

all intercarrier compensation orders, tariffs, and agreements, and to prohibit intermediate carriers that fail to submit such certifications from carrying long-distance traffic. In addition, the proposal would prohibit other providers from handing off traffic to an intermediate provider that has failed to submit such certifications. Compliance with these reporting obligations may affect small entities, and may include new administrative processes.

56. In the FNPRM, the Commission also proposes to require rural ILECs to periodically report data for all long-distance calls terminating to their OCNs. Compliance with these reporting obligations may affect small entities, and may include new administrative processes.

57. We note parenthetically that, in the FNPRM, the Commission seeks comment on the benefits and burdens of these proposals.

#### *E. Steps Taken To Minimize the Significant Economic Impact on Small Entities, and Significant Alternatives Considered*

58. The RFA requires an agency to describe any significant, specifically small business, alternatives that it has considered in reaching its proposed approach, which may include the following four alternatives (among others): “(1) The establishment of differing compliance or reporting requirements or timetables that take into account the resources available to small entities; (2) the clarification, consolidation, or simplification of compliance and reporting requirements under the rules for such small entities; (3) the use of performance rather than design standards; and (4) an exemption from coverage of the rule, or any part thereof, for such small entities.”

59. The Commission is aware that some of the proposals under consideration will impact small entities by imposing costs and administrative burdens. For this reason, the FNPRM proposes a number of measures to minimize or eliminate the costs and burdens generated by compliance with the proposed rules.

60. First, with regard to the proposal that covered providers file a separate report that segregates autodialer traffic from other traffic, accompanied by an explanation of the method the provider used to identify the autodialer traffic, only those covered providers with more than 100,000 retail long-distance subscriber lines (business or residential) would be required to retain the basic information on call attempts and to periodically report the summary

analysis of that information to the Commission.

61. Second, the FNPRM seeks comment on the proposal that the recordkeeping, retention, and reporting requirements adopted in the Order be extended to intermediate providers, and on whether doing so would allow the Commission to reduce or eliminate the burden on covered providers.

62. Third, the FNPRM seeks comment on standards the Commission might use to adopt additional safe harbors in the future in order to reduce or eliminate any burdens associated with compliance with the recordkeeping, retention, and reporting obligations. The FNPRM proposes to adopt a safe harbor based on a provider's performance in completing long-distance calls to particular rural OCNs, measured against each rural OCNs local call answer rate.

63. Fourth, the FNPRM proposes to exempt smaller rural ILECs from the requirement that rural ILECs periodically report their local call answer rates to the Commission. Each of these proposals could reduce the economic impact on small entities.

64. The Commission expects to consider the economic impact on small entities, as identified in comments filed in response to the FNPRM, in reaching its final conclusions and taking action in this proceeding. The proposed recordkeeping, retention, and reporting requirements in the FNPRM could have an economic impact on both small and large entities. However, the Commission believes that any impact of such requirements is outweighed by the accompanying benefits to the public and to the operation and efficiency of the long distance industry.

#### *F. Federal Rules That May Duplicate, Overlap, or Conflict With the Proposed Rules*

65. None.

#### **VI. Ordering Clauses**

Accordingly, *it is ordered* that, pursuant to sections 1, 4(i), 201(b), 202(a), 218, 220(a), 251(a), and 403 of the Communications Act of 1934, as amended, 47 U.S.C. 151, 154(i), 201(b), 202(a), 218, 220(a), 251(a), and 403, the Further Notice of Proposed Rulemaking *is adopted*.

*It is further ordered* that, pursuant to sections 1.4(b)(1) and 1.103(a) of the Commission's rules, 47 CFR 1.4(b)(1), 1.103(a), the Further Notice of Proposed Rulemaking comments are due on or before January 16, 2014, and reply comments on or before February 18, 2014.

*It is further ordered* that the Commission *shall send* a copy of this

Further Notice of Proposed Rulemaking to Congress and to the Government Accountability Office pursuant to the Congressional Review Act, *see* 5 U.S.C. 801(a)(1)(A).

*It is further ordered* that the Commission's Consumer and Governmental Affairs Bureau, Reference Information Center, *shall send* a copy of this Further Notice of Proposed Rulemaking, including the Initial Final Regulatory Flexibility Analysis, to the Chief Counsel for Advocacy of the Small Business Administration.

Federal Communications Commission.

**Marlene H. Dortch,**

*Secretary.*

[FR Doc. 2013-29864 Filed 12-16-13; 8:45 am]

**BILLING CODE 6712-01-P**

## **DEPARTMENT OF TRANSPORTATION**

### **National Highway Traffic Safety Administration**

#### **49 CFR Parts 529 Through 578, Except Parts 571 and 575**

[Docket No. NHTSA-2013-0116]

#### **Federal Motor Vehicle Safety Standards; Small Business Impacts of Motor Vehicle Safety**

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

**ACTION:** Notice of regulatory review; Request for comments.

**SUMMARY:** NHTSA seeks comments on the economic impact of its regulations on small entities. As required by the Regulatory Flexibility Act, we are attempting to identify rules that may have a significant economic impact on a substantial number of small entities. We also request comments on ways to make these regulations easier to read and understand. The focus of this notice is rules that specifically relate to passenger cars, multipurpose passenger vehicles, trucks, buses, trailers, motorcycles, and motor vehicle equipment.

**DATES:** You should submit comments early enough to ensure that Docket Management receives them not later than February 18, 2014.

**ADDRESSES:** You may submit comments [identified by Docket Number NHTSA-2013-0116] by any of the following methods:

- *Internet:* To submit comments electronically, go to the U.S. Government regulations Web site at <http://www.regulations.gov>. Follow the

online instructions for submitting comments.

- *Mail:* Send comments to Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Hand Delivery:* If you plan to submit written comments by hand or courier, please do so at 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except federal holidays.

- *Fax:* Written comments may be faxed to 202-493-2251.

- You may call Docket Management at 1-800-647-5527.

*Instructions:* For detailed instructions on submitting comments and additional information see the Comments 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. Please see the Privacy Act heading in the

**SUPPLEMENTARY INFORMATION.**

**FOR FURTHER INFORMATION CONTACT:** Juanita Kavalauskas, Office of Regulatory Analysis and Evaluation, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590 (telephone 202-366-2584, fax 202-366-3189).

**SUPPLEMENTARY INFORMATION:**

**I. Section 610 of the Regulatory Flexibility Act**

*A. Background and Purpose*

Section 610 of the Regulatory Flexibility Act of 1980 (Pub. L. 96-354), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), requires agencies to conduct periodic reviews of final rules that have a significant economic impact on a substantial number of small business entities. The purpose of the reviews is to determine whether such rules should be continued without change, or should be amended or rescinded, consistent with the objectives of applicable statutes, to minimize any significant economic impact of the rules on a substantial number of such small entities.

*B. Review Schedule*

On November 24, 2008, NHTSA published in the **Federal Register** (73 FR 71401) a 10-year review plan for its existing regulations. The National Highway Traffic Safety Administration (NHTSA, “we”) has divided its rules into 10 groups by subject area. Each group will be reviewed once every 10 years, undergoing a two-stage process—an Analysis Year and a Review Year. For purposes of these reviews, a year will coincide with the fall-to-fall publication schedule of the Semiannual Regulatory Agenda, see <http://www.regulations.gov>. Year 1 (2008) begins in the fall of 2008 and ends in the fall of 2009; Year 2 (2009) begins in

the fall of 2009 and ends in the fall of 2010; and so on.

During the Analysis Year, we will request public comment on and analyze each of the rules in a given year’s group to determine whether any rule has a significant impact on a substantial number of small entities and, thus, requires review in accordance with section 610 of the Regulatory Flexibility Act. In each fall’s Regulatory Agenda, we will publish the results of the analyses we completed during the previous year. For rules that have subparts, or other discrete sections of rules that do have a significant impact on a substantial number of small entities, we will announce that we will be conducting a formal section 610 review during the following 12 months.

The section 610 review will determine whether a specific rule should be revised or revoked to lessen its impact on small entities. We will consider: (1) The continued need for the rule; (2) the nature of complaints or comments received from the public; (3) the complexity of the rule; (4) the extent to which the rule overlaps, duplicates, or conflicts with other federal rules or with state or local government rules; and (5) the length of time since the rule has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the rule. At the end of the Review Year, we will publish the results of our review. The following table shows the 10-year analysis and review schedule:

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION SECTION 610 REVIEWS

Year	Regulations to be reviewed	Analysis year	Review year
1	49 CFR 571.223 through 571.500, and parts 575 and 579	2008	2009
2	23 CFR parts 1200 and 1300	2009	2010
3	49 CFR parts 501 through 526 and 571.213	2010	2011
4	49 CFR 571.131, 571.217, 571.220, 571.221, and 571.222	2011	2012
5	49 CFR 571.101 through 571.110, and 571.135, 571.138 and 571.139	2012	2013
6	49 CFR parts 529 through 578, except parts 571 and 575	2013	2014
7	49 CFR 571.111 through 571.129 and parts 580 through 588	2014	2015
8	49 CFR 571.201 through 571.212	2015	2016
9	49 CFR 571.214 through 571.219, except 571.217	2016	2017
10	49 CFR parts 591 through 595 and new parts and subparts	2017	2018

*C. Regulations Under Analysis*

During Year 6, we will continue to conduct a preliminary assessment of the

following sections of 49 CFR parts 529 through 578, except parts 571 and 575:

Section	Title
529	Manufacturers of Multistage Automobiles.
531	Passenger Automobile Average Fuel Economy.
533	Light Truck Fuel Economy Standards.
534	Rights and Responsibilities of Manufacturers in the Context of Changes in Corporate Relationships.
535	Medium- and Heavy-Duty Vehicle Fuel Efficiency Program.
536	Transfer and Trading of Fuel Economy Credits.

Section	Title
537 .....	Automotive Fuel Economy Reports.
538 .....	Manufacturing Incentives for Alternative Fuel Vehicles.
541 .....	Federal Motor Vehicle Theft Prevention Standard.
542 .....	Procedures for Selecting Light Duty Truck Lines to be Covered by the Theft Prevention Standard.
543 .....	Exemption from Vehicle Theft Prevention Standard.
545 .....	Federal Motor Vehicle Theft Prevention Standard Phase-In and Small-Volume Line Reporting Requirements.
551 .....	Procedural Rules.
552 .....	Petitions for Rulemaking, Defect, and Noncompliance Orders.
553 .....	Rulemaking Procedures.
554 .....	Standards Enforcement and Defects Investigation.
555 .....	Temporary Exemption from Motor Vehicle Safety and Bumper Standards.
556 .....	Exemption for Inconsequential Defect or Noncompliance.
557 .....	Petitions for Hearings on Notification and Remedy of Defects.
563 .....	Event Data Recorders.
564 .....	Replaceable Light Source and Sealed Beam Headlamp Information.
565 .....	Vehicle Identification Number (VIN) Requirements.
566 .....	Manufacturer Identification.
567 .....	Certification.
568 .....	Vehicles Manufactured in Two or More Stages—All Incomplete, Intermediate and Final-Stage Manufacturers of Vehicles Manufactured in Two or More Stages.
569 .....	Regrooved Tires.
570 .....	Vehicle In Use Inspection Standards.
572 .....	Anthropomorphic Test Devices.
573 .....	Defect and Noncompliance Responsibility and Reports.
574 .....	Tire Identification and Recordkeeping.
576 .....	Record Retention.
577 .....	Defect and Noncompliance Notification.
578 .....	Civil and Criminal Penalties.

We are seeking comments on whether any requirements in 49 CFR parts 529 through 578, except parts 571 and 575 have a significant economic impact on a substantial number of small entities. “Small entities” include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations under 50,000. Business entities are generally defined as small businesses by Standard Industrial Classification (SIC) code, for the purposes of receiving Small Business Administration (SBA) assistance. Size standards established by SBA in 13 CFR 121.201 are expressed either in number of employees or annual receipts in millions of dollars, unless otherwise specified. The number of employees or annual receipts indicates the maximum allowed for a concern and its affiliates to be considered small. If your business or organization is a small entity and if any of the requirements in 49 CFR parts 529 through 578, except parts 571 and 575 have a significant economic impact on your business or organization, please submit a comment to explain how and to what degree these rules affect you, the extent of the economic impact on your business or organization, and why you believe the economic impact is significant.

If the agency determines that there is a significant economic impact on a substantial number of small entities, it

will ask for comment in a subsequent notice during the Review Year on how these impacts could be reduced without reducing safety.

## II. Plain Language

### A. Background and Purpose

Executive Order 12866 and the President’s memorandum of June 1, 1998, 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 is not 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 document.

### B. Review Schedule

In conjunction with our section 610 reviews, we will be performing plain language reviews over a ten-year period on a schedule consistent with the

section 610 review schedule. We will review 49 CFR parts 529 through 578, except parts 571 and 575 to determine if these regulations can be reorganized and/or rewritten to make them easier to read, understand, and use. We encourage interested persons to submit draft regulatory language that clearly and simply communicates regulatory requirements, and other recommendations, such as for putting information in tables that may make the regulations easier to use.

## Comments

*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 of 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.

Please submit one copy of your comments, including the attachments, to Docket Management at the address given above under **ADDRESSES**.

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 [http://www.whitehouse.gov/omb/fedreg\\_reproducible](http://www.whitehouse.gov/omb/fedreg_reproducible). DOT's guidelines may be accessed at <http://dmses.dot.gov/submit/DataQualityGuidelines.pdf>.

Privacy Act: 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 <http://www.regulations.gov>.

*How can I be sure that my comments were received?*

If you wish Docket Management 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, Docket Management will return the postcard by mail.

*How do I submit confidential business information?*

If you wish to submit any information under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential

business information, to the Chief Counsel, NHTSA, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. In addition, you should submit a copy, from which you have deleted the claimed confidential business information, to Docket Management at the address given above under **ADDRESSES**. When you send a comment containing information claimed to be confidential business information, you should include a cover letter setting forth the information specified in our confidential business information regulation. (49 CFR Part 512.)

*Will the agency consider late comments?*

We will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that Docket Management receives after that date.

*How can I read the comments submitted by other people?*

You may read the comments received by Docket Management 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, take the following steps:

- (1) Go to the Federal Docket Management System (FDMS) at <http://www.regulations.gov>.
- (2) FDMS provides two basic methods of searching to retrieve dockets and docket materials that are available in the

system: (a) "Quick Search" to search using a full-text search engine, or (b) "Advanced Search," which displays various indexed fields such as the docket name, docket identification number, phase of the action, initiating office, date of issuance, document title, document identification number, type of document, **Federal Register** reference, CFR citation, etc. Each data field in the advanced search may be searched independently or in combination with other fields, as desired. Each search yields a simultaneous display of all available information found in FDMS that is relevant to the requested subject or topic.

(3) You may download the comments. However, since the comments are imaged documents, instead of word processing documents, the "pdf" versions of the documents are word searchable.

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.

**Authority:** 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

Issued in Washington, DC, on December 10, 2013.

**Terry Shelton,**

*Associate Administrator for the National Center for Statistics and Analysis.*

[FR Doc. 2013-29744 Filed 12-16-13; 8:45 am]

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