

is aware that some of the proposals under consideration may impact small entities. Small entities are encouraged to bring to the Commission's attention any specific concerns they may have with the proposals outlined in the NPRM.

38. The Commission expects to consider the economic impact on small entities, as identified in comments filed in response to the NPRM, in reaching its final conclusions and taking action in this proceeding.

#### List of Subjects

##### 47 CFR Part 43

Communications common carriers, Reporting and recordkeeping requirements, Telephone.

##### 47 CFR Part 63

Communications common carriers, Reporting and recordkeeping requirements, Telephone.

#### Katura Jackson,

Federal Register Liaison Officer, Office of the Secretary.

#### Proposed Rules

For the reasons discussed in the preamble, the Federal Communications Commission proposes to amend 47 CFR parts 43 and 63 as follows:

### PART 43—REPORTS OF COMMUNICATION COMMON CARRIERS, PROVIDERS OF INTERNATIONAL SERVICES AND CERTAIN AFFILIATES

- 1. The authority citation for Part 43 is revised to read as follows:

**Authority:** 47 U.S.C. 154; Telecommunications Act of 1996; Pub. Law 104–104, sec. 402(b)(2)(B), (c), 110 Stat. 56 (1996) as amended unless otherwise noted. 47 U.S.C. 211, 219, 220, as amended; Cable Landing License Act of 1921, 47 U.S.C. 34–39.

#### § 43.62 [Removed and Reserved]

- 2. Section 43.62 is removed and reserved.  
 ■ 3. Add § 43.82 to read as follows:

#### § 43.82 Circuit Capacity Reports.

(a) Not later than March 31 of each year:

(1) *Satellite and Terrestrial Circuits.* Each facilities-based common carrier shall file a report showing its active common carrier circuits between the United States and any foreign point as of December 31 of the preceding calendar year in any terrestrial or satellite facility for the provision of service to an end user or resale carrier, which includes active circuits used by themselves or their affiliates. Each non-common carrier satellite licensee shall

file a report showing its active circuits between the United States and any foreign point as of December 31 of the preceding calendar year sold or leased to any customer, including themselves or their affiliates, other than a carrier authorized by the Commission to provide U.S. international common carrier services.

(2) *International Submarine Cable Capacity.* (i) The licensee(s) of a submarine cable between the United States and any foreign point shall file a report showing the capacity of the submarine cable as of December 31 of the preceding calendar year. The licensee(s) shall also file a report showing the planned capacity of the submarine cable (the intended capacity of the submarine cable two years from December 31 of the preceding calendar year). Only one cable landing licensee shall file the capacity data for each submarine cable. For cables with more than one licensee, the licensees shall determine which licensee will file the reports.

(ii) Each cable landing licensee and common carrier shall file a report showing its capacity on submarine cables between the United States and any foreign point as of December 31 of the preceding calendar year.

**Note to Paragraph (a):** United States is defined in Section 3 of the Communications Act of 1934, as amended, 47 U.S.C. 153.

(b) A Registration Form, containing information about the filer, such as address, phone number, email address, etc., shall be filed with each report. The Registration Form shall include a certification enabling the filer to check a box to indicate that the filer requests that its circuit capacity data be treated as confidential consistent with Section 0.459(b) of the Commission's rules.

(c) *Filing Manual.* Authority is delegated to the Chief, International Bureau to prepare instructions and reporting requirements for the filing of these reports prepared and published as a Filing Manual. The information required under this Section shall be furnished in conformance with the instructions and reporting requirements in the Filing Manual.

### PART 63—EXTENSION OF LINES, NEW LINES AND DISCONTINUANCE, REDUCTION, OUTAGE AND IMPAIRMENT OF SERVICE BY COMMON CARRIERS; AND GRANTS OF RECOGNIZED PRIVATE OPERATING AGENCY STATUS

- 4. The authority citation for part 63 continues to read as follows:

**Authority:** Sections 1, 4(i), 4(j), 10, 11, 201–205, 214, 218, 403 and 651 of the

Communications Act of 1934, as amended, 47 U.S.C. 151, 154(i), 154(j), 160, 201–205, 214, 218, 403, and 571, unless otherwise noted.

- 5. Amend § 63.10 by revising paragraph (c)(2) to read as follows:

#### § 63.10 Regulatory classification of U.S. international carriers.

\* \* \* \* \*

(c) \* \* \*

(2) File quarterly reports on traffic and revenue within 90 days from the end of each calendar quarter.

\* \* \* \* \*

- 6. Amend § 63.21 by removing and reserving paragraph (d) to read as follows:

#### § 63.21 Conditions applicable to all international Section 214 authorizations.

(d) Reserved.

- 7. Amend § 63.22 by revising paragraph (e) to read as follows:

#### § 63.22 Facilities-based international common carriers.

\* \* \* \* \*

(e) The carrier shall file annual international circuit capacity reports as required by § 43.82 of this chapter.

\* \* \* \* \*

[FR Doc. 2017–07547 Filed 4–14–17; 8:45 am]

BILLING CODE 6712–01–P

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### 49 CFR Parts 383, 391, 392, 395 and 396

[Docket No. FMCSA–2017–0114]

### Federal Motor Carrier Safety Regulations: Highly Automated Commercial Vehicles; Public Listening Session

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Announcement of public listening session.

**SUMMARY:** FMCSA announces that it will hold a public listening session on April 24, 2017, to solicit information on issues relating to the design, development, testing, and deployment of highly automated commercial vehicles (HACVs). The listening session will provide interested parties an opportunity to share their views and any data or analysis on this topic with Agency representatives. FMCSA will transcribe all comments and place the transcripts in the docket referenced above. FMCSA will webcast the entire proceeding.

**DATES:** The listening session will be held on Monday, April 24, 2017, from 9:30 a.m. to 12:00 p.m., e.t. Comments will be accepted from in-person participants as well as comments submitted via the Internet. If all interested participants have had an opportunity to comment, the session may conclude early.

**Public Comments:** Comments on this notice must be received on or before July 17, 2017.

**ADDRESSES:** The public listening session will be held as part of the Commercial Vehicle Safety Alliance Workshop at the Hyatt Regency Atlanta, 265 Peachtree Street NE., Atlanta, GA 30303, (404) 577-1234, in the Regency Ballroom. Participation in the listening session is free. FMCSA will post specific information on how to participate via the Internet on the FMCSA Web site at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) in advance of the session.

You may submit comments identified by Docket Number FMCSA-2017-0114 using any of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Mail:** Docket Management Facility, U.S. Department of Transportation, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

- **Hand Delivery or Courier:** West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays.

- **Fax:** 1-202-493-2251.

**FOR FURTHER INFORMATION CONTACT:** Ms. Shannon L. Watson, Senior Policy Advisor, (202) 366-2551, [Shannon.Watson@dot.gov](mailto:Shannon.Watson@dot.gov), Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

If you need sign language interpretation or any other accessibility accommodation, please contact Ms. Watson by April 19, 2017, to allow us to arrange for such services. FMCSA cannot guarantee that interpreter services requested on short notice will be provided.

#### **SUPPLEMENTARY INFORMATION:**

##### **Submitting Comments**

If you submit a comment, please include the docket number for this notice (FMCSA-2017-0114), indicate the specific section of this document to which each 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 mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, put the docket number, FMCSA-2017-0114, in the keyword box, and click "Search." When the new screen appears, click on the "Comment Now!" button and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

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. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

##### **Viewing Comments and Documents**

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>. Insert the docket number, FMCSA-2017-0114, in the keyword box, and click "Search." Next, click the "Open Docket Folder" button and choose the document to review. If you do not have access to the Internet, you may view the docket by visiting the Docket Management Facility in Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., e.t., Monday through Friday, except Federal holidays.

##### **Privacy Act**

The Department of Transportation (DOT) solicits comments from the public to better inform its decision-making processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

##### **I. Background**

Highly automated vehicles (HAVs) are those in which the vehicle can take full control of the driving tasks in at least some circumstances. HAVs hold enormous potential benefits for safety, mobility, and sustainability.

In January 2014, SAE International (SAE) published Standard J3016,

"Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems" in order to simplify communication and facilitate collaboration within technical and policy domains for automated driving. The Standard defines more than a dozen key terms, and provides full descriptions and examples for each of six levels of driving automation. The SAE definitions divide vehicles into levels based on "who does what, when." Generally:

- At SAE Level 0, the human driver does everything.

- At SAE Level 1, an automated system on the vehicle can *sometimes assist* the human driver conduct *some parts* of the driving task.

- At SAE Level 2, an automated system on the vehicle can *actually conduct* some parts of the driving task, while the human continues to monitor the driving environment and performs the rest of the driving task.

- At SAE Level 3, an automated system can both actually conduct some parts of the driving task and monitor the driving environment *in some instances*, but the human driver must be ready to take back control when the automated system requests.

- At SAE Level 4, an automated system can conduct the driving task and monitor the driving environment, and the human need not take back control, but the automated system can operate only in certain environments and under certain conditions.

- At SAE Level 5, the automated system can perform all driving tasks, under all conditions that a human driver could perform them.

Using the SAE levels described above, there is a distinction between Levels 0-2 and 3-5 based on whether the human operator or the automated system is primarily responsible for monitoring the driving environment. The term "highly automated vehicle" represents SAE Levels 3-5 vehicles, with automated systems that are responsible for monitoring the driving environment.

Public discussions regarding HACVs have become much more prominent in recent months as developers continue efforts to demonstrate and test the viability of advanced driver assistance systems on large commercial vehicles. FMCSA encourages the development of these advanced safety technologies for use on commercial vehicles, and at the same time, recognizes the need to ensure that testing and operation of these advanced safety systems is conducted in a manner that ensures the highest level of safety for everyone involved—and most importantly, for the motoring public.

Sections 390.17 and 393.3 of the Federal Motor Carrier Safety Regulations (49 CFR parts 350–399) permit the use of additional equipment and accessories on CMVs beyond those which are minimally required by the regulations, provided that such equipment and accessories do not decrease the safety of operation of the CMVs on which they are used. While advanced driver assistance systems such as automatic emergency braking, lane departure warning, forward collision warning, and others are not currently required to be used on CMVs, the use of such systems is permitted provided they do not impair the effectiveness of the required safety systems.

## II. Meeting Participation and Information the Agency Seeks From the Public

The listening session is open to the public. Speakers should try to limit their remarks to 3–5 minutes, and no preregistration is required. Attendees may submit material to FMCSA staff at the session to include in the public docket referenced in this notice. Those participating in the webcast will have the opportunity to submit comments online that will be read aloud at the session with comments made in the meeting room. FMCSA will docket the transcript of the webcast, a separate transcription of the listening session prepared by an official court reporter, and all other materials submitted to Agency personnel.

In anticipation of the continued development of HACVs, FMCSA seeks information on issues that need to be addressed to ensure that the Federal safety regulations provide appropriate standards for the safe operation of HACVs from design and development through testing and deployment. Specifically, FMCSA welcomes comments and information on the application of the following regulatory provisions in title 49 CFR to HACVs: Part 383 (Commercial Driver's Licenses); part 391 (Qualifications of Drivers); sections 392.80 and 392.82 (use of electronic devices); part 395 (Hours of Service of Drivers); and part 396 (Inspection, Repair, and Maintenance).

The FMCSA also requests public comments on how enforcement officials could identify CMVs capable of various levels of automated operation and the types of HACV equipment that can be effectively inspected at roadside. The Agency welcomes the opportunity to work with all interested parties to identify actions that may be necessary to address regulatory barriers while ensuring the safe operation of HACVs.

Issued on: April 12, 2017.

**Daphne Y. Jefferson,**

*Deputy Administrator.*

[FR Doc. 2017–07723 Filed 4–14–17; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### 49 CFR Chapter VI

[Docket No. FTA–2013–0030]

RIN 2132–AB20

#### **The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management**

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Advance notice of proposed rulemaking; withdrawal.

**SUMMARY:** This action withdraws an FTA advance notice of proposed rulemaking (ANPRM), The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management. FTA has issued separate notices of proposed rulemakings for the several rules included in the ANPRM, under different RIN numbers. Accordingly, FTA is not using RIN 2132–AB20 for any of the notices of proposed rulemakings and therefore the ANPRM is withdrawn.

**DATES:** *Effective Date:* The advance notice of proposed rulemaking published on October 3, 2013 (78 FR

61251) is withdrawn as of April 17, 2017.

#### **FOR FURTHER INFORMATION CONTACT:**

Chaya Koffman, Assistant Chief Counsel, Legislation and Regulations Division, Office of Chief Counsel, phone: (202) 366–3101, fax: (202) 366–3809, or email: *Chaya.Koffman@dot.gov*.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP–21), Public Law 112–141. MAP–21 made a number of fundamental changes to the statutes that authorize the Federal transit programs at 49 U.S.C. Chapter 53. Under discussion in the October 3, 2013 ANPRM were several provisions within the Public Transportation Safety Program (National Safety Program) authorized at 49 U.S.C. 5329 and the transit asset management requirements (National TAM System) authorized at 49 U.S.C. 5326.

FTA has published several notices of proposed rulemakings (NPRMs) and final rules for the Public Transportation Safety Program: Public Transportation Agency Safety Plan NPRM (RIN 2132–AB23); Public Transportation Safety Certification Training Program NPRM (RIN 2132–AB25); State Safety Oversight final rule (RIN 2132–AB19); Public Transportation Safety Program final rule (RIN 2132–AB22); and a proposed National Safety Plan (RIN 2132–ZA04). Further, FTA published a final rule for Transit Asset Management (RIN 2132–AB07). Each of these rulemakings has been assigned a distinct RIN, and RIN 2132–AB20 is not being used for any of the rules.

##### **The Withdrawal**

■ In consideration of the foregoing, the ANPRM for FTA Docket No. FTA–2013–0030, as published in the **Federal Register** on October 3, 2013 (78 FR 61251), is hereby withdrawn.

**Matthew Welbes,**

*Executive Director.*

[FR Doc. 2017–07673 Filed 4–14–17; 8:45 am]

**BILLING CODE 4910–57–P**