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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2024–0007]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Request (ICR) summarized below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On August 5, 2024, FRA published a notice providing a 60-day period for public comment on the ICR. FRA received no comments in response to the notice.

DATES: Interested persons are invited to submit comments on or before December 23, 2024.

ADDRESSES: Written comments and recommendations for the proposed ICR should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find the particular ICR by selecting “Currently under Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT: Ms. Arlette Mussington, Information Collection Clearance Officer, at email: arlette.mussington@dot.gov or telephone: (571) 609–1285 or Ms. Joanne Swafford, Information Collection Clearance Officer, at email: joanne.swafford@dot.gov or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8

through 1320.12. On August 5, 2024, FRA published a 60-day notice in the **Federal Register** soliciting public comment on the ICR for which it is now seeking OMB approval. See 89 FR 63469. FRA has received no comments related to the proposed collection of information.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days’ notice for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b) and (c); 5 CFR 1320.12(d); see also 60 FR 44978, 44983, Aug. 29, 1995. The 30-day notice informs the regulated community of their opportunity to file relevant comments and affords the agency adequate time to consider public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA’s estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Inspection and Maintenance of Steam Locomotives.

OMB Control Number: 2130–0505.

Abstract: The Locomotive Inspection Act (LIA) establishes safety and inspection requirements for locomotives in “use” on a “railroad line.”¹ The statute was first enacted in 1911 as part of a broad congressional effort to “reduce the loss of life and the injuries” caused by the dangerous conditions that prevailed on the railroads in the late 19th and early 20th centuries.² In 1911, Congress enacted the first iteration of

the LIA to address the harms posed by locomotive boilers,³ making it “unlawful” for a common carrier “to use any locomotive engine propelled by steam power in moving interstate or foreign traffic unless the boiler of said locomotive and appurtenances thereof are in proper condition and safe to operate in the service to which the same is put.”⁴ To help ensure the locomotive boilers and their appurtenances are in proper condition, the Steam Locomotive Inspection and Maintenance Standards require certain boiler pressure calculations and service-day inspections to be recorded and available to FRA.⁵

Type of Request: Extension without change (with changes in estimates) of a currently approved collection.

Affected Public: Businesses.

Form(s): FRA F 1, FRA F 2, FRA F 3, FRA F 4, FRA F 5, and FRA F 19.

Respondent Universe: 82 steam locomotive owners/operators.

Frequency of Submission: On occasion; annually.

Total Estimated Annual Responses: 5,672.

Total Estimated Annual Burden: 1,049 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$92,419.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,
Deputy Chief Counsel.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2024–0144]

Request for Comments on the Renewal of a Previously Approved Collection: Automated Mutual Assistance Vessel Rescue (AMVER) System

AGENCY: Maritime Administration, DOT.
ACTION: Notice.

SUMMARY: The Maritime Administration (MARAD) invites public comments on our intention to request the Office of Management and Budget (OMB) approval to renew an information collection in accordance with the

¹ 49 U.S.C. 20701 *et seq.*

² *Johnson v. Southern Pac. Co.*, 196 U.S. 1, 19 (1904); see *Napier v. Atlantic Coast Line R.R.*, 272 U.S. 605, 607–608 (1926).

³ Act of Feb. 17, 1911 (Act of 1911), ch. 103, 36 Stat. 913 (known as the Boiler Inspection Act).

⁴ Act of 1911, sec. 2, 36 Stat. 913–914.

⁵ 49 CFR part 230.

Paperwork Reduction Act of 1995. The proposed collection OMB 2133–0025 Automated Mutual Assistance Vessel Rescue (AMVER) System is used to maintain a current plot of U.S.-Flag and U.S.-owned vessels. Since the last renewal, there was an increase in the total respondents to this collection, which has resulted in more responses and higher burden hours. There are no other changes to this collection. We are required to publish this notice in the **Federal Register** to obtain comments from the public and affected agencies.

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

FOR FURTHER INFORMATION CONTACT: Alex Sedlacek, 202–366–1031, Division of Sealift Operations and Emergency Response, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590, Email: alexander.sedlacek@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Automated Mutual-Assistance Vessel Rescue (AMVER) System.

OMB Control Number: 2133–0025.

Type of Request: Extension with Change of a Previously Approved Collection.

Abstract: The collection of information will be used to gather information regarding the location of U.S.-flag vessels and certain other U.S. citizen-owned vessels for the purpose of search and rescue in the saving of lives at sea and for the marshalling of ships for national defense and safety purposes.

Respondents: U.S.-flag and U.S. citizen-owned vessels.

Affected Public: Business or other for profit.

Estimated Number of Respondents: 185.

Estimated Number of Responses: 33,855.

Estimated Hours per Response: .07.

Annual Estimated Total Annual Burden Hours: 2,370.

Frequency of Response: Annually.

A 60-day **Federal Register** Notice soliciting comments on this information collection was published on September 12, 2024 at 89 FR 74371 (**Federal Register** (FR) 2024–20679).

(Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.49.)

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2024–27344 Filed 11–21–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0086]

Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted on June 7, 2023, by Kimberlyn Hearn (the petitioner) to NHTSA’s Office of Defects Investigation (ODI). The petition requests that the Agency initiate an investigation into alleged remote attacks to the vehicle electrical control system associated with a variety of reported electrical malfunctions that render the petitioner’s Model Year 2019 Toyota Yaris vehicle (subject vehicle) allegedly unusable. On August 30, 2023, NHTSA opened Defect Petition DP23–004 to evaluate the petitioner’s request. After conducting a technical review of the petitioner’s submissions, seeing no other complaints for 2019 Toyota Yaris vehicles related to the types of “remote attacks” described by the petitioner, and reviewing information provided by Toyota in response to an Agency request for information regarding the 2019 Yaris CAN bus, NHTSA has concluded that there is insufficient evidence to pursue further investigation. Accordingly, the Agency has denied the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Tariq Bond, Vehicle Defects Division—D, Office of Defects Investigation, NHTSA 1200 New Jersey Ave. SE, Washington, DC 20590. Telephone (202) 366–5472. Email: Tariq.Bond@dot.gov.

SUPPLEMENTARY INFORMATION:

Introduction

Interested persons may petition NHTSA requesting that the Agency initiate an investigation to determine whether a motor vehicle or an item of replacement equipment does not comply with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. 30162; 49 CFR 552.1. Upon receipt of a properly filed petition, the Agency conducts a

technical review of the petition, material submitted with the petition, and any additional information. 49 U.S.C. 30162(c); 49 CFR 552.6. The technical review may consist solely of a review of information already in the possession of the Agency or it may include the collection of information from the motor vehicle manufacturer or other sources. After conducting the technical review and considering appropriate factors, which may include, but are not limited to, allocation of Agency resources, Agency priorities, and the likelihood of success in litigation that might arise from a determination of noncompliance or a defect related to motor vehicle safety, the Agency will grant or deny the petition. *See* 49 U.S.C. 30162(d); 49 CFR 552.8.

Background Information

In a letter dated June 7, 2023, Kimberlyn Hearn (the petitioner) submitted a petition attributing electrical malfunctions of his 2019 Toyota Yaris (subject vehicle) to remote attacks by unknown parties targeted on the subject vehicle’s Controller Area Network (CAN bus).¹ The petitioner requested an Agency investigation of the susceptibility of the subject vehicle to the alleged attacks and for assistance securing a full refund of the vehicle price. Over four total submissions from the June 7, 2023 petition to August 2, 2023, the petitioner supported his request with a chronology of events detailing the vehicle fault, service history, and a listing of published cybersecurity articles. In addition, before filing the petition, the petitioner sent three pieces of related correspondence to the Agency from late December 2022 to February 2023.

NHTSA has based its decision on a review of the material cited by the petitioner in his petition, information submitted by Toyota in response to the Agency’s request, and other pertinent information in NHTSA’s databases. Staff from NHTSA’s Vehicle Research and Test Center (VRTC) supported the review at all stages.

Subject Vehicle History

The subject vehicle is a Model Year (MY) 2019 Toyota Yaris LE equipped with a 1.5L I4 gasoline engine. According to a vehicle history report, the subject vehicle has only been owned by one person (the petitioner), started receiving service in August of 2019, and has not experienced any reported

¹ Modern automobiles (including the subject vehicle) contain multitudes of microcontrollers that communicate over a self-contained computer network known as a Controller Area Network.