

workers that engage directly with the public.

FTA Response: FTA appreciates this comment and recognizes that station agents can be victims of assault due to their customer-facing role. Under FTA's proposal, data about assaults on station agents would be collected through the assaults on "other transit workers" field. Requiring transit agencies to report separate data for station agents, as opposed to "operator" and "other worker," would place an unnecessary burden on transit agencies in data collection; unlike operators, there may not be a roster of station agents updated regularly enough to accommodate monthly safety reporting. Therefore, FTA is not changing this data dimension at this time.

Comment: One comment requested that FTA require transit agencies to maintain anonymous reporting procedures for their workforce to help prevent the underreporting of non-major transit worker assaults. The commenter noted that without an anonymous reporting mechanism, transit workers may fail to report non-major assaults due to fear of retaliation. The commenter further expressed that the Public Transportation Agency Safety Plan (PTASP) Safety Committees and risk reduction programs required by the Bipartisan Infrastructure Law would be able to function only if NTD data about assaults on transit workers is usable and complete.

FTA Response: Pursuant to the PTASP regulation (49 CFR part 673), applicable transit agencies must establish a process that allows employees to report safety conditions to senior management and protections for employees who make such reports. Transit agencies may establish employee safety reporting procedures and mechanisms to facilitate anonymous reporting of safety concerns; however, the PTASP regulation does not require anonymous reporting processes. Any potential changes to PTASP employee reporting program requirements would occur through regulatory action distinct from the NTD reporting requirement updates addressed in this Notice.

FTA acknowledges that underreporting can be a challenge for data collection, especially for new data collection efforts. FTA notes that nothing in FTA's proposal prohibits transit agencies from creating anonymous safety-related reporting mechanisms. As such, FTA declines to require that transit agencies establish anonymous reporting processes.

After consideration of comments received, FTA will adopt the assault on

a transit worker reporting requirements as proposed, with two changes: (a) FTA will provide clarifications in certain data fields to ensure consistent data collection and curation; and (b) FTA will add an optional open text field on the S&S-50 and S&S-60 forms that will allow agencies to report additional details associated with their summaries of transit worker assaults. The S&S-60 reporting requirements will take effect beginning in NTD Report Year 2023, which corresponds to an agency's fiscal year, while all changes to the S&S-40 and S&S-50 will take effect in Calendar Year 2023.

C. Fatalities That Result From an Impact With a Bus

Comments: FTA received two comments on the collection of bus fatality data. One of the two commenters supported the requirements as proposed. The other commenter requested that FTA require reporting of additional bus fatality data from Reduced, Rural, Tribal, and Capital Asset-only reporters, noting that Full Reporters are required to report detailed information about such events to the NTD, but other reporters are not. The commenter asked FTA to collect additional data on bus collision fatalities, including what part of the bus was impacted, the location of the collision, and the time and weather during the event.

FTA Response: FTA believes that the collection of data on the new S&S-60 form is sufficiently detailed as proposed and that requiring only summary data from Reduced, Rural, Tribal, and Capital Asset-only reporters is an appropriate mitigation of reporting burden. The summary S&S-60 form collects collisions with pedestrians, collisions with vehicles, collisions with other (e.g., animals), injuries, and other major events separately. FTA will reevaluate the collection of summary data in the future and, depending on trends, may at a later date propose that some of these reporter types complete S&S-40 event report forms.

Regarding collecting additional details on bus collision fatalities, FTA does not collect data on the physical part of the bus involved in a bus fatality directly (e.g., the bumper). However, FTA does collect data that can be used to infer certain parts involved.

Specifically, the S&S-40 event report form captures the vehicle "action" and the time of collision, which often corresponds to the part of the vehicle involved. For example, if a vehicle was going straight and collided with a pedestrian, that would typically involve the bumper. Collecting additional data

about the part of the vehicle would add to the S&S-40 burden, which is already considerable as it is one of the longest NTD forms. FTA declines to make any other updates to the S&S-60 form.

After consideration of comments received, FTA will adopt the reporting requirements regarding fatalities that result from an impact with a bus as proposed. The S&S-60 reporting requirements will take effect beginning in NTD Report Year 2023, which corresponds to an agency's fiscal year.

Nuria I. Fernandez,
Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2022-0016]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Consumer Complaint Information

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

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

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) summarized below is being forwarded to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on April 7, 2022. One comment was received.

DATES: Comments must be submitted on or before March 27, 2023.

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

FOR FURTHER INFORMATION CONTACT: For additional information or access to

background documents, contact Randy Reid, Office of Defects Investigation (NEF-100), 212-366-2315, National Highway Traffic Safety Administration, W48-335, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, email: randy.reid@dot.gov. Please identify the relevant collection of information by referring to its OMB Control Number (2127-0008).

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

Title: Consumer Complaint Information.

OMB Control Number: 2127-0008.

Form Number: O.M.B No. 2127-0008.

Type of Request: Reinstatement of a previously approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information:

Chapter 301 of title 49 of the United States Code authorizes the Secretary of Transportation (NHTSA by delegation) to require manufacturers of motor vehicles and motor vehicle equipment to conduct owner notification and remedy, *i.e.*, a recall campaign, when it has been determined that a safety defect exists in the performance, construction, components, or materials in motor vehicles and motor vehicle equipment. Pursuant to title 49 of the United States Code of Federal Regulations (CFR) parts 573 and 577, manufacturers are required to notify NHTSA, as well as motor vehicle and motor vehicle equipment owners, dealers, and distributors, that a determination has been made to remedy a defect through the issuance of a safety recall. Manufacturers often initiate safety recalls voluntarily, while other recalls are influenced by NHTSA investigations or ordered by NHTSA via a court ruling. A manufacturer of each such motor vehicle or item of replacement equipment presented for remedy pursuant to such notification is required to remedy the safety defect at no charge to the owner. The manufacturer shall cause the vehicle to be remedied by any of the following

means: (1) by repairing such vehicle or equipment; (2) by replacing such motor vehicle or equipment with an identical or similar product; or (3) by refunding the purchase price less depreciation.

In order to help NHTSA identify safety-related defects, the agency solicits information from vehicle owners. This information is used to identify and evaluate possible safety-related defects and provide the necessary evidence of the existence of such a defect. NHTSA also uses the information to monitor the adequacy of a manufacturer's recall efforts. Consumers of motor vehicles or motor vehicle equipment voluntarily submit complaints through NHTSA's Vehicle Safety Hotline, NHTSA's website (www.nhtsa.gov), or through correspondence.

Description of the Need for the Information and Proposed Use of the Information:

NHTSA uses input from consumers to help identify potential safety-related defects that could lead to a safety recall or recall inadequacies. The complaints disclose consumers' allegations of a safety defect that they experienced with their vehicle or vehicle equipment, including defects that resulted in injuries, crashes, property damage, or death. All complaints are converted to a Vehicle Owner Questionnaire (VOQ) format and reviewed by NHTSA investigation/engineer staff. A NHTSA investigator may respond to a consumer submitting a complaint if more information is required. NHTSA staff review complaints/VOQs and determines whether further action by the agency is warranted. The agency has used this information to develop technical foundations of evidence with which to prove to manufacturers and a court that safety-related defects exist which require remedy. The information collection provides valuable information that helps NHTSA identify unreasonable safety risks in specific makes, models, and model years of vehicles and equipment and helps the agency determine when to open an investigation or initiate a recall. In this way, the information collection helps to reduce the number of crashes, fires, injuries, and fatalities that occur on our Nation's highways.

60-Day Notice:

On April 7, 2022, NHTSA published a 60-day notice requesting comment on NHTSA's intention to submit this ICR to OMB for approval (87 FR 20504). NHTSA received 1 comment, from the National Association of Mutual Insurance Companies (NAMIC). In its comment, NAMIC stated that it fully supports NHTSA's proposed collection of information as necessary and

appropriate and states that it believes the information surveyed will have significant practical utility. NAMIC also stated that NHTSA's estimate of the burden and the quality, utility, and clarity of the information to be collected seem appropriate. NAMIC's comment also suggested that NHTSA consider regulations or recommendations to manufacturers that will ensure that the vehicle owner/policyholder can access and control vehicle data. NAMIC also provided a list of data elements for consideration in a regulation or recommendation.

We appreciate the comments and recommendations from NAMIC. However, the recommendations and suggestions regarding data availability are beyond the scope of the current information collection request. NHTSA will consider enhanced data collection and retrieval capabilities for vehicle owners and policy holders in future actions.

Affected Public: Consumers of motor vehicles and motor vehicle equipment.

Estimated Number of Respondents: 55,433.

There is an average of 58,350 complaints submitted per year (average of 160 complaints submitted each day). Some individuals submit multiple complaints to NHTSA. To estimate the total of unique respondents per year, NHTSA estimates that the number of unique respondents is 95 percent of the total number of complaints. Therefore, NHTSA estimates that there will be approximately 55,433 respondents each year ($58,250 \times .95$).

Frequency: On-occasion.

The submission of complaints is triggered by the occurrence of a problem with a consumer's vehicle.

Number of Responses: 58,350.

Estimated Total Annual Burden Hours: 9,725 hours.

Respondents have averaged 58,350 consumer complaints per year to NHTSA between January 2018 and December 2020. NHTSA anticipates that a respondent can complete a VOQ in approximately 10 minutes. The consumer is asked to provide his/her name, complete mailing address, product information, failed component information, and incident information, copies of supporting documentation, and his/her signature. NHTSA estimates the total annual burden respondents to be 9,725 hours ($58,350 \text{ respondents} \times 10 \text{ minutes per VOQ} = 9,725 \text{ annual hourly burden}$). To calculate the opportunity cost to respondents associated with the collection, NHTSA used the national average hourly earnings of all employees on private nonfarm payrolls which the Bureau of Labor Statistics

lists at \$30.44.¹ Therefore, opportunity cost associated with annual burden hours associated with respondents

submitting complaints is estimated to be \$296,029 (9,725 hours × \$30.44 per hour burden). = \$296,029 annual opportunity cost

TABLE 1—ANNUAL HOUR BURDEN ESTIMATES

Annual number of respondents/responses	Estimated time per response (minutes)	Average hourly opportunity cost	Opportunity cost per submission	Total annual burden hours	Total annual opportunity costs
58,350	10	\$30.44	\$5.07	9,725	\$296,029

Estimated Total Annual Burden Cost: \$0.

Participation in this collection is voluntary, and there are no costs to respondents beyond the time spent submitting a complaint.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department’s estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. The agency will summarize and/or include your comments in the request for OMB’s clearance of this information collection.

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

Stephen Ridella,

Director, Office of Defects Investigation, NHTSA.

[FR Doc. 2023–03708 Filed 2–22–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2019–0224; Notice No. 2023–01]

Hazardous Materials: Notice of Public Meetings in 2023 for International Standards on the Transport of Dangerous Goods

AGENCY: Pipeline and Hazardous Materials Safety Administration

(PHMSA), Office of Hazardous Materials Safety, Department of Transportation (DOT).

ACTION: Notice of 2023 public meetings.

SUMMARY: This notice announces that PHMSA’s Office of Hazardous Materials Safety will host four public meetings during 2023 in advance of certain international meetings. For each of these meetings, PHMSA will solicit public input on current proposals.

DATES: Each public meeting will take place approximately two weeks preceding the international meeting.

- The first meeting will be held in preparation of the International Civil Aviation Organization’s (ICAO) Dangerous Goods Panel (DGP) Working Group 23 (WG/23) scheduled for May 15–19, 2023, in Rio de Janeiro, Brazil.
- The second meeting will be held in preparation of the 62nd session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE TDG) scheduled for July 3–July 7, 2023, in Geneva, Switzerland.
- The third meeting will be held in preparation of the 29th session of the ICAO DGP (DGP/29) scheduled for November 13–17, 2023, in Montreal, Canada.
- The fourth meeting will be held in preparation of the 63rd session of the UNSCOE TDG scheduled for November 27–December 6, 2023, in Geneva, Switzerland.

ADDRESSES: DOT Headquarters, West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. A remote participation option will also be available. Specific information for each meeting will be posted when available on the PHMSA website at www.phmsa.dot.gov/international-program/international-program-overview under “Upcoming Events.” This information will include the public meeting date, time, remote access login, conference dial-in number, and details for advanced registration.

¹ See Table B–3. Average hourly and weekly payrolls, June 2021, available at <https://www.bls.gov/news.release/empst.t19.htm> (accessed September 16, 2021).

FOR FURTHER INFORMATION CONTACT: Steven Webb or Aaron Wiener, PHMSA, U.S. Department of Transportation, by phone at 202–366–8553.

SUPPLEMENTARY INFORMATION: The purpose of PHMSA’s public meetings held in advance of certain international meetings is to allow the public to give input on the current proposals being considered by the international standards setting bodies.

The 62nd and 63rd sessions of the UNSCOE TDG will represent the first round of meetings scheduled for the 2023–2024 biennium. The UNSCOE TDG will consider proposals for the 24th Revised Edition of the *United Nations Recommendations on the Transport of Dangerous Goods: Model Regulations* (Model Regulations), which may be implemented into relevant domestic, regional, and international regulations starting January 1, 2027. Copies of working documents, informal documents, the agenda, and the post-meeting final report may be obtained from the United Nations Transport Division’s website at www.unece.org/trans/danger/danger.html.

The ICAO DGP–WG/23 and DGP/29 meetings will represent the second and final round of meetings of the 2022–2023 biennium. The ICAO DGP will consider proposals for the 2024–2025 edition of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284). Copies of working papers, information papers, the agenda, and the post-meeting final report may be obtained from the ICAO DGP website at www.icao.int/safety/DangerousGoods/Pages/DGPM Meetings.aspx.

Signed in Washington, DC, on February 17, 2023.

William S. Schoonover,

Associate Administrator for Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration.

[FR Doc. 2023–03726 Filed 2–22–23; 8:45 am]

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www.bls.gov/news.release/empst.t19.htm (accessed September 16, 2021).