

By the Board, Mai T. Dinh, Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2010-0029]

Amtrak's Request To Conduct Regression Testing of Its Certified Positive Train Control System

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

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that on January 6, 2023, the National Railroad Passenger Corporation (Amtrak) submitted a document entitled "Advanced Civil Speed Enforcement System (ACSES II) Regression Test Waiver Request," to FRA. Amtrak asks FRA to approve its request to conduct regression testing of its FRA-certified ACSES II positive train control (PTC) system on its PTC-equipped track.

DATES: FRA will consider comments received by April 3, 2023. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES: All comments concerning this proceeding should identify the agency name and Docket Number FRA-2010-0029, and may be submitted on <https://www.regulations.gov>. Follow the online instructions for submitting comments. For convenience, all active PTC dockets are hyperlinked on FRA's website at <https://railroads.dot.gov/train-control/ptc/ptc-annual-and-quarterly-reports>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT: Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816-516-7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: On June 6, 2017, FRA certified Amtrak's ACSES II PTC system under title 49 Code of Federal Regulations (CFR) section 236.1015 and title 49 United States Code (U.S.C.) 20157(h). Pursuant to 49 CFR 236.1035, a railroad must obtain

FRA's approval before field testing an uncertified PTC system, or a product of an uncertified PTC system, or any regression testing of a certified PTC system on the general rail system. See 49 CFR 236.1035(a). Please see Amtrak's test request for the required information, including a complete description of Amtrak's Concept of Operations and its specific test procedures, including the measures that will be taken to ensure safety during testing.

Amtrak's test request is available for review online at <https://www.regulations.gov> (Docket No. FRA-2010-0029). Interested parties are invited to comment on the test request by submitting written comments or data. During its review of the test request, FRA will consider any comments or data submitted. However, FRA may elect not to respond to any particular comment, and under 49 CFR 236.1035, FRA maintains the authority to approve, approve with conditions, or deny the test request at its sole discretion.

Privacy Act Notice

In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to <https://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov. To facilitate comment tracking, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. If you wish to provide comments containing proprietary or confidential information, please contact FRA for alternate submission instructions.

Issued in Washington, DC.

Carolyn R. Hayward-Williams,

Director, Office of Railroad Systems and Technology.

[FR Doc. 2023-02201 Filed 2-1-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2022-0004; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming Model Year 2020 Henan Webetter WB-400ST Food Service Trailers Are Eligible for Importation

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

ACTION: Receipt of petition.

SUMMARY: This document announces the National Highway Traffic Safety Administration (NHTSA) receipt of a petition for a decision that model year (MY) 2020 Henan Webetter WB-400ST food service trailers that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS), are eligible for importation into the United States because they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is March 6, 2023.

ADDRESSES: Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited in the title of this notice and may be submitted by any of the following methods:

- **Mail:** Send comments by mail addressed to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver comments by hand to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except for Federal holidays.

- **Electronically:** Submit comments electronically by logging onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov>. Follow the online instructions for submitting comments.

- Comments may also be faxed to (202) 493-2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy

form, please ensure that two copies are provided. If you wish to receive confirmation that comments you have submitted by mail were received, please enclose a stamped, self-addressed postcard along with the comments. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the fullest extent possible.

All comments, background documentation, and supporting materials submitted to the docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the internet at <https://www.regulations.gov> by following the online instructions for accessing the dockets. The docket ID number for this petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000, (65 FR 19477-78).

FOR FURTHER INFORMATION CONTACT: Robert Mazurowski, Office of Vehicle Safety Compliance, NHTSA (202-366-1012).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same MY as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice of each petition that it receives in the **Federal Register**, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible

for importation. The agency then publishes this decision in the **Federal Register**.

Wallace Environmental Testing Laboratories, Inc. (WETL), (Registered Importer R-90-005), of Houston, Texas has petitioned NHTSA to decide whether nonconforming MY 2020 Henan Webetter WB-400ST food service trailers are eligible for importation into the United States. The petitioner believes the vehicles are capable of being readily altered to conform to all applicable FMVSS. The vehicle is a tandem axle trailer with a stated GVWR of 7,054 lbs. (3,200 kg).

Wallace Environmental Testing Laboratories, Inc. (WETL) submitted information with its petition intended to demonstrate that non-U.S. certified MY 2020 Henan Webetter WB-400ST food service trailers, as originally manufactured, conform to many applicable FMVSS, or are capable of being readily altered to conform to those standards. Specifically, the petitioner claims that the non-U.S. certified MY 2020 Henan Webetter WB-400ST food service trailers, as originally manufactured, are only subject to: FMVSS No. 108, *Lamps, Reflective Devices and Associated Equipment* and FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less*. The petitioner also contends that the subject non-U.S. certified vehicles are capable of being readily altered to meet the following FMVSS, in the manner indicated:

FMVSS No. 108, *Lamps, Reflective Devices and Associated Equipment*: installation of rear reflectors, side markers, side reflectors, clearance lamps, identification lamps and upper lights, front side marker lamps and reflectors, intermediate side marker lamps and reflectors, and license plate lamp. The petitioner states "On the rear, 3 lamps will be installed as close as practical to the top of the vehicle at the same height and as close as practical to the center line with lamp centers spaced not less than 6 inches or more than 12 inches. The two red lamps on the rear and two amber lamps on the front must be replaced with lamps conforming to the requirements. The brake and turn signal lamps must be replaced as well. These parts can easily be found at local auto parts retailers."

FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less*: the petitioner claims

the tires rims are within conformity of this standard.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation 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. DOT-NHTSA-2023-0002]

Request for Comment; Draft Model Minimum Uniform Crash Criteria (MMUCC) Guideline, Sixth Edition

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

ACTION: Request for public comment: 60-Day notice.

SUMMARY: The Model Minimum Uniform Crash Criteria (MMUCC) provides States a guideline for describing crashes involving motor vehicles in-transport to generate the information necessary to improve traffic safety. The primary benefit of using MMUCC is increased crash data uniformity so traffic safety insights can be developed more quickly. Since its inception in 1998, MMUCC has been a voluntary guideline for States; however, standardization of crash data is essential to NHTSA and its safety stakeholders. The crash data that NHTSA obtains from the States supports several of NHTSA's efforts such as the Fatality Analysis Reporting System (FARS) and the Crash Report Sampling System (CRSS), which are essential to NHTSA's traffic safety activities as well other Federal, State, and local agencies. Therefore, it is critical that the recommended MMUCC data elements be designed with clarity, purpose, and feasibility. NHTSA is revising the Model Minimum Uniform Crash Criteria (MMUCC) 5th Edition and requests comments on the draft MMUCC Guideline, Sixth Edition available at [Regulations.gov](https://www.regulations.gov), to inform appropriate improvements and identify stakeholder concerns. For example, crash data collectors may wish to comment on the feasibility of collecting data elements and attributes from the scene of a crash. Crash database administrators, managers, and technicians may wish to comment on the challenges and concerns with implementation and data