Inc dba Marcosa Apple Jack Inc Aquila Seafood Inc Aquillard Seafood Argo Marine Arnold's Seafood Arroya Cruz Inc Art & Red Inc Arthur Chisholm A-Seafood Express Ashley Deeb Inc Ashley W 648675 Asian Gulf Corp Atlantic Atocha Troy A LeCompte Sr Atwood Enterprises B & B Boats Inc B & B Seafood B&J Seafood BaBe Inc Baby Ruth Bailey, David B Sr—Bailey's Seafood Bailey's Seafood of Cameron Inc Bait Inc Bait Inc Baker Shrimp Bama Love Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Bama Sea Products Inc Bao Hung Inc Bao Hung Inc Bar Shrimp Barbara Brooks Inc Barbara Brooks Inc Barisich Inc Barisich Inc Barnacle-Bill Inc Barney's Bait & Seafood Barrios Seafood Bay Boy Bay Islander Inc Bay Sweeper Nets Baye's Seafood 335654 Bayou Bounty Seafood LLC Bayou Caddy Fisheries Inc Bayou Carlin Fisheries Bayou Carlin Fisheries Inc Bayou Shrimp Processors Inc BBC Trawlers Inc BBS Inc Beachcomber Inc Beachcomber Inc Bea's Corp Beecher's Seafood Believer Inc Bennett's Seafood Benny Alexie Bergeron's Seafood Bertileana Corp Best Sea-Pack of Texas Inc Beth Lomonte Inc Beth Lomonte Inc Betty B Betty H Inc Bety Inc BF Millis & Sons Seafood Big Daddy Seafood Inc Big Grapes Inc Big Kev Big Oak Seafood Big Oak Seafood Big Oaks Seafood Big Shrimp Inc Billy J Foret—BJF Inc Billy Sue Inc Billy Sue Inc Biloxi Freezing & Processing Binh Duong BJB LLC Blain & Melissa Inc Blanca Cruz Inc Blanchard & Cheramie Inc Blanchard Seafood Blazing Sun Inc Blazing Sun Inc Blue Water Seafood Bluewater Shrimp Co Bluffton Oyster Co Boat Josey Wales Boat Josey Wales LLC Boat Monica Kiff Boat Warrior Bob-Rey Fisheries Inc Bodden Trawlers Inc Boliillo Prieto Inc Bon Secour Boats Inc Bon Secour Fisheries Inc Bon Secur Boats Inc Bonnie Lass Inc Boone Seafood Bosarge Boats

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Bosarge Boats Bosarge Boats Inc Bottom Verification LLC Bowers Shrimp Bowers Shrimp Farm Bowers Valley Shrimp Inc Brad Friloux Brad Nicole Seafood Bradley John Inc Bradley's Seafood Mkt Brava Cruz Inc Brenda Darlene Inc Brett Anthony Bridgeside Marina Bridgeside Seafood Bridget's Seafood Service Inc Bridget's Seafood Service Inc BRS Seafood BRS Seafood Bruce W Johnson Inc Bubba Daniels Inc Bubba Tower Shrimp Co Buccaneer Shrimp Co Buchmer Inc Buck & Peed Inc Buddy Boy Inc Buddy's Seafood Bumble Bee Seafoods LLC Bumble Bee Seafoods LLC Bundy Seafood Bundy's Seafood Bunny's Shrimp Burgbe Gump Seafood Burnell Trawlers Inc Burnell Trawlers Inc/Mamacita/Swamp Irish Buster Brown Inc By You Seafood C & R Trawlers Inc CA Magwood Enterprises Inc Cajun Queen of LA LLC Calcasien Point Bait N More Inc Cam Ranh Bay Camardelle's Seafood Candy Inc Cao Family Inc Cap Robear Cap'n Bozo Inc Capn Jasper's Seafood Inc Capt Aaron Capt Adam Capt Anthony Inc Capt Bean (Richard A Ragas) Capt Beb Inc Capt Bill Jr Inc Capt Brother Inc Capt Bubba Capt Buck Capt Carl Capt Carlos Trawlers Inc Capt Chance Inc Capt Christopher Inc Capt Chuckie Capt Craig Capt Craig Inc Capt Crockett Inc Capt Darren Hill Inc Capt Dennis Inc Capt Dickie Inc Capt Dickie V Inc Capt Doug Capt Eddie Inc Capt Edward Inc Capt Eli's

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Capt Elroy Inc Capt Ernest LLC Capt Ernest LLC Capt GDA Inc Capt George Capt H & P Corp Capt Havey Seafood Capt Henry Seafood Dock Capt Huy Capt JDL Inc Capt Jimmy Inc Capt Joe Capt Johnny II Capt Jonathan Capt Jonathan Inc Capt Joshua Inc Capt Jude 520556 13026 Capt Ken Capt Kevin Inc Capt Ko Inc Capt Koun Lim Capt Larry Seafood Market Capt Larry's Inc Capt LC Corp Capt LD Seafood Inc Capt Linton Inc Capt Mack Inc Capt Marcus Inc Capt Morris Capt Opie Capt P Inc Capt Pappie Inc Capt Pat Capt Paw Paw Capt Pete Inc Capt Peter Long Inc Capt Pool Bear II's Seafood Capt Quang Capt Quina Inc Capt Richard Capt Ross Inc Capt Roy Capt Russell Jr Inc Capt Ryan Inc Capt Ryan's Capt Sam Capt Sang Capt Scar Inc Capt Scott Capt Scott 5 Capt Scott Seafood Capt Sparkers Shrimp Capt St Peter Capt T&T Corp Capt Thien Capt Tommy Inc Capt Two Inc Capt Van's Seafood Capt Walley Inc Capt Zoe Inc Captain Allen's Bait & Tackle Captain Arnulfo Inc Captain Blair Seafood Captain Dexter Inc Captain D's Captain Homer Inc Captain Jeff Captain JH III Inc Captain Joshua Captain Larry'O Captain Miss Cammy Nhung Captain Regis Captain Rick

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Captain T/Thiet Nguyen Captain Tony Captain Truong Phi Corp Captain Vinh Cap't-Brandon Captian Thomas Trawler Inc Carlino Seafood Carly Sue Inc Carmelita Inc Carolina Lady Inc Carolina Sea Foods Inc Caroline and Calandra Inc Carson & Co Carson & Co Inc Cary Encalade Trawling Castellano's Corp Cathy Cheramie Inc CBS Seafood & Catering LLC CBS Seafood & Catering LLC Cecilia Enterprise Inc CF Gollot & Son Sfd Inc CF Gollott and Son Seafood Inc Chackbay Lady Chad & Chaz LLC Challenger Shrimp Co Inc Chalmette Marine Supply Co Inc Chalmette Net & Trawl Chapa Shrimp Trawlers Chaplin Seafood Charlee Girl Charles Guidry Inc Charles Sellers Charles White Charlotte Maier Inc Charlotte Maier Inc Chef Seafood Ent LLC Cheramies Landing Cherry Pt Seafood Cheryl Lynn Inc Chez Francois Seafood Chilling Pride Inc Chin Nguyen Co Chin Nguyen Co Chinatown Seafood Co Inc Chines Cajun Net Shop Chris Hansen Seafood Christian G Inc Christina Leigh Shrimp Co Christina Leigh Shrimp Company Inc Christina Leigh Shrimp Company Inc Cieutat Trawlers Cinco de Mayo Inc Cindy Lynn Inc Cindy Mae Inc City Market Inc CJ Seafood CJs Seafood Clifford Washington Clinton Hayes—C&S Enterprises of Brandon Inc Cochran's Boat Yard Colorado River Seafood Colson Marine Comm Fishing Commercial Fishing Service CFS Seafoods Cong Son Cong-An Inc Country Girl Inc Country Inc Courtney & Ory Inc Cowdrey Fish Cptn David Crab-Man Bait Shop Craig A Wallis, Keith Wallis dba W&W Dock & 10 boats

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Cristina Seafood CRJ Inc Cruillas Inc Crusader Inc Crustacean Frustration Crystal Gayle Inc Crystal Light Inc Crystal Light Inc Curtis Henderson Custom Pack Inc Custom Pack Inc Cyril's Ice House & Supplies D & A Seafood D & C Seafood Inc D & J Shrimping LLC D & M Seafood & Rental LLC D Ditcharo Jr Seafoods D G & R C Inc D S L & R Inc D&T Marine Inc Daddys Boys DaHa Inc/Cat'Sass DAHAPA Inc Dale's Seafood Inc Dang Nguyen Daniel E Lane Danny Boy Inc Danny Max David & Danny Inc David C Donnelly David Daniels David Ellison Jr David Gollott Sfd Inc David W Casanova's Seafood David White David's Shrimping Co Davis Seafood Davis Seafood Davis Seafood Inc Dawn Marie Deana Cheramie Inc Deanna Lea Dean's Seafood Deau Nook Debbe Anne Inc Deep Sea Foods Inc/Jubilee Foods Inc Delcambre Seafood Dell Marine Inc Dennis Menesses Seafood Dennis' Seafood Inc Dennis Shrimp Co Inc Desperado DFS Inc Diamond Reef Seafood Diem Inc Dinh Nguyen Dixie General Store LLC Dixie Twister Dominick's Seafood Inc Don Paco Inc Donald F Boone II Dong Nguyen Donini Seafoods Inc Donna Marie Donovan Tien I & II Dopson Seafood Dorada Cruz Inc Double Do Inc Double Do Inc Doug and Neil Inc Douglas Landing Doxey's Oyster & Shrimp Dragnet II

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Dragnet Inc Dragnet Seafood LLC Dubberly's Mobile Seafood Dudenhefer Seafood Dugas Shrimp Co LLC Dunamis Towing Inc Dupree's Seafood Duval & Duval Inc Dwayne's Dream Inc E & M Seafood E & T Boating E Gardner McClellan E&E Shrimp Co Inc East Coast Seafood East Coast Seafood East Coast Seafood East Coast Seafood Edisto Queen LLC Edward Garcia Trawlers EKV Inc El Pedro Fishing & Trading Co Inc Eliminator Inc Elizabeth Nguyen Ellerbee Seafoods Ellie May Elmira Pflueckhahn Inc Elmira Pflueckhahn Inc Elvira G Inc Emily's SFD Emmanuel Inc Ensenada Cruz Inc Enterprise Enterprise Inc Equalizer Shrimp Co Inc Eric F Dufrene Jr LLC Erica Lynn Inc Erickson & Jensen Seafood Packers Ethan G Inc Excalibur LLC F/V Apalachee Warrior F/V Atlantis I F/V Capt Walter B F/V Captain Andy F/V Eight Flags F/V Mary Ann F/V Miss Betty F/V Morning Star F/V Nam Linh F/V Olivia B F/V Phuoc Thanh Mai II F/V Sea Dolphin F/V Southern Grace F/V Steven Mai F/V Steven Mai II Famer Boys Catfish Kitchens Family Thing Father Casimir Inc Father Dan Inc Father Mike Inc Fiesta Cruz Inc Fine Shrimp Co Fire Fox Inc Fisherman's Reef Shrimp Co Fishermen IX Inc Fishing Vessel Enterprise Inc Five Princesses Inc FKM Inc Fleet Products Inc Flower Shrimp House Flowers Seafood Co Floyd's Wholesale Seafood Inc Fly By Night Inc Forest Billiot Jr

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Fortune Shrimp Co Inc FP Oubre Francis Brothers Inc Francis Brothers Inc Francis III Frank Toomer Jr Fran-Tastic Too Frederick-Dan Freedom Fishing Inc Freeman Seafood Frelch Seafood Inc Frenchie D-282226 Fripp Point Seafood G & L Trawling Inc G & O Shrimp Co Inc G & O Trawlers Inc G & S Trawlers Inc G D Ventures II Inc G G Seafood G R LeBlanc Trawlers Inc Gail's Bait Shop Gale Force Inc Gambler Inc Gambler Inc Garijak Inc Gary F White Gator's Seafood Gay Fish Co Gay Fish Co GeeChee Fresh Seafood Gemita Inc Gene P Callahan Inc George J Price Sr Ent Inc Georgia Shrimp Co LLC Gerica Marine Gilden Enterprises Gillikin Marine Railways Inc Gina K Inc Gisco Inc Gisco Inc Glenda Guidry Inc Gloria Cruz Inc Go Fish Inc God's Gift God's Gift Shrimp Vessel Gogie Gold Coast Seafood Inc Golden Gulf Coast Pkg Co Inc Golden Phase Inc Golden Text Inc Golden Text Inc Golden Text Inc Goldenstar Gollott Brothers Sfd Co Inc Gollott's Oil Dock & Ice House Inc Gonzalez Trawlers Inc Gore Enterprises Inc Gore Enterprises Inc Gore Seafood Co Gore Seafood Inc Gove Lopez Graham Fisheries Inc Graham Shrimp Co Inc Graham Shrimp Co Inc Gramps Shrimp Co Grandma Inc Grandpa's Dream Grandpa's Dream Granny's Garden and Seafood Green Flash LLC Greg Inc Gregory Mark Gaubert Gregory Mark Gaubert

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Gregory T Boone Gros Tete Trucking Inc Guidry's Bait Shop Guidry's Net Shop Gulf Central Seaood Inc Gulf Crown Seafood Co Inc Gulf Fish Inc Gulf Fisheries Inc Gulf Island Shrimp & Seafood II LLC Gulf King Services Inc Gulf Pride Enterprises Inc Gulf Seaway Seafood Inc Gulf Shrimp Gulf South Inc Gulf Stream Marina LLC Gulf Sweeper Inc (Trawler Gulf Sweeper) Gypsy Girl Inc H & L Seafood Hack Berry Seafood Hagen & Miley Inc Hailey Marie Inc Hanh Lai Inc Hannah Joyce Inc Hardy Trawlers Hardy Trawlers Harrington Fish Co Inc Harrington Seafood & Supply Inc Harrington Shrimp Co Inc Harrington Trawlers Inc Harris Fisheries Inc Hazel's Hustler HCP LLC Heather Lynn Inc Heavy Metal Inc Hebert Investments Inc Hebert's Mini Mart LLC Helen E Inc Helen Kay Inc Helen Kay Inc Helen W Smith Inc Henderson Seafood Henry Daniels Inc Hermosa Cruz Inc Hi Seas of Dulac Inc Hien Le Van Inc High Hope Inc Hoang Anh Hoang Long I, II Holland Enterprises Holly Beach Seafood Holly Marie's Seafood Market Hombre Inc Home Loving Care Co Hondumex Ent Inc Hong Nga Inc Hongri Inc Houston Foret Seafood Howerin Trawlers Inc HTH Marine Inc Hubbard Seafood Hurricane Emily Seafood Inc Hutcherson Christian Shrimp Inc Huyen Inc Icy Seafood II Inc ICY Seafood Inc Icy Seafood Inc Ida's Seafood Rest & Market Ike & Zack Inc Independent Fish Company Inc Inflation Inc Integrity Fisheries Inc Integrity Fishing Inc International Oceanic Ent

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Interstate Vo LLC Intracoastal Seafood Inc Iorn Will Inc Irma Trawlers Inc Iron Horse Inc Isabel Maier Inc Isabel Maier Inc Isla Cruz Inc J & J Rentals Inc J & J Trawler's Inc J & R Seafood J Collins Trawlers J D Land Co Jackie & Hiep Trieu Jacob A Inc Jacquelin Marie Inc Jacquelin Marie Inc James D Quach Inc James E Scott III James F Dubberly James Gadson James J Matherne Jr James J Matherne Sr James Kenneth Lewis Sr James LaRive Jr James W Green Jr dba Miss Emilie Ann James W Hicks Janet Louise Inc Jani Marie JAS Inc JBS Packing Co Inc JBS Packing Inc JCM Jean's Bait Jeff Chancey Jemison Trawler's Inc Jenna Dawn LLC Jennifer Nguyen—Capt T Jensen Seafood Pkg Co Inc Jesse LeCompte Jr Jesse LeCompte Sr Jesse Shantelle Inc Jessica Ann Inc Jessica Inc Jesus G Inc Jimmy and Valerie Bonvillain Jimmy Le Inc Jim's Cajen Shrimp Joan of Arc Inc JoAnn and Michael W Daigle Jody Martin Joe Quach Joel's Wild Oak Bait Shop & Fresh Seafood John A Norris John J Alexie John Michael E Inc John V Alexie Johnny & Joyce's Seafood Johnny O Co Johnny's Seafood John's Seafood Joker's Wild Jones—Kain Inc Joni John Inc (Leon J Champagne) Jon's C Seafood Inc Joseph Anthony Joseph Anthony Inc Joseph Garcia Joseph Martino Joseph Martino Corp Joseph T Vermeulen Josh & Jake Inc Joya Cruz Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			JP Fisheries Julie Ann LLC Julie Hoang Julie Shrimp Co Inc (Trawler Julie) Julio Gonzalez Boat Builders Inc Justin Dang JW Enterprise K & J Trawlers K&D Boat Company K&S Enterprises Inc Kalliainen Seafoods Inc KAM Fishing Kandi Sue Inc Karl M Belsome LLC KBL Corp KDH Inc Keith M Swindell Kellum's Seafood Kellum's Seafood Kelly Marie Inc Ken Lee's Dock LLC Kenneth Guidry Kenny-Nancy Inc Kentucky Fisheries Inc Kentucky Trawlers Inc Kevin & Bryan (M/V) Kevin Dang Khang Dang Khanh Huu Vu Kheng Sok Shrimping Kim & James Inc Kim Hai II Inc Kim Hai Inc Kim's Seafood Kingdom World Inc Kirby Seafood Klein Express KMB Inc Knight's Seafood Inc Knight's Seafood Inc Knowles Noel Camardelle Kramer's Bait Co Kris & Cody Inc KTC Fishery LLC L & M L & N Friendship Corp L & O Trawlers Inc L & T Inc L&M LA—3184 CA La Belle Idee La Macarela Inc La Pachita Inc LA—6327—CA LaBauve Inc LaBauve Inc Lade Melissa Inc Lady Agnes II Lady Agnes III Lady Amelia Inc Lady Anna I Lady Anna II Lady Barbara Inc Lady Carolyn Inc Lady Catherine Lady Chancery Inc Lady Chelsea Inc Lady Danielle Lady Debra Inc Lady Dolcina Inc Lady Gail Inc Lady Katherine Inc Lady Kelly Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Lady Kelly Inc Lady Kristie Lady Lavang LLC Lady Liberty Seafood Co Lady Lynn Ltd Lady Marie Inc Lady Melissa Inc Lady Shelly Lady Shelly Lady Snow Inc Lady Stephanie Lady Susie Inc Lady Kim T Inc Lady TheLna Lady Toni Inc Lady Veronica Lafitte Frozen Foods Corp Lafont Inc Lafourche Clipper Inc Lafourche Clipper Inc Lamarah Sue Inc Lan Chi Inc Lan Chi Inc Lancero Inc Lanny Renard and Daniel Bourque Lapeyrouse Seafood Bar Groc Inc Larry G Kellum Sr Larry Scott Freeman Larry W Hicks Lasseigne & Sons Inc Laura Lee Lauren O Lawrence Jacobs Sfd Lazaretta Packing Inc Le & Le Inc Le Family Inc Le Family Inc Le Tra Inc Leek & Millington Trawler Privateer Lee's Sales & Distribution Leonard Shrimp Producers Inc Leoncea B Regnier Lerin Lane Li Johnson Liar Liar Libertad Fisheries Inc Liberty I Lighthouse Fisheries Inc Lil Aly Lil Arthur Inc Lil BJ LLC Lil Robbie Inc Lil Robbie Inc Lil Robin Lil Robin Lilla Lincoln Linda & Tot Inc Linda Cruz Inc Linda Hoang Shrimp Linda Lou Boat Corp Linda Lou Boat Corp Lisa Lynn Inc Lisa Lynn Inc Little Andrew Inc Little Andy Inc Little Arthur Little David Gulf Trawler Inc Little Ernie Gulf Trawler Inc Little Ken Inc Little Mark Little William Inc Little World

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			LJL Inc Long Viet Nguyen Longwater Seafood dba Ryan H Longwater Louisiana Gulf Shrimp LLC Louisiana Lady Inc Louisiana Man Louisiana Newpack Shrimp Co Inc Louisiana Pride Seafood Inc Louisiana Pride Seafood Inc Louisiana Seafood Dist LLC Louisiana Shrimp & Packing Inc Louisiana Shrimp and Packing Co Inc Lovely Daddy II & III Lovely Jennie Low Country Lady (Randolph N Rhodes) Low County Lady Luchador Inc Lucky Lucky I Lucky Jack Inc Lucky Lady Lucky Lady II Lucky Leven Inc Lucky MV Lucky Ocean Lucky Sea Star Inc Lucky Star Lucky World Lucky's Seafood Market & Poboys LLC Luco Drew's Luisa Inc Lupe Martinez Inc LV Marine Inc LW Graham Inc Lyle LeCompte Lynda Riley Inc Lynda Riley Inc M & M Seafood M V Sherry D M V Tony Inc M&C Fisheries M/V Baby Doll M/V Chevo's Bitch M/V Lil Vicki M/V Loco-N Motion M/V Patsy K #556871 M/V X L Mabry Allen Miller Jr Mad Max Seafood Madera Cruz Inc Madison Seafood Madlin Shrimp Co Inc Malibu Malolo LLC Mamacita Inc Man Van Nguyen Manteo Shrimp Co Marco Corp Marcos A Maria Elena Inc Maria Sandi Mariachi Trawlers Inc Mariah Jade Shrimp Company Marie Teresa Inc Marine Fisheries Marisa Elida Inc Mark and Jace Marleann Martin's Fresh Shrimp Mary Bea Inc Master Brandon Inc Master Brock Master Brock

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Master Dylan Master Gerald Trawlers Inc Master Hai Master Hai II Master Henry Master Jared Inc Master Jhy Inc Master John Inc Master Justin Inc Master Justin Inc Master Ken Inc Master Kevin Inc Master Martin Inc Master Mike Inc Master NT Inc Master Pee-Wee Master Ronald Inc Master Scott Master Scott II Master Seelos Inc Master T Master Tai LLC Master Tai LLC Mat Roland Seafood Co Maw Doo Mayflower McQuaig Shrimp Co Inc Me Kong Melerine Seafood Melody Shrimp Co Mer Shrimp Inc Michael Lynn Michael Nguyen Michael Saturday's Fresh Every Day South Carolina Shrimp Mickey Nelson Net Shop Mickey's Net Midnight Prowler Mike's Seafood Inc Miley's Seafood Inc Militelio and Son Inc Miller & Son Seafood Inc Miller Fishing Milliken & Son's Milton J Dufrene and Son Inc Milton Yopp—Capt'n Nathan & Thomas Winfield Minh & Liem Doan Mis Quynh Chi II Miss Adrianna Inc Miss Alice Inc Miss Ann Inc Miss Ann Inc Miss Ashleigh Miss Ashleigh Inc Miss Barbara Miss Barbara Inc Miss Bernadette A Inc Miss Bertha (M/V) Miss Beverly Kay Miss Brenda Miss Candace Miss Candace Nicole Inc Miss Carla Jean Inc Miss Caroline Inc Miss Carolyn Louise Inc Miss Caylee Miss Charlotte Inc Miss Christine III Miss Cleda Jo Inc Miss Courtney Inc Miss Courtney Inc Miss Cynthia Miss Danielle Gulf Trawler Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Miss Danielle LLC Miss Dawn Miss Ellie Inc Miss Faye LLC Miss Fina Inc Miss Georgia Inc Miss Hannah Miss Hannah Inc Miss Hazel Inc Miss Hilary Inc Miss Jennifer Inc Miss Joanna Inc Miss Julia Miss Kandy Tran LLC Miss Kandy Tran LLC Miss Karen Miss Kathi Inc Miss Kathy Miss Kaylyn LLC Miss Khayla Miss Lil Miss Lillie Inc Miss Liz Inc Miss Loraine Miss Loraine Inc Miss Lori Dawn IV Inc Miss Lori Dawn V Inc Miss Lori Dawn VI Inc Miss Lori Dawn VII Inc Miss Lorie Inc Miss Luana D Shrimp Co Miss Luana D Shrimp Co Miss Madeline Inc Miss Madison Miss Marie Miss Marie Inc Miss Marilyn Louis Inc Miss Marilyn Louise Miss Marilyn Louise Inc Miss Marissa Inc Miss Martha Inc Miss Martha Inc Miss Mary T Miss Myle Miss Narla Miss Nicole Miss Nicole Inc Miss Plum Inc Miss Quynh Anh I Miss Quynh Anh I LLC Miss Quynh Anh II LLC Miss Redemption LLC Miss Rhianna Inc Miss Sambath Miss Sandra II Miss Sara Ann Miss Savannah Miss Savannah II Miss Soriya Miss Suzanne Miss Sylvia Miss Than Miss Thom Miss Thom Inc Miss Tina Inc Miss Trinh Trinh Miss Trisha Inc Miss Trisha Inc Miss Verna Inc Miss Vicki Miss Victoria Inc Miss Vivian Inc Miss WillaDean

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Miss Winnie Inc Miss Yvette Inc Miss Yvonne Misty Morn Eat Misty Star MJM Seafood Inc M'M Shrimp Co Inc Mom & Dad Inc Mona-Dianne Seafood Montha Sok and Tan No Le Moon River Inc Moon Tillett Fish Co Inc Moonlight Moonlight Mfg Moore Trawlers Inc Morgan Creek Seafood Morgan Rae Inc Morning Star Morrison Seafood Mother Cabrini Mother Teresa Inc Mr & Mrs Inc Mr & Mrs Inc Mr Coolly Mr Fox Mr Fox Mr G Mr Gaget LLC Mr Henry Mr Natural Inc Mr Neil Mr Phil T Inc Mr Sea Inc Mr Verdin Inc Mr Williams Mrs Judy Too Mrs Tina Lan Inc Ms Alva Inc Ms An My Angel II My Blues My Dad Whitney Inc My Girls LLC My Thi Tran Inc My Three Sons Inc My V Le Inc My-Le Thi Nguyen Myron A Smith Inc Nancy Joy Nancy Joy Inc Nancy Joy Inc Nanny Granny Inc Nanny Kat Seafood LLC Napolean Seafoods Napoleon II Napoleon Seafood Napoleon SF Naquin's Seafood Nautilus LLC Nelma Y Lane Nelson and Son Nelson Trawlers Inc Nelson's Quality Shrimp Company Nevgulmarco Co Inc New Deal Comm Fishing New Way Inc Nguyen Day Van Nguyen Express Nguyen Int'l Enterprises Inc Nguyen Shipping Inc NHU UYEN Night Moves of Cut Off Inc Night Shift LLC

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Night Star North Point Trawlers Inc North Point Trawlers Inc Nuestra Cruz Inc Nunez Seafood Oasis Ocean Bird Inc Ocean Breeze Inc Ocean Breeze Inc Ocean City Corp Ocean Emperor Inc Ocean Harvest Wholesale Inc Ocean Pride Seafood Inc Ocean Seafood Ocean Select Seafood LLC Ocean Springs Seafood Market Inc Ocean Wind Inc Oceanica Cruz Inc Odin LLC Old Maw Inc Ole Holbrook's Fresh Fish Market LLC Ole Nelle One Stop Bait & Ice Open Sea Inc Orage Enterprises Inc Orn Roeum Shrimping Otis Cantrelle Jr Otis M Lee Jr Owens Shrimping Palmetto Seafood Inc Papa Rod Inc Papa T Pappy Inc Pappy's Gold Parfait Enterprises Inc Paris/Asia Parramore Inc Parrish Shrimping Inc Pascagoula Ice & Freezer Co Inc Pat-Lin Enterprises Inc Patricia Foret Patrick Sutton Inc Patty Trish Inc Paul Piazza and Son Inc Paw Paw Allen Paw Paw Pride Inc Pearl Inc dba Indian Ridge Shrimp Co Pei Gratia Inc Pelican Point Seafood Inc Penny V LLC Perlita Inc Perseverance I LLC Pete & Queenie Inc Phat Le and Le Tran Phi Long Inc Phi-Ho LLC Pip's Place Marina Inc Plaisance Trawlers Inc Plata Cruz Inc Poc-Tal Trawlers Inc Pointe-Aux-Chene Marina Pontchaubrain Blue Crab Pony Express Poppee Poppy's Pride Seafood Port Bolivar Fisheries Inc Port Marine Supplies Port Royal Seafood Inc Poteet Seafood Co Inc Potter Boats Inc Price Seafood Inc Prince of Tides Princess Ashley Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Princess Celine Inc Princess Cindy Inc Princess Lorie LLC Princess Mary Inc Prosperity PT Fisheries Inc Punch's Seafood Mkt Purata Trawlers Inc Pursuer Inc Quality Seafood Quang Minh II Inc Queen Lily Inc Queen Mary Queen Mary Inc Quinta Cruz Inc Quoc Bao Inc Quynh NHU Inc Quynh Nhu Inc R & J Inc R & K Fisheries LLC R & L Shrimp Inc R & P Fisheries R & R Bait/Seafood R & S Shrimping R & T Atocha LLC R&D Seafood R&K Fisheries LLC R&R Seafood RA Lesso Brokerage Co Inc RA Lesso Seafood Co Inc Rachel-Jade Ralph Lee Thomas Jr Ralph W Jones Ramblin Man Inc Ranchero Trawlers Inc Randall J Pinell Inc Randall J Pinell Inc Randall K and Melissa B Richard Randall Pinell Randy Boy Inc Randy Boy Inc Rang Dong Raul L Castellanos Raul's Seafood Raul's Seafood Rayda Cheramie Inc Raymond LeBouef RCP Seafood I II III RDR Shrimp Inc Reagan's Seafood Rebecca Shrimp Co Inc Rebel Seafood Regulus Rejimi Inc Reno's Sea Food Res Vessel Reyes Trawlers Inc Rick's Seafood Inc Ricky B LLC Ricky G Inc Riffle Seafood Rigolets Bait & Seafood LLC Riverside Bait & Tackle RJ's Roatex Ent Inc Robanie C Inc Robanie C Inc Robanie C Inc Robert E Landry Robert H Schrimpf Robert Johnson Robert Keenan Seafood Robert Upton or Terry Upton

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Robert White Seafood Rockin Robbin Fishing Boat Inc Rodney Hereford Jr Rodney Hereford Sr Rodney Hereford Sr Roger Blanchard Inc Rolling On Inc Romo Inc Ronald Louis Anderson Jr Rosa Marie Inc Rose Island Seafood RPM Enterprises LLC Rubi Cruz Inc Ruf-N-Redy Inc Ruttle Boys Inc Sadie D Seafood Safe Harbour Seafood Inc Salina Cruz Inc Sally Kim III Sally Kim IV Sam Snodgrass & Co Samaira Inc San Dia Sand Dollar Inc Sandy N Sandy O Inc Santa Fe Cruz Inc Santa Maria I Inc Santa Maria II Santa Monica Inc Scavanger Scooby Inc Scooby Inc Scottie and Juliette Dufrene Scottie and Juliette Dufrene Sea Angel Sea Angel Inc Sea Bastion Inc Sea Drifter Inc Sea Durbin Inc Sea Eagle Sea Eagle Fisheries Inc Sea Frontier Inc Sea Gold Inc Sea Gulf Fisheries Inc Sea Gypsy Inc Sea Hawk I Inc Sea Horse Fisheries Sea Horse Fisheries Inc Sea King Inc Sea Pearl Seafood Company Inc Sea Queen IV Sea Trawlers Inc Sea World Seabrook Seafood Inc Seabrook Seafood Inc Seafood & Us Inc Seaman's Magic Inc Seaman's Magic Inc Seaside Seafood Inc Seaweed 2000 Seawolf Seafood Second Generation Seafood Shark Co Seafood Inter Inc Sharon—Ali Michelle Inc Shelby & Barbara Seafood Shelby & Barbara Seafood Shelia Marie LLC Shell Creek Seafood Inc Shirley Elaine Shirley Girl LLC Shrimp Boat Patrice Shrimp Boating Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Shrimp Express Shrimp Man Shrimp Networks Inc Shrimp Trawler Shrimper Shrimper Shrimpy's Si Ky Lan Inc Si Ky Lan Inc Si Ky Lan Inc Sidney Fisheries Inc Silver Fox Silver Fox LLC Simon Sims Shrimping Skip Toomer Inc Skip Toomer Inc Skyla Marie Inc Smith & Sons Seafood Inc Snowdrift Snowdrift Sochenda Soeung Phat Son T Le Inc Son's Pride Inc Sophie Marie Inc Soul Mama Inc Souther Obsession Inc Southern Lady Southern Nightmare Inc Southern Star Southshore Seafood Spencers Seafood Sprig Co Inc St Anthony Inc St Daniel Phillip Inc St Dominic St Joseph St Joseph St Joseph II Inc St Joseph III Inc St Joseph IV Inc St Martin St Martyrs VN St Mary Seafood St Mary Seven St Mary Tai St Michael Fuel & Ice Inc St Michael's Ice & Fuel St Peter St Peter 550775 St Teresa Inc St Vincent Andrew Inc St Vincent Gulf Shrimp Inc St Vincent One B St Vincent One B Inc St Vincent SF St Vincent Sfd Inc Start Young Inc Steamboat Bills Seafood Stella Mestre Inc Stephen Dantin Jr Stephney's Seafood Stipelcovich Marine Wks Stone-Co Farms LP Stone-Co Farms LP Stormy Sean Inc Stormy Seas Inc Sun Star Inc Sun Swift Inc Sunshine Super Coon Inc Super Cooper Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Swamp Irish Inc Sylvan P Racine Jr—Capt Romain T & T Seafood T Brothers T Cvitanovich Seafood LLC Ta Do Ta T Vo Inc Ta T Vo Inc Tana Inc Tanya Lea Inc Tanya Lea Inc Tanya Lea Inc Tasha Lou T-Brown Inc Tee Frank Inc Tee Tigre Inc Tercera Cruz Inc Terrebonne Seafood Inc Terri Monica Terry Luke Corp Terry Luke Corp Terry Luke Corp Terry Lynn Inc Te-Sam Inc Texas 1 Inc Texas 18 Inc Texas Lady Inc Texas Pack Inc Tex-Mex Cold Storage Inc Tex-Mex Cold Storage Inc Thai & Tran Inc Thai Bao Inc Thanh Phong The Boat Phat Tai The Fishermans Dock The Last One The Light House Bait & Seafood Shack LLC The Mayporter Inc The NGO The Seafood Shed Thelma J Inc Theresa Seafood Inc Third Tower Inc Thomas Winfield—Capt Nathan Thompson Bros Three C's Three Dads Three Sons Three Sons Inc Three Sons Inc Thunder Roll Thunderbolt Fisherman's Seafood Inc Thy Tra Inc Thy Tra Inc Tidelands Seafood Co Inc Tiffani Claire Inc Tiffani Claire Inc Tiger Seafood Tikede Inc Timmy Boy Corp Tina Chow Tina T LLC Tino Mones Seafood TJ's Seafood Toan Inc Todd Co Todd's Fisheries Tom LE LLC Tom Le LLC Tom N & Bill N Inc Tommy Bui dba Mana II Tommy Cheramie Inc Tommy Gulf Sea Food Inc

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Tommy's Seafood Inc Tonya Jane Inc Tony-N Tookie Inc Tot & Linda Inc T-Pops Inc Tran Phu Van Tran's Express Inc Travis—Shawn Travis—Shawn Trawler Azteca Trawler Becky Lyn Inc Trawler Capt GC Trawler Capt GC II Trawler Dalia Trawler Doctor Bill Trawler Gulf Runner Trawler HT Seaman Trawler Joyce Trawler Kristi Nicole Trawler Kyle & Courtney Trawler Lady Catherine Trawler Lady Gwen Doe Trawler Linda B Inc Trawler Linda June Trawler Little Brothers Trawler Little Gavino Trawler Little Rookie Inc Trawler Mary Bea Trawler Master Alston Trawler Master Jeffrey Inc Trawler Michael Anthony Inc Trawler Mildred Barr Trawler Miss Alice Inc Trawler Miss Jamie Trawler Miss Kelsey Trawler Miss Sylvia Inc Trawler Mrs Viola Trawler Nichols Dream Trawler Raindear Partnership Trawler Rhonda Kathleen Trawler Rhonda Lynn Trawler Sandra Kay Trawler Sarah Jane Trawler Sea Wolf Trawler Sea Wolf Trawler SS Chaplin Trawler The Mexican Trawler Wallace B Trawler Wylie Milam Triple C Seafood Triple T Enterprises Inc Triplets Production Tropical SFD Troy A LeCompte Sr True World Foods Inc T's Seafood Tu Viet Vu TVN Marine Inc TVN Marine Inc Two Flags Inc Tyler James Ultima Cruz Inc UTK Enterprises Inc V & B Shrimping LLC Valona Sea Food Valona Seafood Inc Van Burren Shrimp Co Vaquero Inc Varon Inc Venetian Isles Marina Venice Seafood Exchange Inc Venice Seafood LLC

[illegible]

Commerce case No.	Commission case No.	Product/country	Petitioners/supporters
			Yen Ta Yogi's Shrimp You & Me Shrimp Ysclaskey Seafood Zirlott Trawlers Inc Zirlott Trawlers Inc

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Federal Register

Vol. 90, No. 103

Friday, May 30, 2025

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FEDERAL REGISTER PAGES AND DATE, MAY

18627-18758.....	1
18759-18910.....	2
18911-19120.....	5
19121-19246.....	6
19247-19420.....	7
19421-19618.....	8
19619-20082.....	9
20083-20230.....	12
20231-20356.....	13
20357-20560.....	14
20561-20752.....	15
20753-21214.....	16
21215-21388.....	19
21389-21684.....	20
21685-21834.....	21
21835-22004.....	22
22005-22198.....	23
22199-22440.....	27
22441-22580.....	28
22581-22842.....	29
22843-23264.....	30

CFR PARTS AFFECTED DURING MAY

At the end of each month the Office of the Federal Register publishes separately a List of CFR Sections Affected (LSA), which lists parts and sections affected by documents published since the revision date of each title.

3 CFR

Proclamations:	
10762 (superseded by Proc. 10941)	21839
10925.....	18899
10926.....	18905
10927.....	19409
10928.....	19411
10929.....	19413
10930.....	19605
10931.....	19607
10932.....	19609
10933.....	20227
10934.....	20229
10935.....	20357
10936.....	20359
10937.....	20361
10938.....	21685
10939.....	21835
10940.....	21837
10941.....	21839
10942.....	22579
10943.....	22837
10944.....	22839
10945.....	22841
Executive Orders:	
14286.....	18759
14287.....	18761
14288.....	18765
14289.....	18907
14290.....	19415
14291.....	19417
14292.....	19611
14293.....	19615
14294.....	20363
14295.....	20367
14296.....	20369
14297.....	20749
14298.....	21831
14299.....	22581
14300.....	22587
14301.....	22591
14302.....	22595
14303.....	22601

Administrative Orders:

Notices:	
Notice of May 7, 2025	19619
Notice of May 7, 2025	19621
Notice of May 7, 2025	20081
Notice of May 9, 2025	20557
Notice of May 9, 2025	20559
Presidential Determinations:	
Presidential Determination No. 2025-04 of May 12, 2025	22835

5 CFR

185.....	21687
Proposed Rules:	
210.....	22028
212.....	22028
213.....	22028
302.....	22028
430.....	18820
432.....	22028
451.....	22028
752.....	22028
1605.....	19431
1655.....	20132

6 CFR

37.....	21688

7 CFR

3.....	22607
29.....	21841, 22441, 22611, 22843
110.....	20083
226.....	20083
750.....	22613
760.....	20231, 22613, 22614
784.....	22613
795.....	22613
1145.....	19247
1146.....	22623
1147.....	22623
1240.....	22625

Proposed Rules:

205.....	20133
272.....	20825
1240.....	22671

10 CFR

50.....	19247
72.....	18769, 21389
205.....	20753
207.....	20755
429.....	21389
430.....	19250, 21389, 21390
431.....	21391, 21392
433.....	18911, 22199
435.....	18911, 22199
590.....	20758
600.....	20761
626.....	20764
708.....	20766
800.....	20769
1000.....	20772
1003.....	20774
1040.....	20777, 20783
1042.....	20786, 20788

Proposed Rules:

205.....	20826
300.....	20828
429.....	20831, 20835, 20840, 20849, 22671
430.....	20835, 20840, 20854, 20859, 20864, 20868, 20873,

20876, 20881, 20885, 20890, 20895, 20899, 20905	420.....21218	19647, 19648, 20108, 21415, 22207, 22209, 22461, 22636, 22638, 22640, 22641	8.....20808
431 20849, 20909, 20915, 20919, 20925, 20930, 20935	19 CFR	Proposed Rules:	45 CFR
451 20939	12.....18916, 20384	100 20140, 21252, 21705	86 20393
452 20942	21 CFR	165 18633, 18635, 19665, 20572, 21708, 22676	92 20393
455 20945	73 20097, 20101, 20104, 22627	34 CFR	47 CFR
1022 20947	291 20393	Proposed Rules:	26 18789, 18800
1040 20949	510 19623	Ch. III 21441	73 18804, 18928, 18929, 22021
12 CFR	516 19623	Ch. VI 20142	Proposed Rules:
5 20561	520 19623	75 21710	9 19374
Ch. X 20084, 20565	522 19623	37 CFR	10 18637
1024 20791	524 19623	Proposed Rules:	26 22891
1082 21691	573 21219	380 20977, 20982	48 CFR
Proposed Rules:	862 19625, 19627, 22627, 22848	39 CFR	Ch. 1 20220, 20224
1005 20568	864 19629	20 22012	1 20223
1022 20568	866 19631, 19634, 19636, 19638, 19641, 19644, 22629, 22632	111 20799, 21417, 22012	17 20223
1027 20569	876 22634	Proposed Rules:	25 20220
1081 20241	Proposed Rules:	111 18730	33 20223
1091 20401	101 19664	40 CFR	52 20223
1092 20406	106 22675	2 21225	49 CFR
13 CFR	117 22675	52 19423, 19424, 19426, 19428, 19650, 19652, 21228, 21232, 21236	Ch. XII 21688
Proposed Rules:	23 CFR	97 21423	356 22860
124 20134	230 22850	98 21225	386 22863
125 20134	490 20234, 22852	99 21225	Proposed Rules:
14 CFR	500 22854	180 20396, 21237, 22642	1 20956
23 21392	505 22856	271 22013, 22016	5 20956
25 18911, 22005	515 22854	705 20236	7 20956
39 18627, 18629, 18770, 18774, 18913, 19121, 19255, 19421, 20087, 20089, 20373, 20375, 20380, 21402, 21841, 21845, 21848, 21851, 21853, 21855, 22199, 22442, 22446, 22448, 22450, 22453, 22455, 22457, 22845	Proposed Rules:	Proposed Rules:	106 20956
71 18776, 18777, 18778, 20091, 20093, 20094, 20232, 20233, 20382, 20383, 20795, 21215, 21216, 21404, 21406, 21408, 21692, 22203, 22204, 22460	630 22870, 22872, 22874	Ch. I 20575	191 21434, 21715
95 21858	633 22876, 22878	52 19434, 19437, 19447, 19459, 19460, 20425, 21254, 22033, 22051, 22166	192 21434, 21715
97 19258, 19259, 22007, 22010	660 22881	147 21264	193 18949
1264 19261	924 22883	180 21878	195 21434, 21715
1271 19261	970 22883	257 20985	365 22892
Proposed Rules:	971 22885	271 22054, 22055	370 22892
39 18930, 19134, 19157, 19160, 19264, 19660, 19662, 20261, 20408, 20411, 20569, 20952, 21242, 21245, 21247, 21437, 21700, 21702, 21871, 22028, 22867	972 22887	751 22214	379 22892
47 18632	973 22889	41 CFR	383 22896, 22902
71 18826, 18932, 20136, 20138, 20264, 21249, 21874, 21876, 22031	24 CFR	102-74 19658	384 22902
73 19266	5 19262	301-10 21869	386 22892
141 19432, 22463	91 19262	301-70 21869	389 20956
300 20956	92 19262	42 CFR	390 22892, 22906
302 20956	570 19262	8 20393	391 22911
399 20956	574 19262	88 22211	392 22914, 22919
450 20414	576 19262	401 20801	393 22919, 22923, 22926, 22930, 22934, 22938, 22942, 22946, 22949
15 CFR	903 19262	405 20801	395 22953
705 18780	26 CFR	410 20801	396 22957, 22960
16 CFR	300 21410	411 20801	553 22966, 22969
1241 22204	Proposed Rules:	414 20801	571 22964, 22968, 22973, 22976, 22979, 22983, 22986, 22990, 22991, 22995, 22999, 23002, 23006, 23009
18 CFR	1 20977	417 22649	572 23009
401 21218	300 21439	422 22649	585 23018
	28 CFR	423 20801, 22649	599 23022
	2 21693	424 20801	601 20956
	50 18785	425 20801	50 CFR
	31 CFR	427 20801	17 22650
	1 20394	428 20801	217 20110
	Proposed Rules:	460 22649	219 21134
	1010 18934	491 20801	300 19126, 22023
	33 CFR	Proposed Rules:	622 19129, 20127, 20809
	100 18924, 18926, 19123, 19645, 20797, 21221, 22205, 22636, 22860	413 21715	635 19130, 21697
	117 20235, 21223, 21413, 21694	418 21715	648 18804, 20128
	165 19123, 19124, 19125,	433 20578	660 20810
		43 CFR	679 20239, 21699
		4 18927	Proposed Rules:
			17 21720, 22222
			32 20600
			71 20600

218.....	19858	648.....	20265

LIST OF PUBLIC LAWS

This is a continuing list of public bills from the current session of Congress which have become Federal laws. This list is also available online at <https://www.archives.gov/federal-register/laws/current.html>.

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H.J. Res. 60/P.L. 119–13
Providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the National Park Service relating to “Glen Canyon National Recreation Area: Motor Vehicles”. (May 23, 2025; 139 Stat. 63)

H.J. Res. 61/P.L. 119–14
Providing for congressional disapproval under chapter 8 of

title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to “National Emission Standards for Hazardous Air Pollutants: Rubber Tire Manufacturing”. (May 23, 2025; 139 Stat. 64)
Last List May 22, 2025

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