of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). The decision of the Agency must be published in the **Federal Register** (49 CFR 381.315(b)) with the reasons for denying or granting the application and, if granted, the name of the person or class of persons receiving the exemption, and the regulatory provision from which the exemption is granted. The notice must also specify the effective period and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

III. Applicant's Request

John Olier requests a permanent exemption from 49 CFR 395.3(a)(1)—the requirement for 10 consecutive hours off duty; section 395.3(a)(2)—the 14 hour ''driving window;'' section 395.3(a)(3)—the 11-hour driving time limit; section 395.3(a)(3)(ii)—the 30-minute break requirement; and section 395.3(b)(2)—the 70-hours-in-8-day limit.

A copy of Mr. Olier's application for exemption is included in the docket for this notice.

IV. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on John Olier's application for an exemption from provisions in the Federal HOS regulations in 49 CFR part 395. All comments received before the close of business on the comment closing date indicated at the beginning of this notice will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2023–04384 Filed 3–2–23; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2022–0170]

Agency Information Collection Activities; Renewal of an Approved Information Collection: Training Certification for Drivers of Longer Combination Vehicles

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. FMCSA requests approval to renew an ICR titled, ''Training Certification for Drivers of Longer Combination Vehicles'' OMB Control No. 2126–0026. This ICR relates to Agency requirements for drivers to be certified to operate longer combination vehicles (LCVs), and associated recordkeeping requirements that motor carriers must satisfy before permitting their drivers to operate LCVs. Motor carriers, upon inquiry by authorized Federal, State, or local officials, must produce an LCV Driver-Training Certificate for each of their LCV drivers.

DATES: Comments on this notice must be received on or before April 3, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection (IC) should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this IC by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: Ms. Pearlie Robinson, FMCSA Driver and Carrier Operations Division, DOT, FMCSA, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 366–4225, *pearlie.robinson@dot.gov.*

SUPPLEMENTARY INFORMATION:

Title: Training Certification for Drivers of Longer Combination Vehicles (LCVs).

OMB Control Number: 2126–0026.

Type of Request: Renewal of an information collection request.

Respondents: LCV training providers who train new LCV drivers; drivers who complete LCV training each year; current LCV drivers who submit their LCV Driver-Training Certificate to prospective employers; and employers (motor carriers) receiving and maintaining copies of the LCV Driver-Training Certificates of their drivers.

Estimated Number of Respondents: 52,082, consisting of 240 LCV training providers, 240 newly-certified LCV drivers seeking employment, 25,681 currently certified LCV drivers seeking employment, and 25,921 motor carriers employing LCV drivers.

Estimated Time per Response: 10 minutes for training providers to prepare LCV Driver-Training Certificates for drivers who successfully complete the LCV training; 5 minutes for newly-certified drivers, as well as 5 minutes for currently-certified drivers, to provide LCV Training Certification documents to motor carriers; and 5 minutes for motor carriers to retain the LCV training certifications.

Expiration Date: June 30, 2023.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 4,360 hours. The total number of drivers who will be subjected to these requirements each year is 25,921, which consists of 240 newly-certified LCV drivers seeking employment and 25,681 currently-certified LCV drivers obtaining new employment. Also, there are 240 LCV training providers who will be required to prepare the training certificates for newly-certified drivers. Additionally, there are 25,921 (240 + 25,681) motor carriers who will hire the drivers. The total annual information collection burden is approximately 4,360 hours = 40 hours for preparation of LCV Driver-Training Certificates [240 training providers prepare certificates for drivers successfully completing training × 10 minutes/60 minutes/hour] + 20 hours for newly-certified LCV drivers seeking employment to provide certification documents to motor carriers [240 drivers × 5 minutes/60 minutes/hour] + 2,140 hours for currently-certified LCV drivers seeking employment to provide certification documents to motor carriers [25,681 drivers × 5 minutes/60 minutes/hour] + 2,160 hours for the 25,921 motor carriers receiving and filing certificates from the hiring of 240 newly-certified LCV drivers and the hiring of 25,681 currently-certified LCV drivers [25,921 × 5 minutes/60 minutes/hour].

Background

An LCV is any combination of a truck-tractor and two or more semi-trailers or trailers that operates on the National System of Interstate and Defense Highways (according to 23 CFR 470.107) and has a gross vehicle weight greater

than 80,000 pounds (49 CFR 380.105(b)) (see 69 FR 16733, March 30, 2004). To enhance the safety of LCV operations on our Nation's highways, section 4007(b) of the Motor Carrier Act of 1991 directed the Secretary of Transportation to establish Federal minimum training requirements for drivers of LCVs (Title IV of the Intermodal Surface Transportation Efficiency Act of 1991, Pub. L. 102–240, 105 Stat. 1914, 2152). The Secretary of Transportation delegated responsibility for establishing these requirements to FMCSA (49 CFR 1.87), and on March 30, 2004, FMCSA established the current training requirements for operators of LCVs (69 FR 16722), codified at 49 CFR part 380. The LCV Driver Training Program in 49 CFR 380.201 described in Appendix F to part 380 lists topics of instruction required for drivers of LCVs to complete during training before they can obtain an LCV Driver-Training Certificate. Drivers receive an LCV Driver-Training Certificate that is substantially in accordance with the form in 49 CFR 380.401(a) upon successful completion of these training requirements. Section 380.401(b) requires drivers to provide a copy of the LCV Driver-Training Certificate to his/her employer to be filed in the Driver Qualification file. Section 380.113 bars motor carriers from permitting their drivers to operate an LCV if the drivers have not been properly trained in accordance with the requirements of 49 CFR 380.203 or 380.205. Motor carriers employing an LCV driver must verify the driver's qualifications to operate an LCV and must maintain a copy of the LCV Driver-Training Certificate and present it to authorized Federal, State, or local officials upon request.

Renewal of This IC

The current burden hour estimate associated with this IC, approved by OMB on June 26, 2020, is 4,244 hours. The expiration date of the current ICR is June 30, 2023. Through this ICR renewal, the Agency requests an increase in the burden hours from 4,244 hours to 4,360 hours. The increase is the result of the increase in estimated driver population as well as the increase in expected industry growth rate for drivers from 2020 to 2030.

On October 11, 2022, FMCSA published a **Federal Register** notice allowing for a 60-day comment period on this ICR (87 FR 61428). The comment period closed on December 12, 2022. There were no comments submitted in response to that notice.

Public Comments Invited: You are asked to comment on any aspect of this IC, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for the FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the information collected. The agency will summarize or include your comments in the request for OMB's clearance of this ICR.

Issued under the authority of 49 CFR 1.87.

Thomas P. Keane,

Associate Administrator, Office of Research and Registration.

[FR Doc. 2023–04382 Filed 3–2–23; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2023–01; Evaluation of Policies and Procedures Related to the Use and Maintenance of Hot Bearing Wayside Detectors

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory.

SUMMARY: Preliminary investigation of recent train derailments indicates the cause of, or contributing factor to, the incidents was a mechanical failure, specifically burnt journal bearings. Accordingly, FRA is issuing this Safety Advisory to make recommendations to enhance the mechanical reliability of rolling stock and the safety of railroad operations. This Safety Advisory recommends that railroads: evaluate the thresholds for inspections based on hot bearing detector (HBD) data; consider the use of real-time trend analyses of HBD data as a criterion for inspection; ensure the proper training and qualification of personnel responsible for the calibration, inspection, and maintenance of HBDs; ensure proper inspection of rolling stock with HBD alerts; and improve the safety culture of their organization, particularly as it pertains to operational decisions based on HBD data.

FOR FURTHER INFORMATION CONTACT: Karl Alexy, Associate Administrator for Railroad Safety and Chief Safety Officer, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE, Washington, DC 20590, (202)–493–6282.

Disclaimer: This Safety Advisory is considered guidance pursuant to DOT Order 2100.6A (June 7, 2021). Except when referencing laws, regulations, policies, or orders, the information in this Safety Advisory does not have the force and effect of law and is not meant to bind the public in any way. This document does not revise or replace any previously issued guidance.

SUPPLEMENTARY INFORMATION:

Background

Federal rail safety and hazardous materials transportation regulations (HMR) set minimum safety standards for the rail transportation of hazardous materials.[1] Among other things, those regulations include packaging, hazard communication, and operational requirements applicable to the rail transportation of all materials designated as hazardous materials. The HMR additionally include provisions specifically applicable to trains transporting large quantities of certain hazardous materials known as ''high-hazard flammable trains'' (HHFTs) and ''high-hazard flammable unit trains'' (HHFUTs).[2] These additional regulations applicable to HHFTs and HHFUTs include certain safety and security planning requirements, operational restrictions, and requirements related to ensuring State and local governments are notified of the types and quantities of hazardous materials transported through their jurisdictions.[3]

Although compliance with all applicable Federal regulations is a critical part of ensuring the safety of rail transportation of hazardous materials, the use of certain technologies (*e.g.,* wayside detectors), as FRA has previously acknowledged, has enabled railroads to develop new methods and processes for identifying defects in rail equipment and infrastructure as compared to those methods contemplated under applicable Federal regulations. For example, railroads have installed wayside detectors to assess the health of rail equipment and infrastructure to enable the early identification of mechanical or other defects.

Recognizing the value of wayside detection systems, if they are appropriately installed, maintained, and utilized, in 2015, FRA issued Safety Advisory 2015–01 addressing the use of wheel impact load detectors (WILDs) as

[1] 49 CFR parts 200 through 299 and 49 CFR parts 171 through 185.

[2] An HHFT is ''a single train transporting 20 or more loaded tank cars of a Class 3 flammable liquid in a continuous block or a single train carrying 35 or more loaded tank cars of a Class 3 flammable liquid throughout the train consist.'' An HHFUT is ''a single train transporting 70 or more loaded tank cars containing Class 3 flammable liquid.'' 49 CFR 171.8.

[3] *See* 49 CFR part 172, subpart I.