

offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant tires and vehicles under their control after VRC and Honda notified them that the subject noncompliance existed.

(Authority: 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8)

Otto G. Matheke III,

Director, Office of Vehicle Safety Compliance.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2022–0080]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Child Passenger Safety Perceptions and Practices in Ridesharing and Autonomous Vehicles

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

ACTION: Notice and request for comments on a request for approval of a new information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) abstracted below will be submitted 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. This ICR is for a new collection of information for which NHTSA intends to seek OMB approval on Child Passenger Safety Perceptions and Practices in Ridesharing and Autonomous Vehicles. A **Federal Register** notice with a 60-day comment period soliciting comments on the following information collection was published on October 17, 2022. NHTSA received two sets of comments from three organizations, which we address below.

DATES: Comments must be submitted on or before January 26, 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 Kathy Sifrit, Ph.D., Office of Behavioral Safety Research (NPD–320), (202) 366–9982, National Highway Traffic Safety Administration, W46–472, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

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: Child Passenger Safety Perceptions and Practices in Ridesharing and Autonomous Vehicles.

OMB Control Number: New.

Form Numbers: NHTSA Forms 1687, 1688, 1689, and 1690.

Type of Request: Approval of a new information collection.

Type of Review Requested: Regular.

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

Summary of the Collection of Information: The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation is seeking approval for a one-time voluntary information collection from 24 caregivers of children 8 years old or younger and 12 licensed drivers of rideshare vehicles. The purpose of the collection is to describe child passenger safety (CPS) attitudes and behaviors from caregivers and rideshare drivers. A NHTSA contractor expects to provide screening questionnaires to 200 potential participants to determine their eligibility for the focus group study and to collect contact information for scheduling with a potential burden of 15 minutes per respondent or 50 hours. From the 200 potential participants, the contractor will contact and enroll up to 36 participants in the study. Six 90-minute focus groups will be conducted, each with six participants. Including the five minutes for participants to complete informed consent, the burden per focus group participant is 95 minutes or 57 hours. The total expected burden for screening, scheduling, and

participating in the focus groups is 107 hours. A trained moderator will conduct separate virtual focus groups for caregivers/parents of at least one child 8 years old or younger who frequently use rideshare vehicles to transport children (two groups) and those who infrequently transport children in rideshare vehicles (two groups) as well as for rideshare drivers who frequently have child passengers 8 years old or younger (one group) and those who infrequently have child passengers (one group). The contractor will collect participants’ attitudes and self-reported behaviors from the focus groups. NHTSA’s contractor received Institutional Review Board (IRB) approval to conduct the focus groups. NHTSA will use the information to produce a technical report containing descriptive and qualitative assessments of caregivers/parents’ and rideshare drivers’ attitudes and behaviors related to CPS in rideshare vehicles. NHTSA will make the technical report available to a variety of audiences interested in improving highway safety through the agency website and the National Transportation Library. This collection will inform the development of behavioral safety countermeasures, particularly in the areas of communications and training related to CPS in rideshare vehicles and potentially future vehicles with Automated Driving Systems.

Description of the Need for the Information and Proposed Use of the Information: NHTSA has estimated that using a car seat reduces the risk of fatal injury for infants (under 1 year old) by 71 percent for passenger cars and by 58 percent for light trucks such as pickups, SUVs, and minivans. For toddlers (1 to 4 years old), the corresponding reductions are 54 percent and 59 percent.¹ However, children are not always restrained appropriately. In 2020 there were 181 passenger vehicle occupant fatalities among children under 4 years old, and 31 percent were unrestrained (based on known restraint use). In the 4-to-7 age group, there were 207 fatalities; 43 percent were unrestrained (based on known restraint use).²

¹ Kahane, C. J. (2015, January). *Lives saved by vehicle safety technologies and associated Federal Motor Vehicle Safety Standards, 1960 to 2012—Passenger cars and LTVs—With reviews of 26 FMVSS and the effectiveness of their associated safety technologies in reducing fatalities, injuries, and crashes* (Report No. DOT HS 812 069). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812069>

² National Center for Statistics and Analysis. (2022, July). *Occupant protection in passenger vehicles: 2020 data* (Traffic Safety Facts. Report No.

The use of ridesharing services has increased dramatically over the past few years. In 2018, 36 percent of U.S. adults used ridesharing services, such as Uber and Lyft. This percentage is more than twice the share of the population who used ridesharing apps in 2015.³ As the use of ridesharing vehicles increases, concerns regarding how children are being transported in these vehicles are emerging. However, limited research has been conducted on CRS use in ridesharing vehicles. A study conducted by Prince, et al. showed lower rates of CRS use and higher rates of injuries in crashes involving taxis in New York City.⁴ In an online national survey of parents with children under eight, 59 percent reported that they transported their children differently when traveling in rideshare vehicles compared with private vehicles.⁵ Of those, 37 percent reported holding the child on their lap and 25 percent allowed the child to ride without a CRS. Several online and in-person surveys with parents and caregivers point to specific circumstances in which non-use of CRS is perceived as more acceptable, including riding in a rideshare or taxi; traveling while on vacation, carpooling, when traveling short distances; and finding there is no CRS available.^{6,7,8}

There also is a lack of research on best practice approaches for promoting child safety in rideshare vehicles, and regulatory inconsistencies (e.g., types of vehicles covered under restraint laws, severity of fines for violations of the law, age of child covered by child restraint laws, etc.) only contribute to the confusion on the part of caregivers and rideshare drivers. A better understanding of caregiver and rideshare driver behaviors and attitudes related to restraint use in rideshare services is needed to inform the development of public policy, regulations, enforcement measures, and educational campaigns.

60-Day Notice: A Federal Register notice with a 60-day comment period soliciting public comments on the following information collection was published on October 17, 2022 (87 FR

62922). Two sets of comments were submitted by three organizations: one comment was submitted by Safe Kids Worldwide and Safe Kids in Automated Vehicle Alliance (SKAVA), and the other comment was submitted by the Texas Department of Transportation (TxDOT). Safe Kids Worldwide, SKAVA, and the TxDOT were supportive of the agency's efforts to understand the behavior and attitudes of caregivers and rideshare drivers regarding child passenger safety (CPS) in rideshare vehicles. Safe Kids Worldwide and SKAVA noted that this research will help inform solutions to inconsistencies with CPS in rideshare vehicles. TxDOT recommended some changes in project design to enhance the quality, utility, and clarity of the information to be collected. We appreciate the comments from Safe Kids Worldwide, SKAVA, and TxDOT and thank them for thoughtfully considering the described program.

The TxDOT raised concerns about the study design. They expressed concern that the number of participants in the focus groups would not be representative of the population and recommended increasing the sample size. The data collection plan includes enrolling 36 participants (24 caregivers and 12 rideshare drivers) for the focus groups. While we recognize that this may seem to be a small sample size, this number is in line with qualitative research methods guidelines suggesting that 4–8 participants are enough to reach saturation in focus group research.⁹ Additionally, TxDOT noted the current study would be useful to examine attitudes and behaviors related to advanced driver assistance systems (ADAS) available in the market and used in some rideshare vehicles, and whether the existence of ADAS impacts choice and use of rideshare vehicles. We agree that examining attitudes and behaviors related to ADAS in rideshare vehicles is important; however, this line of questioning is unrelated to understanding CPS in rideshare vehicles and is beyond the scope of this study.

Affected Public: Parents of children 8 years old or younger and adult licensed drivers of ridesharing vehicles.

Estimated Number of Respondents: 200 potential participants with 36 participating in focus groups.

Frequency: This study is a one-time information collection, and there will be no recurrence.

Number of Responses: Each respondent responds to each form only once.

Estimated Total Annual Burden Hours: The total estimated burden with this collection is 107 hours. NHTSA estimates that up to 200 potential respondents will need to be screened for eligibility by completing a 10-minute screening questionnaire before finding 36 people to participate in the focus groups. The contractor will contact the eligible participants to determine whether they are still interested and if so, to schedule a focus group for an additional potential burden of five minutes. As such, screening and scheduling may take up to 15 minutes per potential participant. The goal is to schedule 36 participants for six focus groups (four caregiver groups and two driver groups).

Each focus group is estimated to last 90 minutes. Including informed consent, NHTSA estimates the burden as 95 minutes per participant. During the focus group, participants will discuss their experiences in traveling with children in rideshare vehicles, behavior with respect to using seat belts or CRSs when travelling in personal vehicles and rideshare vehicles, opinions regarding CPS in rideshare vehicles, etc. Assuming a 10-minute completion time for the recruitment screener questionnaire, 5 minutes for contacting and scheduling potential participants for the focus group sessions, 5 minutes for informed consent for participants, and 90 minutes for participating in the focus groups the total hour burden 107 hours. The calculation of the total estimated burden is shown in Table 1 below.

DOT HS 813 326). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813326>

³ Pew Research Center (2019, January 4). *More Americans are using ride-hailing apps*. <https://www.pewresearch.org/fact-tank/2019/01/04/more-americans-are-using-ride-hailing-apps/>.

⁴ Prince, P., Hines, L. M., Bauer, M. J., Liu, C., Luo, J., Garnett, M., & Pressley, J. C. (2019). Pediatric Restraint Use and Injury in New York City Taxis Compared with Other Passenger Vehicles. *Transportation Research Record*, 2673(7), 541–549. <https://doi.org/10.1177/0361198119843091>.

⁵ Owens, J. M., Womack, K. T., & Barowski, L. (2019, September). *Factors Surrounding Child Seat Usage in Rideshare Services* (Technical Report No. 01–005). Safety through Disruption (Safe-D) University Transportation Center. <https://rosap.ntl.bts.gov/view/dot/63050>.

⁶ Levi, S., Lee, H., Ren, W., Polson, A., & McCloskey, S. (2020, December). Awareness and availability of child passenger safety information resources (Report No. DOT HS 813 035). National Highway Traffic Safety Administration. <https://rosap.ntl.bts.gov/view/dot/54283>.

⁷ McDonald, C., Kennedy, E., Fleisher, L., & Zonfrillo, M. (2018). Situational Use of Child Restraint Systems and Carpooling Behaviors in

Parents and Caregivers. *International Journal of Environmental Research and Public Health*, 15(8), 1788. <https://doi.org/10.3390/ijerph15081788>.

⁸ Niu, L., Gao, Y. M., Tian, Y., & Pan, S. M. (2019). Safety awareness and use of child safety seats among parents after the legislation in Shanghai. *Chinese journal of traumatology = Zhonghua chuang shang za zhi*, 22(2), 85–87. <https://doi.org/10.1016/j.cjtee.2018.08.005>.

⁹ Hennink, M., & Kaiser, B. N. (2022). Sample sizes for saturation in qualitative research: A systematic review of empirical tests. *Social Science & Medicine*, 292, 1–10. <https://doi.org/10.1016/j.socscimed.2021.114523>.

TABLE 1—ESTIMATED BURDEN HOURS BY FORM

Form No.	Form name and description	Respondents	Time per respondent (minutes)	Total time (hours)
1687	Screener and Follow-Scheduling	200	15	50
1688	Informed Consent (Caregivers)	24	5	2
1689	Informed Consent (Drivers)	12	5	1
1690	Focus Group Participation	36	90	54
Total	107

Estimated Total Annual Burden Cost: NHTSA estimates that there are no costs to respondents beyond the time spent participating in the study.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) 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; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (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 appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

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

Nanda Narayanan Srinivasan,
Associate Administrator, Research and Program Development.

[FR Doc. 2022-28132 Filed 12-23-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2018-0190]

Aviation Consumer Protection Advisory Committee; Notice of Public Meeting

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: This Notice announces a one-day public meeting of the Aviation Consumer Protection Advisory Committee (ACPAC), to be held virtually. The ACPAC will deliberate on the Department's notice of proposed

rulemaking (NPRM) on Enhancing Transparency of Airline Ancillary Service Fees; and will vote on recommendations regarding the Department's NPRM on Airline Ticket Refunds and Consumer Protections.

DATES: The virtual meeting will be held on, January 12, 2023, from 10:00 a.m. to 5:30 p.m. Eastern Standard Time. The meeting is open to the public, subject to any technical and/or capacity limitations. Requests to attend the meeting must be submitted to https://usdot.zoomgov.com/webinar/register/WN_Eoow5BMfRTum03htlms2bQ. We encourage interested parties to register by January 5, 2023. Communication Access Real-time Translation (CART) and sign language interpretation will be provided during the meeting. Requests for additional accommodations because of a disability must be received at ACPAC@dot.gov by January 5, 2023.

ADDRESSES: The virtual meeting will be open to the public and held via the Zoom Webinar Platform. Virtual attendance information will be provided upon registration. An agenda will be available on the Department's Office of Aviation Consumer Protection website at <https://www.transportation.gov/airconsumer/ACPAC> in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: To register and attend this virtual meeting, please use the link: https://usdot.zoomgov.com/webinar/register/WN_Eoow5BMfRTum03htlms2bQ.

Attendance is open to the public subject to any technical and/or capacity limitations. For further information, please contact Cristina Draguta, Attorney-Advisor, by email at Cristina.Draguta@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The ACPAC evaluates the Department of Transportation's aviation consumer protection programs, provides recommendations to the Secretary for improving them and recommends any additional consumer protections that may be needed.

During the June 28, 2022, meeting of the ACPAC, the subject of transparency of airline ancillary service fees was considered as members heard presentations about previous Department actions in this area and the perspectives of various stakeholders. On September 26, 2022, the Department announced the Enhancing Transparency of Airline Ancillary Service Fees NPRM (RIN 2105-AF10) (Ancillary Fees Transparency NPRM) and made the rulemaking available on its website and regulations.gov. On December 8, 2022, the ACPAC continued the discussion on this topic, heard from the public, and considered the proposals in the Department's NPRM. The Department is now scheduling a meeting to provide the ACPAC further opportunity to discuss, deliberate, and decide on recommendations, if any, to the Department regarding the Department's Ancillary Fees Transparency NPRM.

Also, on December 9, 2022, the ACPAC deliberated on the Department's Airline Ticket Refunds and Consumer Protections NPRM and decided to vote on the recommendations to the Department once the Ticket Refunds NPRM comment period closes on December 16, 2022. As such, at this meeting, the ACPAC will also vote on recommendations regarding the Department's Airline Ticket Refunds and Consumer Protections NPRM. More information regarding prior meetings, including recordings of meetings, can be found on the ACPAC web pages available here: <https://www.transportation.gov/airconsumer/ACPAC>.

II. Agenda

During the January 12, 2023, meeting, the ACPAC will deliberate and decide on recommendations, if any, to the Department regarding airline ancillary service fee transparency. Pursuant to 49 U.S.C. 41712, which prohibits U.S. air carriers, foreign air carriers, and ticket agents from engaging in unfair or deceptive practices in the sale of air transportation, the Department's Ancillary Fees Transparency NPRM