

tour operators; Robert Randall, Dick Hingson, Les Blomberg, and John Eastman representing environmental interests; and Carl Slater representing Native American tribes, with one current opening for a Native American tribe representative. The three-year term of Mr. Lincoln expires on July 27, 2024.

### Selections

To retain balance within the NPOAG, the FAA and NPS are seeking candidates interested in filling the one current vacant seat representing Native American tribes and one upcoming vacancy representing the commercial air tour industry. The FAA and NPS invite persons interested in these openings on the NPOAG to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Requests to serve on the NPOAG must be made in writing and postmarked or emailed on or before July 26, 2024. Any request to fill one of these seats must describe the requestor's affiliation with commercial air tour operators, environmental concerns, or federally recognized Native American tribes, as appropriate. The request should also explain what expertise the requestor would bring to the NPOAG as related to issues and concerns with aircraft flights over national parks or tribal lands. The term of service for NPOAG members is 3 years. Members may re-apply for another term.

On August 13, 2014, the Office of Management and Budget issued revised guidance regarding the prohibition against appointing or not reappointing federally registered lobbyists to serve on advisory committees (79 FR 47482). Therefore, before appointing an applicant to serve on the NPOAG, the FAA and NPS will require the prospective candidate to certify that they are not a federally registered lobbyist.

Issued in Washington, DC, on June 20, 2024.

**Sandra Fox,**

*Environmental Protection Specialist, FAA  
Office of Environment and Energy.*

[FR Doc. 2024-13945 Filed 6-25-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2024-0027]

#### Denial of Motor Vehicle Defect Petition, DP22-004

**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 to NHTSA on August 18, 2022, requesting that the agency commence an investigation of collisions of passenger vehicles and vulnerable road users (pedestrians, bicyclists, or motorcyclists) with van-type (also known as box) semi-trailers that result in significant injuries or death due to a lack of effective rear impact guards. On January 17, 2023, NHTSA opened Defect Petition DP22-004 to evaluate petitioners' request. After consideration of the petition and other information, NHTSA believes that the issues raised here are best addressed through its recent rulemaking and the ongoing actions under the Bipartisan Infrastructure Law (BIL). Accordingly, the agency has denied the petition.

**FOR FURTHER INFORMATION CONTACT:** Mr. Nate Seymour, Medium and Heavy Duty Vehicle Division, Office of Defects Investigation (ODI), NHTSA, 1200 New Jersey Ave. SE, Washington, DC 20590. Email: [nate.seymour@dot.gov](mailto:nate.seymour@dot.gov).

**SUPPLEMENTARY INFORMATION:** The Office of Defects Investigation (ODI) received a petition dated August 18, 2022, requesting an investigation of collisions of passenger vehicles and vulnerable road users (pedestrians, bicyclists, or motorcyclists) with van-type (also known as box) semi-trailers that result in significant injuries or death due to a lack of effective rear impact guards (RIGs).<sup>1</sup> No specific trailer manufacturer or equipment supplier was identified. The petition acknowledges that the issues presented may be addressed by the actions the agency is taking pursuant to the Bipartisan Infrastructure Law (BIL).

The petitioners cite crashes exemplifying their concerns, including those in NHTSA's Fatality Analysis Reporting System (FARS), stating that there are "hundreds of underride deaths and serious injuries annually from collisions with semitrailers." Petitioners

observe that from 1994 to 2015, FARS reports 1,803 rear underride deaths, and they further assert that FARS is "known to underreport these deaths." This data, according to petitioners, "indicate[s] that semitrailers without effective [RIGs] contain a defect that presents an unreasonable risk."

Petitioners also submitted to NHTSA, between January 30 and May 15, 2023, various materials—the vast majority of which were over 200 news articles pertaining to fatal incidents involving a heavy vehicle. NHTSA reviewed these materials. Of the news articles, over a third regarded the same crash event, or regarded a non-crash event. Through extensive additional research, ODI determined that twenty-two of the events involved van-type (or "box") semitrailers. Of those twenty-two events, ODI was able to identify the trailer manufacturer in nine; however, none of the model years could be determined. There were no crash reports of vulnerable road user fatalities or injuries included in the materials received from the petitioners.

Approximately one month before submission of the petition, NHTSA updated the Federal Motor Vehicle Safety Standards (FMVSS) for RIGs (FMVSS 223 and 224). *See* 87 FR 42339. FMVSS provide minimum safety standards for vehicles or items of motor vehicle equipment sold in the United States. Such rulemaking efforts involve extensive research and analysis, including requirements to consider economic impacts. NHTSA relied on a collection of crash databases and published research to update these FMVSS. Among other sources, NHTSA used the University of Michigan Transportation Research Institute (UMTRI) study of Trucks Involved in Fatal Accidents (TIFA) in updating the FMVSS for RIGs—not the Fatality Analysis Reporting System (FARS) data that petitioners claim underreport deaths from collisions with semitrailers. *See* 87 FR 42354.

These updated standards replace the original standards released in 1996 and adopt requirements similar to the Canada Motor Vehicle Safety Standard (CMVSS) 223 for RIG protection. They provide for upgraded protection in crashes where the passenger motor vehicle hits the center of the rear of the trailer or semitrailer, and crashes in which 50 percent of the width of the passenger motor vehicle overlaps the rear of the trailer or semitrailer. The updated standards went into effect on January 11, 2023, and have a compliance date of no later than July 15, 2024. The updated standards also satisfy BIL requirements. 87 FR 42342.

<sup>1</sup> The petition is available at <https://www.nhtsa.gov/recalls?nhtsald=11481272>.

Further, pursuant to BIL, in July 2022, NHTSA published a notice soliciting nominations for an advisory committee on Underride Protection, to provide advice and recommendations to the Secretary of Transportation on safety regulations to reduce underride crashes and fatalities relating to underride crashes. See 87 FR 40346. In April 2023, NHTSA announced 16 members of that committee, which include petitioner Marianne Karth as well as another representative of underride crash victims. The committee is further comprised of representatives of truck safety organizations; motor vehicle crash investigators; law enforcement; labor organizations; motor vehicle engineers; the insurance industry; motor carriers, including independent owner-operators; and truck and trailer manufacturers.

In addition to the advisory committee, NHTSA previously announced several additional actions related to truck trailer underride safety, including improving data collection of underride crashes by recommending inclusion of underride data in state crash data systems and by providing educational materials to state and local police departments on identifying and recording underride crashes. NHTSA is also conducting research on rear impact guard designs that better protect occupants of passenger vehicles in even more rear underride crash scenarios. NHTSA, with the Federal Motor Carrier Safety Administration (FMCSA), published a pamphlet in August 2022—which was also distributed to law enforcement through various channels—that explains how to identify and record such crashes.<sup>2</sup>

After consideration of the petition, including the reports provided by the petitioners, NHTSA believes the issues raised are best addressed through its recent rulemaking and the ongoing actions under BIL. Accordingly, NHTSA has decided not to open a defect investigation and the petition is denied. The denial of this petition does not foreclose the agency from taking further action if warranted or making a future finding that a safety-related defect exists based upon additional information the agency may receive.

*Authority:* 49 U.S.C. 30162(d) and 49 CFR part 552; delegation of authority at 49 CFR 1.95(a).<sup>3</sup>

**Eileen Sullivan,**

*Associate Administrator, Enforcement.*

[FR Doc. 2024–13953 Filed 6–25–24; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

[DOT–OST–2023–0175]

### Department of Transportation Advisory Committee on Human Trafficking: Notice of Public Meetings

**AGENCY:** Office of the Secretary of Transportation, U.S. Department of Transportation.

**ACTION:** Notice of public meetings.

**SUMMARY:** This notice announces two virtual meetings of the Department of Transportation Advisory Committee on Human Trafficking.

**DATES:** The meetings will be held on August 14, 2024, from 10:30 a.m. to 4:45 p.m. EDT and September 6, 2024, from 11:00 a.m. to 2:15 p.m. EDT.

**ADDRESSES:** The meetings will be held virtually. Any person requiring accessibility accommodations should contact the Official listed in the next section.

**FOR FURTHER INFORMATION CONTACT:** Maha Alkhateeb, Office of International Transportation and Trade, U.S. Department of Transportation, at [trafficking@dot.gov](mailto:trafficking@dot.gov) or (202) 366–4398. Also visit the ACHT website at <https://www.transportation.gov/stophumantrafficking/acht>.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

ACHT was re-chartered on July 29, 2022, using the Department's authorities under the *Bipartisan Infrastructure Law* (BIL) (Pub. L. 117–58).<sup>1</sup> Sec. 23020 of BIL requires the Secretary of Transportation, acting through the ACHT and in coordination with the Attorney General, to submit a triennial counter-trafficking report with (1) recommendations for countering human trafficking; (2) an assessment of best practices by transportation stakeholders; and (3) human trafficking violations involving commercial motor vehicles.

<sup>3</sup> The authority to determine whether to approve or deny defect petitions under 49 U.S.C. 30162(d) and 49 CFR part 552 has been further delegated to the Associate Administrator for Enforcement.

<sup>1</sup> <https://www.congress.gov/117/plaws/publ58/PLAW-117-publ58.pdf>.

## II. Agenda

At the August 14, 2024, meeting, the agenda will cover the following topics:

- 10:30–10:45 a.m.—Welcome & Call to Order
- 10:50 a.m.–12:00 p.m.—USG Presentation(s)
- 12:05–1:00 p.m.—Lunch
- 1:05–1:30 p.m.—ACHT Report Overview
  - *David Saperstein, Chair*
  - *Esther Goetsch, Vice Chair*
- 1:35–3:30 p.m.—Discussion and Deliberation
  - *David Saperstein, Chair*
  - *Esther Goetsch, Vice Chair*
- 3:35–3:50 p.m.—Break
- 3:55–4:25 p.m.—Public Comment
  - *Maha Alkhateeb, Designated Federal Officer*
- 4:30–4:45 p.m.—Next Steps and Closing Remarks

At the September 6, 2024, meeting, the agenda will cover the following topics:

- 11:00–11:30 a.m.—Welcome & Call to Order
  - *Julie Abraham, Director*
- 11:35 a.m.–12:00 p.m.—ACHT Report Overview
  - *David Saperstein, Chair*
  - *Esther Goetsch, Vice Chair*
- 12:05–12:35 p.m.—Vote to Adopt the ACHT Final Report Overview
  - *David Saperstein, Chair*
- 12:40–12:50 p.m.—Break
- 12:55–1:25 p.m.—Committee Member Reflections
  - *Esther Goetsch, Vice Chair*
- 1:30–2:00 p.m.—Public Comment
  - *Maha Alkhateeb, Designated Federal Officer*
- 2:05–2:15 p.m.—Closing Remarks

Final agendas that include a virtual participation link will be posted on the ACHT internet website at <https://www.transportation.gov/stophumantrafficking/acht>, at least one week in advance of the meetings.

## III. Public Participation

The virtual meetings will be open to the public.

Members of the public who wish to attend the August 14, 2024, meeting are asked to register, including name and affiliation, at [trafficking@dot.gov](mailto:trafficking@dot.gov), by August 6, 2024. Individuals requesting accessibility accommodations, such as sign language, interpretation, or other ancillary aids, may do so via email to [trafficking@dot.gov](mailto:trafficking@dot.gov), by August 6, 2024.

Members of the public who wish to attend the September 6, 2024 meeting are asked to register, including name and affiliation, at [trafficking@dot.gov](mailto:trafficking@dot.gov), by August 28, 2024. Individuals requesting accessibility accommodations, such as

<sup>2</sup> This pamphlet is available at [https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-08/Underride-Crash-Pamphlet\\_071522\\_v6a-tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-08/Underride-Crash-Pamphlet_071522_v6a-tag.pdf).