

reproduction, or survival for the affected individuals. In all, there would be no adverse impacts to the stocks as a whole; and

- The mitigation measures are expected to reduce the effects of the specified activity to the level of least practicable adverse impact.

Based on the analysis contained herein of the likely effects of the specified activity on marine mammals and their habitat, and taking into consideration the implementation of the required monitoring and mitigation measures, NMFS finds that the total marine mammal take from the planned activity will have a negligible impact on all affected marine mammal species or stocks.

Small Numbers

As noted previously, only take of small numbers of marine mammals may be authorized under sections 101(a)(5)(A) and (D) of the MMPA for specified activities other than military readiness activities. The MMPA does not define small numbers and so, in practice, where estimated numbers are available, NMFS compares the number of individuals taken to the most appropriate estimation of abundance of the relevant species or stock in our determination of whether an authorization is limited to small numbers of marine mammals. When the predicted number of individuals to be taken is fewer than one-third of the species or stock abundance, the take is considered to be of small numbers. Additionally, other qualitative factors may be considered in the analysis, such as the temporal or spatial scale of the activities.

Table 8 demonstrates the number of instances in which individuals of a given species could be exposed to received noise levels that could cause take of marine mammals. Our analysis shows that less than 6 percent of all species could be taken by harassment which is below one third of the population for all.

Based on the analysis contained herein of the planned activity (including the required mitigation and monitoring measures) and the anticipated take of marine mammals, NMFS finds that small numbers of marine mammals would be taken relative to the population size of the affected species or stocks.

Unmitigable Adverse Impact Analysis and Determination

There are no relevant subsistence uses of the affected marine mammal stocks or species implicated by this action. Therefore, NMFS has determined that

the total taking of affected species or stocks would not have an unmitigable adverse impact on the availability of such species or stocks for taking for subsistence purposes.

National Environmental Policy Act

To comply with the National Environmental Policy Act of 1969 (NEPA; 42 U.S.C. 4321 *et seq.*) and NOAA Administrative Order (NAO) 216–6A, NMFS must review our action (*i.e.*, the issuance of an IHA) with respect to potential impacts on the human environment.

This action is consistent with categories of activities identified in Categorical Exclusion B4 (IHAs with no anticipated serious injury or mortality) of the Companion Manual for NAO 216–6A, which do not individually or cumulatively have the potential for significant impacts on the quality of the human environment and for which we have not identified any extraordinary circumstances that would preclude this categorical exclusion. Accordingly, NMFS has determined that the issuance of the IHA qualifies to be categorically excluded from further NEPA review.

Endangered Species Act

Section 7(a)(2) of the Endangered Species Act of 1973 (ESA; 16 U.S.C. 1531 *et seq.*) requires that each Federal agency insure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of designated critical habitat. To ensure ESA compliance for the issuance of IHAs, NMFS consults internally whenever we propose to authorize take for endangered or threatened species.

No incidental take of ESA-listed species is authorized or expected to result from this activity. Therefore, NMFS has determined that formal consultation under section 7 of the ESA is not required for this action.

Authorization

NMFS has issued an IHA to Petrogas for the potential harassment of small numbers of four marine mammal species incidental to Ferndale Pier Maintenance Activities in Ferndale, Washington.

Dated: September 5, 2024.

Catherine Marzin,

Deputy Director, Office of Protected Resources, National Marine Fisheries Service.

[FR Doc. 2024–20392 Filed 9–9–24; 8:45 am]

BILLING CODE 3510–22–P

CONSUMER PRODUCT SAFETY COMMISSION

[Docket No. CPSC–2022–0020]

Electronic Filing of Certificate of Compliance Data: Announcement of Expansion of Partner Government Agency Message Set Test and Collection of Information Burden Estimate

AGENCY: Consumer Product Safety Commission.

ACTION: Notice.

SUMMARY: In a June 4, 2024, **Federal Register** notice, the U.S. Consumer Product Safety Commission (CPSC), in consultation with U.S. Customs and Border Protection (CBP), announced their joint intent to expand the current Partner Government Agency (PGA) Message Set test (Beta Pilot test) to include up to 2,000 additional participants. The expansion will allow importers of regulated consumer products to voluntarily participate in the test by electronically submitting (eFiling) data from a certificate of compliance. Beta Pilot test participants will eFile certificate data to the CBP-authorized Electronic Data Interchange (EDI) system known as the Automated Commercial Environment (ACE). In this notice, CPSC addresses two comments supporting the expanded Beta Pilot test; CPSC did not revise its burden estimates based on the comments. By publication of this notice, the Commission announces that CPSC has submitted to the OMB a request for approval of the collection of information, as proposed.

DATES:

Beta Pilot Test: Submit electronic requests to participate in the expanded Beta Pilot test at any time after publication of this notice. CPSC will allow participation until we reach 2,000 volunteers or until an eFiling requirement becomes permanent, whichever comes first. CPSC asks that each Beta Pilot test participant electronically file CPSC PGA Message Set certificate data during the expanded Beta Pilot test.

Paperwork Reduction Act: Submit comments on the proposed expanded collection of information by October 10, 2024 using the methods described below in the **ADDRESSES** section of this preamble.

ADDRESSES:

Beta Pilot Test: Submit requests to participate in the Beta Pilot test and any technical comments on CPSC's supplemental Customs and Trade Automated Interface Requirements (CATAIR) guideline (available on

CPSC.gov¹) through email to: efilingssupport@cpsc.gov. Requests to participate in the Beta Pilot test should contain the subject heading: “Beta Pilot: Application to participate in Expanded PGA Message Set Test.” Technical comments on CPSC’s supplemental CATAIR guideline should contain the subject heading: “Beta Pilot CATAIR Technical Comments.”

Paperwork Reduction Act: Submit comments about the Paperwork Reduction Act (PRA) burden estimate for the expanded Beta Pilot test, identified by Docket No. CPSC–2022–0020, by any of the following methods:

Electronic Submissions: Submit electronic comments to the Federal eRulemaking Portal at: <https://www.regulations.gov>. Follow the instructions for submitting comments. CPSC typically does not accept comments submitted by email, except through www.regulations.gov. CPSC encourages you to submit electronic comments by using the Federal eRulemaking Portal, as described above.

Mail/Hand Delivery/Courier/Confidential Written Submissions: Submit comments by mail, hand delivery, or courier to: Office of the Secretary, Consumer Product Safety Commission, 4330 East-West Highway, Bethesda, MD 20814; (301) 504–7479. If you wish to submit confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public, you may submit such comments by mail, hand delivery, or courier, or you may email them to: cpsc-os@cpsc.gov.

Instructions: All submissions must include the agency name and docket number. CPSC may post all comments without change, including any personal identifiers, contact information, or other personal information provided, to <https://www.regulations.gov>. Do not submit through this website: Confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public. If you wish to submit such information, please submit it according to the instructions for mail/hand delivery/courier/confidential written submissions.

Docket: For access to the docket to read background documents or comments received, go to: <https://www.regulations.gov>, and insert the docket number, CPSC–2022–0020, into the “Search” box, and follow the prompts. A copy of the “Supporting Statement” for this burden estimate is available at: <https://www.regulations.gov>

gov under Docket No. CPSC–2022–0020, Supporting and Related Material.

FOR FURTHER INFORMATION CONTACT: Questions regarding the Beta Pilot test, participation in the test, and the proposed expanded collection of information should be directed to James Joholske, Director, Office of Import Surveillance, U.S. Consumer Product Safety Commission, (301) 504–7527, efilingssupport@cpsc.gov. Questions sent by email should contain the subject heading: “Beta Pilot: Question re Expanded PGA Message Set Test.” For technical questions regarding ACE or Automated Broker Interface (ABI) transmissions, or the PGA message set data transmission, please contact your assigned CBP client representative. Interested parties without an assigned client representative should submit an email to clientrepoutreach@cbp.dhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

On June 10, 2022, CPSC announced in the **Federal Register** (87 FR 35513) a joint Beta Pilot test with CBP to assess eFiling certificate data for regulated consumer products and substances under CPSC’s jurisdiction using CBP’s PGA Message Set in ACE² (Beta Pilot Test Announcement). The notice sought up to 50 Beta Pilot participants and provided a 60-day comment period for CPSC’s Paperwork Reduction Act (PRA) burden estimate for the Beta Pilot test. Pursuant to this notice, CPSC received no comment on the burden estimates provided. On September 14, 2022, CPSC published in the **Federal Register** the required second notice providing a 30-day public comment period on the burden estimates for the Beta Pilot test, as required by the PRA. 87 FR 56407. CPSC received no comments. Subsequently, the Office of Management and Budget (OMB) assigned control number 3041–0193 for the Beta Pilot test.

In 2023, CPSC and CBP began the Beta Pilot test with 37 importer participants, along with their trade partners, such as brokers and laboratories. On December 8, 2023, CPSC published a supplemental notice of proposed rulemaking (SNPR) to revise 16 CFR part 1110 to, among other things, require eFiling of certificate data. 88 FR 85760. On June 4, 2024, CPSC and CBP announced in the **Federal Register** their joint intent to expand the Beta Pilot test to include up to an

² ACE is CBP’s automated electronic system through which it collects importation and entry data, streamlining business processes and ensuring cargo security and compliance with U.S. laws and regulations.

additional 2,000 importer participants and to extend the Beta Pilot test until the effective date of a final rule implementing an eFiling requirement (or for up to three years, which is the length of a PRA control number issued by the OMB). 89 FR 47922. The June 4th announcement provided a 60-day comment period, and CPSC received two comments, which we address in section V of this notice. In accordance with the PRA, this notice responds to comments and provides an additional 30-day comment period on the PRA burden estimate for the Beta Pilot expansion.

CPSC’s previous Beta Pilot Test Announcement (87 FR 35513, 35517–18) discussed CBP and CPSC’s legal authority to conduct the Beta Pilot test. Additionally, the Beta Pilot Test Announcement and the recent SNPR to revise 16 CFR part 1110 explained CPSC’s authority to require electronic filing of certificate data at the time of entry, or entry summary, if both are filed together. 87 FR 35513, 35518; 88 FR 85760, 85760–62.

A. Expansion of the Beta Pilot Test³

The June 10, 2022, Beta Pilot Test Announcement explained CPSC’s authority to require eFiling, the Alpha Pilot,⁴ and the Beta Pilot test, including its purpose, structure, and burden. 87 FR 35513. The Beta Pilot Test Announcement also described the Commission’s direction for an eFiling Program, explaining that on December 18, 2020, the Commission approved staff’s recommended plan to implement a permanent eFiling program at CPSC.⁵ The Beta Pilot test and the December 8, 2023, SNPR (88 FR 85760) are in furtherance of CPSC’s eFiling Program. CPSC and CBP are expanding the Beta Pilot test (expanded Beta Pilot test) to allow importers of regulated consumer

³ On September 4, 2024, the Commission voted (5–0) to publish this notice.

⁴ The eFiling Alpha Pilot test was a six-month joint initiative between CPSC and CBP that assessed the infrastructure and processes necessary for electronic filing of data, and successfully demonstrated the ability of eight U.S. importers, their customs brokers, CBP, and CPSC to work together to gather and electronically file these data at import. CPSC staff provided a report on the pilot, which is available at: https://www.cpsc.gov/s3fs-public/eFiling_Alpha_Pilot_Evaluation_Report-May_24_2017.pdf?uK.UhjHabKD5yjQ.1w06tudrnuvUWra, published April 2017.

⁵ The 2020 staff briefing package to implement an eFiling program at CPSC is available at: [https://cpsc.gov/s3fs-public/CPSC-Plan-to-Create-an-eFiling-Program-for-Imported-Consumer-Products.pdf](https://cpsc.gov/s3fs-public/CPSC-Plan-to-Create-an-eFiling-Program-for-Imported-Consumer-Products.pdf?BYXOLX2gJmF4NaAN1LCMmqiXRI SuaRk).

¹ <https://www.cpsc.gov/eFiling-Documents-Library>.

products and substances to voluntarily participate in the eFiling program.

The expanded Beta Pilot test provides additional members of the import community more time to gradually prepare for and begin eFiling PGA Message Sets. Similar to the initial Beta Pilot test, the expanded test involves eFiling certificate data for regulated consumer products and substances under CPSC's jurisdiction that are classified under approximately 2,500 Harmonized Tariff Schedule (HTS) codes.⁶

The expanded Beta Pilot test will allow CPSC to further scale up the information technology (IT), procedural, and processing requirements of the Product Registry and the Risk Assessment Methodology system (RAM) before the anticipated full implementation. For example, CPSC will scale up IT systems to accept data for regulated consumer products from more importers; refine the required infrastructure for the real-time collection and use of data; and continue development of internal and external procedures to supply, use, and maintain certificate data. Expanding the Beta Pilot test also enables CPSC to continue developing RAM algorithms to triage import data received from CBP to detect more effectively noncompliant consumer products arriving at ports of entry.

To accommodate expansion of the Beta Pilot test, this notice seeks up to 2,000 additional participants and revises CPSC's PRA analysis to accommodate these additional participants by revising the estimated annual burden to participants.

B. Use of the Automated Commercial Environment

CPSC is conducting the expanded Beta Pilot test in coordination with CBP and using the ACE system through

⁶ The Beta Pilot test originally cited to 300 HTS codes within the scope of the pilot. 87 FR 35514; 89 FR 47923. However, in preparation for a final eFiling requirement, CPSC staff reviewed all HTS codes to identify codes under which regulated consumer products may be classified for entry, and have updated the list of applicable HTS codes to include approximately 2,500 codes, available at: www.cpsc.gov/eFiling. This list serves as guidance for Beta Pilot test participants. For example, the products classified under the approximately 300 HTS codes that participants should expect to be tested in the expanded Beta Pilot, include, but are not limited to: All Terrain Vehicles (ATVs); durable infant or toddler products, such as baby carriages, cribs, and safety gates; children's furniture, backpacks, and school supplies; bicycle helmets; bicycles and other electric-powered cycles; clothing (sleepwear, outerwear, infant articles, potentially flammable adult clothing articles); drywall; fireworks; children's jewelry; lighters; liquid nicotine; mattresses; pacifiers and rattles; rugs; and toys.

which CBP collects importation and entry data, thus streamlining business processes and ensuring cargo security and compliance with U.S. laws and regulations. CBP developed ACE as the "single window" for the trade community to comply with the International Trade Data System (ITDS) requirement established by the Security and Accountability for Every (SAFE) Port Act of 2006. Trade filers must submit data to ACE using an EDI system, such as the Automated Broker Interface (ABI). Commercial trade participants, or the licensed customs brokers acting on their behalf, can electronically file entry data in ACE using ABI. A PGA Message Set allows the trade to enter agency-specific data along with entry data, through ABI, and for PGAs, such as CPSC, to receive this additional trade-related data.

II. Beta Pilot Test: Certificate Data

The expanded Beta Pilot test will follow the same structure as the existing Beta Pilot test, with two different methods of filing certificate data using the PGA Message Set: (1) filing a minimum of seven data elements (Full PGA Message Set), or (2) filing only a reference to certificate data stored in a Product Registry maintained by CPSC (Reference PGA Message Set). Participants submit certificate data for regulated finished products, either as the Full PGA Message Set or the Reference PGA Message Set, in ACE at the time of entry filing or entry summary filing if both entry and entry summary are filed together. CBP then makes available to CPSC the PGA Message Set data and its corresponding entry data, for CPSC's validation, risk assessment, and admissibility consideration at entry, thereby facilitating compliant trade as well as sharpening CPSC focus on noncompliant trade. CPSC staff uses eFiled certificate data to review consumer product entry requirements and allow for earlier risk-based hold decisions and admissibility considerations. Additionally, because it is electronic, the PGA Message Set will eliminate or substantially reduce the necessity for submission and subsequent handling of paper documents. Section II of the 2022 Beta Pilot Test Announcement details the expected PGA Message Set data from a certificate of compliance as well as the methods for filing such data. 87 FR 35513, 35516–17.

CPSC's supplemental CATAIR guideline on filing certificate data through the PGA Message Set describes the technical specifications for filing during the expanded Beta Pilot test, as

well as the Product Registry and Reference PGA Message Set.⁷ Technical comments on CPSC's supplemental CATAIR guideline should be submitted in accordance with the instructions in the **ADDRESSES** section at the beginning of this notice.

III. Beta Pilot Test Participant Eligibility, Selection Criteria, and Responsibilities

This document reannounces CPSC's plan, in consultation with CBP, to expand the number of Beta Pilot test participants from 50 up to an additional 2,000 importers, and to extend the Beta Pilot test period from six months to up to three years, the length of time for an OMB control number, or until an effective date of a final rule implementing an eFiling requirement. Accordingly, CPSC and CBP seek additional Beta Pilot test participants. U.S.-based importers with an assortment of CPSC-regulated products may participate in the Beta Pilot test. To be eligible to apply as a test participant, the applicant must:

- Import regulated consumer products within the Commission's jurisdiction;
 - File consumption entries and entry summaries in ACE, or have a broker who files in ACE;
 - Use a software program that has completed ACE certification testing for the PGA Message Set; and
 - Work with CPSC and CBP to test electronic filing of data using ABI to file through the Message Set, or references to certificate data in the Product Registry.
- CPSC anticipates that the benefits of participation in the Beta Pilot test may include, but will not necessarily be limited to:
- Opportunity to work directly with CBP and CPSC in the pre-implementation stage of the requirement to file certificate data; and
 - Ability to trouble-shoot systems and procedures.

IV. Application Process and Test Duration

Any importer seeking to participate in the test should email their company name, contact information, importer of record number(s), filer code(s), and an explanation of how they satisfy the requirements for participation to the address listed at the beginning of this notice. CPSC will notify expanded Beta Pilot test applicants of approval to participate by email and will work with importers to onboard into the Pilot on

⁷ Footnote 1, *supra*, contains a link to CPSC's CATAIR.

a first come, first served basis. Depending on the level of interest, CPSC may restrict on-boarding of new participants, at least in the beginning of the expanded Beta Pilot test, to accommodate all participants successfully and smoothly.

V. Comment Responses

We received two comments, discussing six issues, in response to the June 4th notice regarding the expanded Beta Pilot test. Both commenters support the expanded Beta Pilot test. However, the commenters also raised several issues that are out-of-scope for this PRA notice, in that they do not address the revised burden estimate for an expanded Beta Pilot test, but rather relate to the SNPR to revise 16 CFR part 1110. Below we summarize and respond to each issue raised by the commenters.

Comment 1: The Retail Industry Leaders Association (RILA) asserts that the burden estimate in the June 4th expanded Beta Pilot test notice does not fully account for the time to support gathering and submitting data elements and only reflects the burden of gathering and submitting data for a limited quantity of products and their corresponding filings. RILA states that their members' approximations of the burden hours per importer are nearly double, if not more, than those of the Commission's estimates, depending on the overall size of the retailer and volume and variety of imported goods. RILA references two Beta Pilot participants; one estimated an annual burden of approximately 500 hours and another estimated an annual burden of 15,700 hours.

Response 1: One purpose of the eFiling Beta Pilot is to gain experience on the burden that importers may experience and inform the SNPR to update 16 CFR 1110. Experience from the limited quantity of products and filings from the initial Beta Pilot test has yielded useful information about participant's burden in an expanded Beta Pilot test. Participants are not choosing to eFile certificates for all of their imported, regulated products during the Beta Pilot. Accordingly, the PRA burden estimate is based on the estimated number of filings during the expanded Beta Pilot test, and not full implementation of eFiling for all regulated, imported products. We acknowledge that mandatory eFiling for all regulated, imported products and substances would likely take additional time and increase the PRA burden estimate. CPSC will provide this more fulsome estimate in the PRA burden for a final rule to revise 16 CFR part 1110. For the expanded Beta Pilot test,

because firms are not required to file certificates for every imported, regulated product subject to a CPSC rule, ban, standard, or regulation, CPSC's burden estimate accurately reflects importers' expected eFiling activity.

With respect to expected annual burden, through staff's engagement with Beta Pilot participants, staff observed variation in the burden from the Beta Pilot with participants on average taking less than 200 hours to participate, but some participants taking significantly more time. Variation also occurs in the number of certificates that participants file and the duration of their participation. Thus, the annual burden for larger firms filing many products would likely be greater than the burden for medium or smaller-sized importers. As such, the burden per product certificate filed is a better, more accurate metric to account for the variation in the expected filing burden that the commenter references. CPSC will consider the experience of Beta Pilot test participants when finalizing the burden estimate for the final rule to revise part 1110; however, participation in the expanded Beta Pilot test is voluntary and does not require routine eFiling of certificates for all products subject to a CPSC rule, ban, standard, or regulation. Therefore, the current burden estimate accurately reflects importer's expected participation burden in the expanded Beta Pilot.

Comment 2: RILA questions whether the burden estimate accounts for expected holds and associated delays of imports due to eFiling errors. RILA also questions whether the disclaim process for products that are exempted or excluded is included in the burden analysis, stating that disclaims increase burden on firms.

Response 2: Importers participating in the expanded Beta Pilot test will not experience delay of their shipments due to eFiling errors and, therefore, will not experience additional paperwork burden under the PRA. The purpose of the expanded Beta Pilot test is to introduce importers to eFiling prior to implementation of a final rule to require eFiling, and allow CPSC to further scale up the IT, procedural, and processing requirements of the Product Registry and the RAM before the anticipated full implementation. Even at that point, CPSC does not intend to delay shipments for eFiling errors, but instead will use the certificate data for risk scoring of shipments.

Furthermore, the disclaim process was optional during the initial Beta Pilot test and remains optional during the expanded Beta Pilot test; importers do not need to disclaim products if they

choose not to. Like the initial Beta Pilot test, the estimated burden analysis for the expanded Beta Pilot test is based on overall participation and considers all types of filing, including disclaims. Therefore, the optional disclaim process is already reflected in the PRA burden estimate.

Out-of-Scope Comments: CPSC received several comments that are out-of-scope, in that they do not address the revised burden estimate for an expanded Beta Pilot test, including:

- The Information Technology Industry Council (ITI) alleges that CPSC is moving forward with the eFiling rule without adequately considering products subject to Reese's Law, applicable to consumer products containing button cell or coin batteries. ITI notes that CPSC's guidance documents posted on its eFiling Document Library web page do not address some of the nuances for products containing button cell or coin batteries.

- ITI states that an import-centric registration methodology in the Product Registry will create a "logistics nightmare" for U.S. companies that use information and communications technology (ICT) equipment.

- RILA reiterates its comments on the SNPR to revise 16 CFR 1110. RILA states that the timeline for proposed implementation does not account for time needed to plan and standup attendant system upgrades to fully implement eFiling. RILA recommends a minimum of 18 months for implementation of a final rule.

- RILA encourages CPSC to increase clarity and guidance for implementation of eFiling, specifically requesting that CPSC address reporting logic on all products in its jurisdiction and publish a clear and publicly available list of flagged Harmonized Tariff Schedule (HTS) codes.

Response to Out-of-Scope Comments: These comments from ITI and RILA are related to the SNPR to revise 16 CFR part 1110 through a final rule, and are not related to the burden estimate for the expanded Beta Pilot test. To the extent that these comments are relevant to the final rule to revise 16 CFR part 1110, the Commission will consider these comments in the final rule.

CPSC has answered many questions regarding implementation of eFiling, and the function of the Product Registry, in speaking engagements, webinars, and documents on our website at www.cpsc.gov/eFiling. CPSC will continue to educate industry about eFiling, including guidance material and videos, and will specifically

address ITI's practice-related questions in future guidance.

VI. Paperwork Reduction Act

The Beta Pilot test contains information collection requirements that are subject to public comment and review by OMB under the PRA of 1995 (44 U.S.C. 3501–3521). CPSC previously received an OMB control number for the existing Beta Pilot test: 3041–0193. CPSC now seeks to expand the number of participants in this test up to an additional 2,000 and extend the test duration for up to three additional years (2027), which is the length of time for an OMB control number, or until an effective date of a final rule implementing an eFiling requirement. In this document, pursuant to 44 U.S.C. 3507(a)(1)(D), we set forth:

- a title for the collection of information;
- a summary of the collection of information;
- a brief description of the need for the information and the proposed use of the information;
- a description of the likely respondents and proposed frequency of responses to the collection of information;
- an estimate of the burden that shall result from the collection of information; and
- notice that comments may be submitted to the OMB.

Title: Beta Pilot Test for eFiling Certificates of Compliance.

Description: During the Beta Pilot test of CBP's PGA Message Set abilities through ACE, up to an additional 2,000 participating importers of regulated consumer products will electronically file the requested certificate data, comprised of seven data elements, at the time of entry filing, or entry summary filing, if both entry and entry summary are filed together. Participants will have two ways to file certificate data during the Beta Pilot test: (1) filing certificate data in a CPSC-maintained Product Registry, and filing a reference number in ACE to this data set, through ABI, each time the product is imported thereafter (Reference PGA Message Set), or (2) filing all certificate data elements directly through ABI each time the product is imported (Full PGA Message Set). CPSC will receive the information from CBP through a real-time transfer of import data, and the agency will risk score the information in CPSC's RAM system to assist in the interdiction of noncompliant consumer products.

As set forth in section V.B of the Beta Pilot Test Announcement (87 FR 35513,

35517–18), the requirement to create and maintain certificates, including the data elements, is set forth in section 14 of the Consumer Product Safety Act (CPSA). Section 14(a) of the CPSA requires manufacturers (including importers) and private labelers of certain regulated consumer products manufactured outside the United States to test and issue a certificate attesting such products as compliant with applicable laws and regulations before importation. 15 U.S.C. 2063(a). Section 14(g)(1) of the CPSA describes the data required on a certificate. Section 14(g)(3) requires a certificate to accompany the applicable product or shipment of products covered by the certificate, and that certifiers must furnish the certificate to each distributor or retailer of the product. Upon request, certificates must also be furnished to CPSC and CBP. Section 14(g)(4) provides that “[i]n consultation with the Commissioner of Customs, the Commission may, by rule, provide for the electronic filing of certificates under this section up to 24 hours before arrival of an imported product.” 15 U.S.C. 2063(g)(4). The Commission issued an SNPR to require eFiling on December 8, 2023. 88 FR 85760.

Because certificates are required by statute, this analysis focuses on the burden for CPSC to accept, and importers to provide, certificate data elements electronically at the time of entry filing, and not to collect and maintain certificate data more generally. Importer requirements in the Beta Pilot test for providing certificate data electronically at the time of entry filing fall within the definition of “collection of information,” as defined in 44 U.S.C. 3502(3).

Description of Respondents: Up to 2,000 importer participants who import regulated consumer products within CPSC's jurisdiction.

Estimated Burden: We estimate the burden of this collection of information as follows: CPSC used information provided by Alpha Pilot test participants to inform the estimated burden for the initial and expanded Beta Pilot tests. In response to comments on the estimated burden for the expanded Beta Pilot test, we confirmed the PRA burden estimate based on experience from participants in the initial Beta Pilot test, finding that CPSC's burden estimates accurately reflect the experiences of Beta Pilot test participants. Like the initial Beta Pilot test, the burden from participating in the expanded Beta Pilot test can be broken down into the burden of preparing for participation in the Pilot,

the burden of maintaining the data elements separately, and as compared to the Alpha Pilot test, the additional burden of including the dates of manufacturing and lab testing. Based on feedback from the Alpha Pilot and Beta Pilot test participants, for the expanded Beta Pilot test, we assumed that many more participants (90%) would opt to exclusively use the Product Registry and Reference PGA Message Set, while only 10% would opt to exclusively use the Full PGA Message Set. Table 3 of the 2022 Beta Pilot Test Announcement provides the total annual burden estimate for the current Beta Pilot, estimating 9,217 annual burden hours from all participants, with an estimated annual cost (combined for all participants) of \$404,764 (in 2021 dollars). 87 FR 35513, 35520. When adjusted for inflation, the total estimated annual cost to current Beta Pilot test participants in 2023 is \$442,002.

CPSC estimates that the expanded Beta Pilot test will have similar burden per response and cost per response as the participants in the current Beta Pilot test, with the exception of burden from survey responses, which will not be required of the expanded Beta Pilot test participants.⁸ Accordingly, CPSC estimates that if an additional 2,000 importers participate, 1,800 participants will use the Product Registry and Reference PGA Message Set, while 200 participants will use the Full PGA Message Set.

Tables 1–3 contain burden estimates for the expanded Beta Pilot test, which are in addition to the burden estimates provided in the 2022 Beta Pilot Test Announcement for up to 50 participants. Table 1 shows an estimated 1,800 additional participants will use the Reference PGA Message Set and bear an annual burden of 265,600 hours, with an estimated total annual cost for all participants of \$13,593,303.⁹

⁸ The Supporting Statement for this burden estimate, placed on [Regulations.gov](https://www.regulations.gov) under CPSC Docket No. CPSC–2022–0020 contains the estimates for the existing Beta Pilot test and the expanded Beta Pilot test.

⁹ The previous estimate for burden cost came from wage data for survey and filing entry-line data comes from the U.S. Bureau of Labor Statistics, “Employer Costs for Employee Compensation,” September 2021, Table 4, total compensation for all sales and office workers in goods-producing private industries: <http://www.bls.gov/nsc/>. For the expanded Beta Pilot test, the costs per response applied to participants are updated to 2023 dollars using the BLS “Employment Cost Index” ([url: https://www.bls.gov/eci/tables.htm](https://www.bls.gov/eci/tables.htm)).

TABLE 1—EXPANDED BETA PILOT TEST BURDEN ESTIMATES PRODUCT REGISTRY AND REFERENCE PGA MESSAGE SETS

Type of respondent	Number of respondents	Number of responses per respondent	Number of responses	Average burden per response (in hours)	Total annual burden (in hours)	Average cost per response	Total annual respondent cost*
Product Registry Only	A	B	C (= A × B)	D	E (= C × D)	F	G (= C × F)
Pilot Participation	1,800	1	1,800	91	163,800	\$5,382.47	\$9,688,442
Gathering and Submitting Data Elements ...	1,800	1	1,800	27	47,800	1,033.25	1,859,851
Filing Entry-Line	1,800	10,000	18,000,000	0.003	54,000	0.1136	2,045,010
Total			18,003,600		265,600		13,593,303

* Note: Due to rounding the products and summations may be slightly off.

Table 2 shows an estimated 200 additional participants will use the Full PGA Message Set and bear an annual burden of 17,600 hours, and an estimated total annual cost for all participants of \$943,532.

TABLE 2—EXPANDED BETA PILOT TEST BURDEN ESTIMATES FULL PGA MESSAGE SETS

Type of respondent	Number of respondents	Number of responses per respondent	Number of responses	Average burden per response (in hours)	Total annual burden (in hours)	Average cost per response	Total annual respondent cost*
Full PGA Message set Only	A	B	C (= A × B)	D	E (= C × D)	F	G (= C × F)
Pilot Participation	200	1	200	30	6,000	\$2,451.54	\$490,308
Gathering and Submitting Data Elements ...	200	1	200	13	2,600	561.94	112,388
Filing Entry-Line	200	1,500	300,000	0.030	9,000	1.1361	340,835
Total			300,400		17,600		943,532

* Note: Due to rounding the products and summations may be slightly off.

Table 3 provides the estimated total burden for expanding the Beta Pilot test of 283,000 burden hours for the 2,000 new participants, and an estimated total annual cost for all participants of \$14,536,835.

TABLE 3—EXPANDED BETA PILOT TEST BURDEN ESTIMATES TOTAL OF PRODUCT REGISTRY/REFERENCE PGA MESSAGE SETS AND FULL PGA MESSAGE SETS

Type of respondent	Number of respondents	Number of responses per respondent	Number of responses	Average burden per response (in hours)	Total annual burden (in hours)	Average cost per response	Total annual respondent cost*
Total Burden	A	B	C (= A × B)	D	E (= C × D)	F	G (= C × F)
Pilot Participation	2,000	1	2,000	85	169,800	\$5,089.38	\$10,178,750
Gathering and Submitting Data Elements ...	2,000	1	2,000	25	50,400	986.12	1,972,239
Filing Entry-Line	2,000	9,150	18,300,000	0.0034	63,000	0.1304	2,385,845
Total			18,304,000		283,200		14,536,835

* Note: Due to rounding the products and summations may be slightly off.

In compliance with the PRA of 1995 (44 U.S.C. 3507(d)), CPSC will submit the additional expanded Beta Pilot test information collection revision to the OMB for review.

VII. Confidentiality

All data submitted and entered into ACE is subject to the Trade Secrets Act (18 U.S.C. 1905) and is considered confidential, except to the extent as otherwise provided by law. As stated in

previous notices, participation in this or any of the previous ACE tests is not confidential and upon a written Freedom of Information Act (FOIA) request, a name(s) of an approved

participant(s) may be disclosed by CPSC or CBP in accordance with 5 U.S.C. 552.

Alberta E. Mills,
Secretary, Consumer Product Safety Commission.

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