

continuously monitor vehicle systems and determine when to record, retain, and/or overwrite information. The information is collected automatically by electronic means. Data are only required to be locked and cannot be overwritten when a recordable event occurs (e.g., an air bag deploys in a crash event). When recordable events do occur, EDRs only capture data for a few seconds. NHTSA estimates that there is no annual hourly burden associated with the information standardization requirements of Part 563.

Estimated Total Annual Burden Cost: NHTSA initially estimated negligible costs for the 2006 final rule that established Part 563 for several key reasons. First, in 2005, approximately 64 percent of new light vehicles already incorporated EDRs within their existing air bag control systems. This meant the rule primarily required these systems to capture information they were already processing. Second, the agency limited the scope of required EDR data elements and associated requirements to the minimum necessary to achieve its objectives. At the time, NHTSA assessed that the industry's existing EDR technology largely satisfied the aims of Part 563, negating the need for costly additional sensors or hardware. NHTSA stated in the 2006 final rule that the most significant potential costs may result from data storage upgrades.

NHTSA estimated that 99.5 percent of model year 2021 light vehicles had compliant EDRs, indicating that manufacturers had largely absorbed the costs of meeting the original Part 563 requirements. Given this near-universal adoption, NHTSA continues to believe that the currently effective Part 563 requirements impose no additional or negligible costs. Consequently, the cost burden for this information collection is discussed qualitatively.

Part 563 applies only to vehicles voluntarily equipped with EDRs. Therefore, any burden is based on the cost difference between compliant and non-compliant EDRs. In assessing additional burden for compliant EDRs, NHTSA considered: (1) the added cost of meeting the 10-day data crash survivability requirement; and (2) the added cost of meeting the data format requirements. Part 563 requires that an EDR must remain functional during and after the compliance tests specified in FMVSS Nos. 208 and 214, and the stored data must be downloadable 10 days after the crash test. While this ensures a basic level of functionality and survivability, it does not guarantee EDR survival in extremely severe events such as fires or submersion. The potential burden for data survivability

could include expenses for an additional power supply and enhancements to the Controller Area Network (CAN), such as wiring, data bus, and harness. However, prior to Part 563, the agency had not documented widespread EDR survivability issues, except in rare and extreme circumstances. Thus, NHTSA does not anticipate vehicle manufacturers incurring additional costs to ensure the retrieval of essential data elements 10 days after the crash test.

NHTSA believes the current Part 563 requirements align with industry EDR practices and international EDR requirements in terms of the minimum duration and sample rate for recorded data elements. Regarding the data storage for Part 563 requirements, the adequacy of existing memory in non-compliant EDRs remains unknown due to proprietary concerns. However, EDRs have been nearly universally adopted in the vehicle fleet and manufacturers have not had issues meeting the minimum data capture requirements. Manufacturers may continue to equip EDRs that voluntarily capture a broader range of data elements than the Part 563 minimum. Manufacturers can also continue capturing EDR data at longer durations and higher sample rates than the current minimum requirements if they believe there are added benefits for additional data elements at increased sample rates or durations.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) 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; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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 Doherty,

Acting Associate Administrator, Rulemaking.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-0430]

Agency Information Collection Activities; Notice and Request for Comment; Consolidated Labeling Requirements and Procedures for Selecting Lines To Be Covered by the Theft Prevention Standard

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

ACTION: Notice and request for comments on request for reinstatement of a previously approved information collection.

SUMMARY: NHTSA invites public comments about its intention to request approval from the Office of Management and Budget (OMB) to reinstate a previously approved information collection. Before a Federal Agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes a collection of information for which NHTSA intends to seek OMB approval on Consolidated Labeling Requirements for 49 CFR parts 541 and Procedures for Selecting Lines to be Covered by the Theft Prevention Standard for 542—Federal Motor Vehicle Theft Prevention Standard.

DATES: Comments must be submitted on or before May 19, 2026.

ADDRESSES: You may submit comments identified by the Docket No. NHTSA-2026-0430 through any of the following methods:

- *Electronic Submissions:* Go to the Federal eRulemaking Portal at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* (202) 493-2251.

- *Mail or Hand Delivery:* Docket Management, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Instructions: All submissions must include the Agency name and docket number for this notice. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <https://www.transportation.gov/privacy>.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets via internet.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Mr. Walter Lysenko (walter.lysenko@dot.gov). Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Mr. Lysenko's telephone number is (202) 366–1810. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) how to enhance the quality, utility, and clarity of the information to be collected; and (d) how to minimize the burden of the collection of information on those who are to respond, including

the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.* permitting electronic submission of responses. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

Title: Consolidated Labeling Requirements for 49 CFR parts 541 and Procedures for Selecting Lines to be Covered by the Theft Prevention Standard for 542—Federal Motor Vehicle Theft Prevention Standard.

OMB Control Number: 2127–0539.

Form Number(s): N/A.

Type of Request: Request for reinstatement of a previously approved information collection.

Type of Review Requested: Regular.

Requested Expiration Date of Approval: Three years from approval date.

Summary of Information Collection: This information collection pertains to 49 CFR part 541, Federal Motor Vehicle Theft Prevention Standard, and 49 CFR part 542, Procedures for Selecting Lines to be Covered. Under 49 U.S.C. Chapter 331, manufacturers of certain passenger motor vehicles and light-duty trucks must:

(1) mark major component parts and replacement parts with identifying numbers for vehicle lines designated as high theft;

(2) submit target area information identifying the location of required markings;

(3) submit evaluations of whether new light-duty truck lines are likely to be high-theft; and

(4) submit evaluations of whether new light-duty truck lines share interchangeable major parts with high-theft passenger motor vehicle lines.

Manufacturers must comply annually with parts-marking requirements for each covered line and must submit reports when they introduce new vehicle lines that may trigger coverage under 49 CFR parts 541 and 542. Approximately 23 manufacturers are expected to submit target-area reports annually, and one manufacturer per year is expected to submit each of the two evaluations under Part 542.

Description of the Need for the Information and Proposed Use: NHTSA collects this information to determine which vehicle lines must comply with

the Federal Motor Vehicle Theft Prevention Standard, to evaluate whether new vehicle lines are high-theft, and to ensure that manufacturers properly mark major component parts as required by statute. These submissions allow NHTSA to carry out its statutory responsibilities under 49 U.S.C. Chapter 331. The information also supports enforcement and ensures consistent application of theft-prevention requirements across the vehicle fleet.

Affected Public: Motor vehicle manufacturers of passenger motor vehicles and light-duty trucks subject to the Federal Motor Vehicle Theft Prevention Standard.

Estimated Number of Respondents: Approximately 21 manufacturers for annual target-area submissions and one manufacturer per year for each type of evaluation under 49 CFR part 542.

Frequency: Target-area reports: Annual; High-theft determinations and parts-interchangeability evaluations: As needed, typically one per year.

Number of Responses: For the four information collections in part 541 and part 542, NHTSA estimates the annual number of responses as follows: (1) 4.5 million responses for the parts-marking requirement; (2) 23 for submissions of target area information; (3) 1 for reporting on whether a LDT line is likely to be high-theft; and (4) 1 for reporting on whether a LDT line shares interchangeable parts with a high theft line subject to the parts-marking requirements.

Estimated Total Annual Burden Hours: 150,550 hours per year.

This total consists of 150,000 hours for parts-marking of approximately 4.5 million vehicles, 460 hours for reporting of target areas to NHTSA (23 responses from 21 manufacturers at 20 hours per response), 45 hours for one annual high-theft determination under Part 542, and 45 hours for one annual interchangeability determination under Part 542.

Estimated Total Annual Burden Cost: \$24,003,000 NHTSA estimates that the average cost to print each label is \$0.38. There are an average 14 parts per vehicle to label; therefore, the printing cost per vehicle is \$5.33. At present, the agency estimates that 4.5 million motor vehicles annually must have their major parts marked. The total annual fleet costs are estimated to be \$24,003,000 for label identifiers (\$5.33 × 4.5 million vehicles).

Information collection	Number of parts labeled per vehicle	Printing cost per label	Total printing cost per vehicle	Number of vehicles per year (million)	Total estimated printing cost
541: Parts—Marking on 14 major parts (49 CFR 541.5(a)	14	\$0.381	\$5.33	4.5	\$24,003,000

Target area submissions require no additional costs to the respondents above and beyond the labor costs.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) 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; (b) the accuracy of the Department’s estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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 Doherty,

Acting Associate Administrator, Office of Rulemaking.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2026-0464]

Pipeline Safety: Request for Special Permit; Sable Offshore Corp. (Sable)

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: On February 24, 2026, PHMSA published a notice to solicit public comment on a request for a special permit submitted by Sable Offshore Corp. (Sable). The comment period is currently set to expire on March 26, 2026. PHMSA is issuing this notice to extend the comment period until 14 days from the date of this notice to give the public time to review the proposed special permit in light of recent developments. At the conclusion of the extended comment period, PHMSA will review the comments

received from this notice as part of its evaluation to grant or deny the special permit request.

DATES: Submit any comments regarding this special permit request by April 3, 2026.

ADDRESSES: Comments should reference the docket number for this special permit request and may be submitted in the following ways:

- **E-Gov Website:** <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.
- **Fax:** 1-202-493-2251.
- **Mail:** Docket Management System: 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:** Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>.

Note: There is a privacy statement published on <http://www.regulations.gov>. Comments, including any personal information provided, are posted without changes or edits to <http://www.regulations.gov>.

Confidential Business Information: Confidential business information (CBI) is commercial or financial information that is both customarily and treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this notice contain commercial or financial information that is customarily treated as private, that you treat as private, and that is relevant or responsive to this notice, it is important

that you clearly designate the submitted comments as CBI. Pursuant to 49 Code of Federal Regulations (CFR) 190.343, you may ask PHMSA to give confidential treatment to information you give to the agency by taking the following steps: (1) mark each page of the original document submission containing CBI as “Confidential”; (2) send PHMSA, along with the original document, a second copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this notice. Submissions containing CBI should be sent to Lee Cooper, DOT, PHMSA-PHP-80, 1200 New Jersey Avenue SE, Washington, DC 20590-0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this matter.

FOR FURTHER INFORMATION CONTACT:

General: Mr. Lee Cooper by telephone at 202-913-3171, or by email at lee.cooper@dot.gov.

Technical: Ms. Gabrielle St. Pierre by telephone at 907-202-0029, or by email at gabrielle.st.pierre@dot.gov.

SUPPLEMENTARY INFORMATION: On January 22, 2026, PHMSA received a special permit application from Sable requesting a waiver of the requirement in 49 CFR 195.452(h)(4)(iii)(H) to remediate certain longitudinal seam weld corrosion on hazardous liquid pipelines within 180 days of discovery. The waiver would apply to two segments of the Santa Ynez Pipeline System, an interstate hazardous liquid pipeline facility that transports crude oil produced on the Outer Continental Shelf through an onshore processing facility located in Santa Barbara County, California, to a terminal located in Kern County, California. The two segments that would be subject to the waiver are known as Lines CA-324 and CA-325 (including CA-325A and CA-325B). On February 24, 2026, PHMSA published a notice to solicit public comment on a request for a special permit submitted by Sable Offshore Corp. (Sable). The comment period is currently set to expire on March 26, 2026.

On March 13, 2026, the Secretary of Energy, acting under authority delegated