

warning devices in certain circumstances, such as during daylight hours, or when the CMV is stopped within 500 feet of a curve, the crest of a hill, or any other obstruction that prevents clear visibility. (49 CFR 392.22(b)(2)).

In addition, the FMCSRs specify the types and number of warning devices that may be used. Specifically, each CMV must be equipped with three bidirectional emergency reflective triangles, or at least six fusees, or three liquid-burning flares. (49 CFR 393.95(f)(1) and (2)). Other devices may be used in addition to the required ones, provided they do not reduce the effectiveness of the required devices. (49 CFR 393.95(f)(3)).

#### *Applicant's Request*

The application requests an exemption from the requirements of 49 CFR 392.22(b)(1) and (2) to allow the use of IMAMS dynamic digital LED messaging platform as an alternative safety system for disabled, autonomous CMVs on the road, which the applicant asserts will enhance motorist awareness and roadway safety. The IMAMS platform is a dynamic digital LED messaging sign that is securely mounted on the rear doors and front dash of semi-trailers and large CMVs.

The application explains that when an autonomous vehicle activates its emergency flashers, the IMAMS platform will automatically display a series of high-visibility, LED-lit messages to oncoming traffic. These messages cycle through "ALERT—ALERT" (in red), "MOVE OVER" (in amber), "SLOW DOWN" (in amber), and "DISABLED VEHICLE" (in amber), providing clear, immediate warnings.

The applicant emphasizes that IMAMS is an equivalent or superior alternative to traditional warning devices, as it activates automatically, which eliminates the delay and risks associated with manual placement of triangles or flares.

Although the application did not specifically request an exemption from 49 CFR 393.95(f)(1) and (2), FMCSA notes that the application would require an exemption from this section as it specifies the types and number of warning devices that are to be equipped on each power unit. These options include 3 bidirectional emergency reflective triangles that conform to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 125, or at least 6 fusees or 3 liquid-burning flares as are necessary to satisfy the requirements of § 392.22. Under the regulations, other warning devices may be used in addition to, but not in lieu

of, the required devices provided that they do not reduce the effectiveness of the required devices. Accordingly, if FMCSA were to allow the IMAMS platform as the sole emergency warning device, an exemption from 49 CFR 393.95(f)(1) and (2) would be necessary.

A copy of IMAMS's application for exemption, and all supporting materials, are available for review 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 IMAMS's application for a five-year exemption from 49 CFR 392.22(b)(1) and (2) and 49 CFR 393.95(f)(1) and (2).

All comments received before the close of business on the comment closing date 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 may be considered to the extent practicable. In addition to late comments, FMCSA will also 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. 2025–21619 Filed 11–28–25; 8:45 am]

**BILLING CODE 4910–EX–P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **National Highway Traffic Safety Administration**

[Docket No. NHTSA–2025–0017]

##### **Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Assessing the Fit and Comfort of Motorcycle Safety Gear**

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

**ACTION:** Notice and request for public 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. NHTSA is seeking approval for a new, one-time information collection from a targeted sample of 625 motorcycle riders (from 1,250 screened for potential participations) about their use and preference for motorcycle protective gear including footwear, gloves, helmets, jackets, and pants. The collection will involve recruiting motorcyclists attending motorcycle events to gather information about their perceptions of the gear in terms of comfort, usability, and protective value, and to obtain objective measures of fit. The study will allow NHTSA to assess the relationship between perceived and objectively measured fit and understand rider beliefs about the protective value of gear that influence the selection and use of protective gear. Participation will be voluntary and anonymous. A **Federal Register** notice with a 60-day comment period soliciting comments on the following information collection was published on January 13, 2025. NHTSA received five comments, which we address below.

**DATES:** Comments must be received on or before December 31, 2025.

**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](http://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 Dr. DeReece Smither, Contracting Officer's Representative, Office of Behavioral Safety Research (NPD–310), [DeReece.Smither@dot.gov](mailto:DeReece.Smither@dot.gov), (771) 221–0558, National Highway Traffic Safety Administration, 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 to OMB.

*Title:* Assessing the Fit and Comfort of Motorcycle Safety Gear.

*OMB Control Number:* New.  
*Form Numbers:* NHTSA Forms 2000, 2001, 2002, 2003, 2004, 2005.

*Type of Request:* Request for approval of a new information collection.

*Type of Review Requested:* Regular.

*Length of Approval Requested:* 3 years from date of approval.

*Summary of the Collection of Information:*

NHTSA is seeking approval for a new, one-time information collection from a targeted sample of 625 motorcycle riders (from 1,250 screened for potential participation) about their use and preference for motorcycle protective gear. The information collection will involve recruiting motorcyclists attending motorcycle events to ask them for their perceptions about the protective gear they are wearing (including footwear, gloves, helmets, jackets, pants) and to obtain objective measures of fit. The study will allow NHTSA to assess the relationship between perceived and objectively measured fit, rider beliefs about the protective value of gear, and factors influencing the selection and use of protective gear.

Potential participants will be recruited at locations where riders gather, such as rallies, training events, and other organized social events. The study protocol calls for the recruitment of an equal number of riders of standard, cruiser, sport and adventure/touring motorcycles, and seated motor scooters. Depending on the venue, the study team will either invite riders to participate at a study tent or conduct the survey near the rider's motorcycle. Study staff will observe gear worn by riders, assess the fit of the gear, and ask riders for their opinions about the fit and comfort of the gear. Data collection will involve the use of a portable tablet for the informed consent process, and to record participant responses and staff observations. Participants will self-administer some portions of the survey, while data collectors will verbally ask the participants about their gear during the gear assessments. Anthropometric measurements (e.g., head circumference) will be taken using ribbon tape or an anthropometer as appropriate depending on the gear type being assessed.

The study plan is to assess one type of protective gear (e.g., jackets) per participant. Additionally, to obtain information on participants' perspectives of different types of protective gear, study staff will present images on a tablet of the protective gear (one gear type per participant) that ranges in quality. The images will include product descriptions, but no

brand names. Participants will be asked to rate the protection afforded by the gear, its quality, and the likelihood of wearing or purchasing it.

Participation will be voluntary and anonymous. This information collection only requires participants to report their answers; there are no record-keeping costs to the participants. NHTSA will use the information to produce a technical report that will present summary statistics and tables; a de-identified data set will also be made available to the public. Participants will not report personally identifiable information. The study will allow NHTSA to better understand how the fit and comfort of protective gear influences rider choices to use or not use protective gear and provide the means to assess how well gear is fitting riders. This information will aid NHTSA in its efforts to develop successful programs to improve motorcyclist safety. The technical report will be distributed to a variety of audiences interested in improving highway safety.

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

NHTSA's statutory mandate is to reduce deaths, injuries, and economic losses resulting from motor vehicle crashes on the Nation's highways. The agency develops, promotes, and implements educational, engineering, and enforcement programs with the goal of ending preventable tragedies and reducing economic costs associated with vehicle use and highway travel. As part of its mandate, NHTSA is authorized to conduct research to develop traffic safety programs. Title 23, United States Code, Chapter 4, Section 403 authorizes the Secretary of Transportation to conduct research and development activities. Pursuant to Section 1.95 of Title 49 of the Code of Federal Regulations (CFR), the Secretary has delegated this authority to NHTSA. Current data is essential to develop appropriate approaches to improve traffic safety. This is especially true for information on motorcyclists, where data is much more limited.

NHTSA and other traffic safety stakeholders have sought to learn about motorcycle safety issues through varied methodological approaches. In 2022, there were 6,218 motorcyclists killed in traffic crashes, comprising 15 percent of all traffic fatalities that year and representing a fatality rate per vehicle miles traveled of 26.16, nearly 22 times that of passenger car occupants (1.20).<sup>1</sup>

<sup>1</sup> National Center for Statistics and Analysis. (2024, July). Motorcycles: 2022 data (Traffic Safety

These findings demonstrate the inherent risk of motorcycle riding and highlight the importance of wearing personal protective gear, especially a helmet, but including footwear, gloves, jacket, and pants. Nonetheless, not all motorcyclists use gear on every ride.

The proposed study aims to address the pressing need to understand the relationship between the fit and comfort of personal protective gear and the decision to use gear. The results will assist NHTSA in the development of programs aimed at increasing motorcycle safety by providing information on the types of gear being used, how fit and comfortable the gear is, and deterrents to using protective gear.

**60-Day Notice:** A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information collection was published on January 13, 2025 (90 FR 7, pp. 2779–2781). Five comments were received during the comment period. We address these comments below.

One motorcyclist expressed concern over exclusively collecting data at motorcycle rallies, as the attendance tends to be largely uniform and suggested broadening beyond rallies “to ensure that all riders . . . can be equally protected.” The current recruitment approach does not focus only on motorcycle rallies. The recruitment plan considers recruiting potential participants from locations other than motorcycle rallies such as training events and other organized events. As such, the project scope already intends on collecting data from motorcyclists at locations other than rallies.

An anonymous commenter expressed support for this project and recommended the study explore how motorcycle protective gear has reduced injuries in motorcycle crashes. NHTSA declines to expand its study to explore crashes because it is beyond the scope of the current study.

NHTSA received three comments in support of the study. One commenter stated the study will address “one of the most used excuses” to not wear protective gear. Another commenter expressed being “so grateful for this amazing step forward for protecting our motorcyclists.” A last commenter “appreciates the initiative of NHTSA in proposing this study to gain greater insight into the decisions of motorcycle riders to use protective equipment.”

**Affected Public:** This study will recruit volunteers who are riders of selected types of motorcycles (standard,

Facts. Report No. DOT HS 813 589). National Highway Traffic Safety Administration.

cruiser, sport, adventure/touring and seated motor scooter) at the data collection locations. Motorcyclists passing by the data collection locations will be recruited to voluntarily participate in an assessment of the fit of their current protective gear (if worn). They will also be asked to review images of selected protective gear and provide their opinions on the protective gears' protective capabilities, usability, and perceived quality.

*Estimated Number of Respondents:* Participation in this study will be voluntary and anonymous. The study

expects to contact approximately 1,250 motorcyclists at the data collection locations to obtain responses from 625 motorcyclists (125 from each motorcycle type).

*Frequency:* This study will be a one-time data collection. Because data collection may occur at multiple events, there is a remote chance an individual could participate more than once. This is not expected, however, as potential participants will not know data collection locations or times.

*Estimated Total Annual Burden Hours:* The total amount of burden is

estimated to be 341 hours. This includes the following estimates: (1) 313 hours for 625 motorcyclists to respond fully to the survey, based on an average completion time of 30 minutes per participant; (2) 19 hours for the estimated 75 motorcyclists who will partially participate, based on spending 15 minutes on a portion of the survey; and (3) nine hours for the estimated 550 people who are screened by study staff, but decline to participate, based on one minute per interaction (see Table 1).

TABLE 1—SUMMARY OF TOTAL BURDEN HOURS BY TYPE OF PARTICIPATION

| Type of participation                           | Number of respondents | Minutes per respondent | Total estimated burden hours * |
|-------------------------------------------------|-----------------------|------------------------|--------------------------------|
| Rider Fully Participates .....                  | 625                   | 30                     | 313                            |
| Form 2000—Informed Consent/Screening AND .....  | 625                   | 1                      | .....                          |
| Form 2001 (Footwear) OR .....                   | 125                   | 29                     | .....                          |
| Form 2002 (Gloves) OR .....                     | 125                   | 29                     | .....                          |
| Form 2003 (Helmets) OR .....                    | 125                   | 29                     | .....                          |
| Form 2004 (Jackets) OR .....                    | 125                   | 29                     | .....                          |
| Form 2005 (Pants) .....                         | 125                   | 29                     | .....                          |
| Rider Does Not Fully Participate .....          | 75                    | 15                     | 19                             |
| Form 2000—Informed Consent/Screening AND .....  | 75                    | 1                      | .....                          |
| Form 2001 (Footwear) OR .....                   | 15                    | 14                     | .....                          |
| Form 2002 (Gloves) OR .....                     | 15                    | 14                     | .....                          |
| Form 2003 (Helmets) OR .....                    | 15                    | 14                     | .....                          |
| Form 2004 (Jackets) OR .....                    | 15                    | 14                     | .....                          |
| Form 2005 (Pants) .....                         | 15                    | 14                     | .....                          |
| Rider Screened but Does Not Participate .....   | 550                   | 1                      | 9                              |
| Form 2000—Informed Consent/Screening ONLY ..... | 550                   | 1                      | .....                          |
| Grand Total .....                               | 1,250                 | .....                  | 341                            |

**Note:** \* Rounded to the nearest hour.

*Estimated Total Annual Burden Cost:* The total burden cost to participants is estimated to be \$14,460 with an annual burden cost of \$4,820 (total divided by 3) (see Table 2). Participation in this

study is voluntary and there are no costs to respondents beyond the time spent hearing about the study and participating in data collection, if they decide to participate. Participants will

incur no burden related to annual reporting or record keeping due to the collection of this new information.

TABLE 2—BURDEN ESTIMATES BY NHTSA FORM FOR THE DATA COLLECTION SURVEYS

| Information collection—NHTSA form # | Number of responses | Burden per response * (in minutes) | Burden per respondent * (in minutes) | Average hourly opportunity cost ** | Labor cost per submission | Total burden hours *** | Total opportunity costs *** |
|-------------------------------------|---------------------|------------------------------------|--------------------------------------|------------------------------------|---------------------------|------------------------|-----------------------------|
| Form 2000 .....                     | 1,250               | 1                                  | 1                                    | \$42.46                            | \$0.708                   | 21                     | \$885                       |
| Form 2001 .....                     | 140                 | 27.39                              | 27.39                                | 42.46                              | 19.392                    | 64                     | 2,715                       |
| Form 2002 .....                     | 140                 | 27.39                              | 27.39                                | 42.46                              | 19.392                    | 64                     | 2,715                       |
| Form 2003 .....                     | 140                 | 27.39                              | 27.39                                | 42.46                              | 19.392                    | 64                     | 2,715                       |
| Form 2004 .....                     | 140                 | 27.39                              | 27.39                                | 42.46                              | 19.392                    | 64                     | 2,715                       |
| Form 2005 .....                     | 140                 | 27.39                              | 27.39                                | 42.46                              | 19.392                    | 64                     | 2,715                       |
| Total .....                         | 1,950               | .....                              | .....                                | .....                              | .....                     | 341                    | 14,460                      |

**Notes:** \* Forms 2001–2005 Burden per Response/Respondent averages both the rider fully and does not fully participate as shown in Table 1.

\*\* See May 2024 all occupations cross-industry, private, federal, state, and local government average hourly wage from the U.S. Bureau of Labor Statistics at <https://data.bls.gov/oas/#/industry/000000>; Average Hourly Opportunity Cost is inclusive of a 30% addition to the base hourly wage to account for fringe benefits (\$42.46 = \$32.66 hourly wage + \$9.80 fringe).

\*\*\* Rounded up based on individual forms.

**Public Comments Invited:** You are asked to comment on any aspects of this information collection, including (i) 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; (ii) the accuracy of the Department's estimate of the burden of the proposed information collection; (iii) ways to enhance the quality, utility and clarity of the information to be collected; and (iv) 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.

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

**Jane Terry,**

*Acting Associate Administrator, Research and Program Development.*

[FR Doc. 2025-21598 Filed 11-28-25; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

[Docket ID OCC-2025-0471]

### FEDERAL RESERVE SYSTEM

[Docket No. OP-1872]

### FEDERAL DEPOSIT INSURANCE CORPORATION

RIN 3064-ZA51

#### Request for Information: Streamlining the Call Report

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

**ACTION:** Request for information and comment.

**SUMMARY:** The OCC, the Board, and the FDIC (the agencies) seek public input on sources of regulatory reporting burden for institutions that currently file the Consolidated Reports of Condition and Income (Call Report) (FFIEC 031, FFIEC 041, and FFIEC 051). This request for information (RFI) offers the opportunity for interested stakeholders to identify ways that the agencies could streamline the Call Report forms and instructions while still meeting the purposes of the collection.

**DATES:** Comments must be submitted on or before January 30, 2026.

**ADDRESSES:** Interested parties are invited to submit written comments to any or all of the agencies. Comments should be directed to:

**OCC:** Commenters are encouraged to submit comments through the Federal eRulemaking Portal. Please use the title "Request for Information: Streamlining the Call Report" to facilitate the organization and distribution of the comments. You may submit comments by any of the following methods:

- **Federal eRulemaking Portal—Regulations.gov:** Go to <https://regulations.gov/>. Enter Docket ID "OCC-2025-0471" in the Search Box and click "Search." Public comments can be submitted via the "Comment" box below the displayed document information or by clicking on the document title and then clicking the "Comment" box on the top-left side of the screen. For help with submitting effective comments, please click on "Commenter's Checklist." For assistance with the *Regulations.gov* site, please call 1-866-498-2945 (toll free) Monday-Friday, 9 a.m.-5 p.m. EST, or email [regulationshelpdesk@gsa.gov](mailto:regulationshelpdesk@gsa.gov).
- **Mail:** Chief Counsel's Office, Attention: Comment Processing, Office of the Comptroller of the Currency, 400 7th Street SW, Suite 3E-218, Washington, DC 20219.
- **Hand Delivery/Courier:** 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

**Instructions:** You must include "OCC" as the agency name and Docket ID "OCC-2025-0471" in your comment. In general, the OCC will enter all comments received into the docket and publish the comments on the *Regulations.gov* website without change, including any business or personal information provided such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

You may review comments and other related materials that pertain to this action by the following method:

- **Viewing Comments Electronically—Regulations.gov:**

Go to <https://regulations.gov/>. Enter Docket ID "OCC-2025-0471" in the Search Box and click "Search." Click on the "Dockets" tab and then the document's title. After clicking the document's title, click the "Browse All Comments" tab. Comments can be viewed and filtered by clicking on the

"Sort By" drop-down on the right side of the screen or the "Refine Comments Results" options on the left side of the screen. Supporting materials can be viewed by clicking on the "Browse Documents" tab. Click on the "Sort By" drop-down on the right side of the screen or the "Refine Results" options on the left side of the screen checking the "Supporting & Related Material" checkbox. For assistance with the *Regulations.gov* site, please call 1-866-498-2945 (toll free) Monday-Friday, 9 a.m.-5 p.m. EST, or email [regulationshelpdesk@gsa.gov](mailto:regulationshelpdesk@gsa.gov).

The docket may be viewed after the close of the comment period in the same manner as during the comment period.

**Board:** You may submit comments, which should refer to "Request for Information: Streamlining the Call Report," by any of the following methods:

- **Agency website:** <http://www.federalreserve.gov>. Follow the instructions for submitting comments at: <http://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm>.
- **Email:** [regs.comments@federalreserve.gov](mailto:regs.comments@federalreserve.gov). Include "Request for Information: Streamlining the Call Report" in the subject line of the message.
- **Fax:** (202) 395-6974.
- **Mail:** Benjamin W. McDonough, Deputy Secretary of the Board, Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue NW, Washington, DC 20551.

All public comments are available on the Board's website at <https://www.federalreserve.gov/apps/foia/proposedregs.aspx> as submitted, unless modified for technical reasons. Accordingly, your comments will not be edited to remove any identifying or contact information.

**FDIC:** You may submit comments, which should refer to "RIN 3064-ZA51," by any of the following methods:

- **Agency Website:** <https://www.fdic.gov/federal-register-publications>. Follow the instructions for submitting comments on the FDIC's website.
- **Email:** [comments@FDIC.gov](mailto:comments@FDIC.gov). Include "RIN 3064-ZA51" in the subject line of the message.
- **Mail:** Jennifer Jones, Deputy Executive Secretary, Attention: Comments RIN 3064-ZA51, Federal Deposit Insurance Corporation, 550 17th Street NW, Washington, DC 20429.

• **Hand Delivery:** Comments may be hand delivered to the guard station at the rear of the 550 17th Street NW building (located on F Street NW) on business days between 7 a.m. and 5 p.m.