

4 as shown by the rail sensitivity case in this study (e.g., the GA-4 truck spent fuel transport can hold four PWR fuel assemblies, which would reduce the PWR cumulative doses by a factor of 4).

The NRC staff found total accidental population risk per year due to transport of spent ATF, including spent ATF with increased enrichment and higher burnup levels, continued to demonstrate the low risks from both radiological and nonradiological accidents and is consistent with past transportation studies. The greater risk to a member of the public would be physical harm from an actual vehicle collision involving a spent ATF shipment, if such an event ever happens. While the nonradiological risk is the greater risk, the results of this study demonstrate that those risks would still not be significant and are less than the common (nonradiological) cause environmental risks of Table S-4. The results for spent ATF with increased enrichment and higher burnup are consistent with the environmental impacts associated with the transportation of fuel and radioactive wastes to and from current-generation reactors presented in Table S-4 of 10 CFR 51.52.

Based on the results of the impact analysis, shipment of near-term ATF technologies with enrichments of up to 8 (wt%) uranium-235 (U-235) and higher burnup levels of up to 80 gigawatt days per metric ton of uranium (GWD/MTU) would not significantly change the potential impacts of either incident-free or accident transportation risk. Hence, the transportation impacts of spent ATF are bounded by Table S-4. Therefore, the results of this analysis could serve as a reference in helping to address the environmental impacts of ATF licensing without a detailed site-specific transportation analysis, as long as the ATF is within the enrichment and burnup levels with the associated fuel assembly radionuclide inventory and parameters applied in the analyses of this proposed NUREG.

In the case of decommissioning, the expected impacts from deployment and use of ATF with increased enrichment and higher burnup levels would be the same as or slightly less than those from decommissioning nuclear power plants operating with the existing fuel. Additionally, the expected Decommissioning GEIS and guidance updates could build upon the analysis from this study to specifically address the decommissioning of a LWR deploying and using ATF.

Therefore, based on findings in this study, the NRC staff concludes that the reevaluated findings addressing near-term ATF technologies (i.e., coated

cladding, doping, and FeCrAl cladding) indicate the environmental effects associated with deploying and using ATF would be bounded by the NRC staff's prior analysis with enrichments up to 8 wt% U-235 and extending peak-rod burnup to 80 GWD/MTU for the uranium fuel cycle, transportation of fuel and waste, and decommissioning. Additionally, if in a future licensing action, the enrichment and burnup levels are greater than 8 wt% U-235 and 80 GWD/MTU, respectively, and for the deployment and use of long-term ATF technologies, the study could provide guidance for completing the needed revised analysis.

As the NRC staff continues to prepare to review license applications related to ATF technologies and fuel with increased enrichment and higher burnup levels, the NRC staff will evaluate new industry developments and other activities before publishing the final NUREG to consider further refinements of the ATF environmental evaluation. For example, such new information could include results from ongoing licensing actions regarding the use of higher enrichment levels in fuel fabrication (ADAMS Accession No. ML22175A070).

III. Specific Requests for Comments

The NRC is seeking advice and recommendations from the public on the draft NUREG. We are particularly interested in comments and supporting rationale from the public on the following:

Transportation Accident Release Fractions

1. Previous transportation accident analyses have relied upon the use of release fractions in Table 7.31 from NUREG/CR-6672, "Reexamination of Spent Fuel Shipment Risk Estimates," (ADAMS Accession No. ML003698324) for burnup levels up to 60 GWD/MTU. By subjecting LWR nuclear fuel to higher burnup levels, the radionuclide inventory available to be released is greater and material issues such as cladding embrittlement, fuel fragmentation, and additional diffusional release of fission products are expected to result in greater release fractions than assessed in NUREG/CR-6672. Therefore, Appendix B of the draft NUREG assessed the potential effects due to higher radiological material release fractions from the physical effects of higher burnup levels on the fuel pin cladding and the uranium fuel pellets.

The NRC is seeking comment on the use of release fractions developed in Appendix B of the draft NUREG for

higher burnup levels than previously considered under transportation accident conditions.

Dated: August 29, 2023.

For the Nuclear Regulatory Commission.

John M. Moses,

Deputy Director, Division of Rulemaking, Environmental, and Financial Support, Office of Nuclear Materials Safety, and Safeguards.

[FR Doc. 2023-18966 Filed 8-31-23; 8:45 am]

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POSTAL REGULATORY COMMISSION

[Docket Nos. CP2022-75; CP2022-91]

New Postal Products

AGENCY: Postal Regulatory Commission.

ACTION: Notice.

SUMMARY: The Commission is noticing a recent Postal Service filing for the Commission's consideration concerning a negotiated service agreement. This notice informs the public of the filing, invites public comment, and takes other administrative steps.

DATES: *Comments are due:* September 6, 2023.

ADDRESSES: Submit comments electronically via the Commission's Filing Online system at <http://www.prc.gov>. Those who cannot submit comments electronically should contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section by telephone for advice on filing alternatives.

FOR FURTHER INFORMATION CONTACT: David A. Trissell, General Counsel, at 202-789-6820.

SUPPLEMENTARY INFORMATION:

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- I. Introduction
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I. Introduction

The Commission gives notice that the Postal Service filed request(s) for the Commission to consider matters related to negotiated service agreement(s). The request(s) may propose the addition or removal of a negotiated service agreement from the Market Dominant or the Competitive product list, or the modification of an existing product currently appearing on the Market Dominant or the Competitive product list.

Section II identifies the docket number(s) associated with each Postal Service request, the title of each Postal Service request, the request's acceptance date, and the authority cited by the Postal Service for each request. For each

request, the Commission appoints an officer of the Commission to represent the interests of the general public in the proceeding, pursuant to 39 U.S.C. 505 (Public Representative). Section II also establishes comment deadline(s) pertaining to each request.

The public portions of the Postal Service's request(s) can be accessed via the Commission's website (<http://www.prc.gov>). Non-public portions of the Postal Service's request(s), if any, can be accessed through compliance with the requirements of 39 CFR 3011.301.¹

The Commission invites comments on whether the Postal Service's request(s) in the captioned docket(s) are consistent with the policies of title 39. For request(s) that the Postal Service states concern Market Dominant product(s), applicable statutory and regulatory requirements include 39 U.S.C. 3622, 39 U.S.C. 3642, 39 CFR part 3030, and 39 CFR part 3040, subpart B. For request(s) that the Postal Service states concern Competitive product(s), applicable statutory and regulatory requirements include 39 U.S.C. 3632, 39 U.S.C. 3633, 39 U.S.C. 3642, 39 CFR part 3035, and 39 CFR part 3040, subpart B. Comment deadline(s) for each request appear in section II.

II. Docketed Proceeding(s)

1. *Docket No(s)*.: CP2022–75; *Filing Title*: USPS Notice of Amendment to Priority Mail Express, Priority Mail, First-Class Package Service & Parcel Select Contract 12, Filed Under Seal; *Filing Acceptance Date*: August 28, 2023; *Filing Authority*: 39 CFR 3035.105; *Public Representative*: Christopher C. Mohr; *Comments Due*: September 6, 2023.

2. *Docket No(s)*.: CP2022–91; *Filing Title*: USPS Notice of Amendment to Priority Mail Express, Priority Mail, First-Class Package Service & Parcel Select Contract 17, Filed Under Seal; *Filing Acceptance Date*: August 28,

2023; *Filing Authority*: 39 CFR 3035.105; *Public Representative*: Christopher C. Mohr; *Comments Due*: September 6, 2023.

This Notice will be published in the **Federal Register**.

Erica A. Barker,
Secretary.

[FR Doc. 2023–18969 Filed 8–31–23; 8:45 am]

BILLING CODE 7710–FW–P

RAILROAD RETIREMENT BOARD

Agency Forms Submitted for OMB Review, Request for Comments

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35), the Railroad Retirement Board (RRB) is forwarding 4 Information Collection Requests (ICR) to the Office of Information and Regulatory Affairs (OIRA), Office of Management and Budget (OMB). Our ICR describes the information we seek to collect from the public. Review and approval by OIRA ensures that we impose appropriate paperwork burdens.

The RRB invites comments on the proposed collections of information to determine (1) the practical utility of the collections; (2) the accuracy of the estimated burden of the collections; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of collection; and (4) ways to minimize the burden of collections on respondents, including the use of automated collection techniques or other forms of information technology. Comments to the RRB or OIRA must contain the OMB control number of the ICR. For proper consideration of your comments, it is best if the RRB and OIRA receive them within 30 days of the publication date.

1. *Title and Purpose of information collection*: Certification Regarding Rights to Unemployment Benefits; OMB 3220–0079.

Under section 4 of the Railroad Unemployment Insurance Act (RUIA) (45 U.S.C. 354), an employee who leaves work voluntarily is disqualified for unemployment benefits unless the employee left work for good cause and is not qualified for unemployment benefits under any other law. RRB Form UI–45, Claimant's Statement—Voluntary Leaving of Work, is used by the RRB to obtain the claimant's statement when the claimant, the claimant's employer, or another source indicates that the claimant has voluntarily left work.

Completion of Form UI–45 is required to obtain or retain benefits. One response is received from each respondent.

Previous Requests for Comments: The RRB has already published the initial 60-day notice (88 FR 41993 on June 28, 2023) required by 44 U.S.C. 3506(c)(2). That request elicited no comments.

Information Collection Request (ICR)

Title: Certification Regarding Rights to Unemployment Benefits.

OMB Control Number: 3220–0079.

Form(s) submitted: UI–45.

Type of request: Extension without change of a currently approved collection.

Affected public: Individuals or households.

Abstract: In administering the disqualification for the voluntary leaving of work provision of Section 4 of the Railroad Unemployment Insurance Act, the Railroad Retirement Board investigates an unemployment claim that indicates the claimant left voluntarily. The certification obtains information needed to determine if the leaving was for good cause.

Changes proposed: The RRB proposes no changes to Form UI–45.

The burden estimate for the ICR is as follows:

Form No.	Annual responses	Time (minutes)	Burden (hours)
UI–45	200	15	50

2. *Title and Purpose of information collection*: Self-Employment and Substantial Service Questionnaire; OMB 3220–0138.

Section 2 of the Railroad Retirement Act (RRA) (45 U.S.C. 231a) provides for payment of annuities to qualified employees and their spouses. In order to

receive an age and service annuity, section 2(e)(3) states that an applicant must stop all railroad work and give up any rights to return to such work. However, applicants are not required to stop nonrailroad work or self-employment.

The RRB considers some work claimed as “self-employment” to actually be employment for an employer. Whether the RRB classifies a particular activity as self-employment or as work for an employer depends upon the circumstances of each case. These

¹ See Docket No. RM2018–3, Order Adopting Final Rules Relating to Non-Public Information,

June 27, 2018, Attachment A at 19–22 (Order No. 4679).