

Application No.	Applicant	Regulation(s) affected	Nature of the special permits thereof;
20274-M	Bollore Logistics USA Inc	172.101(j), 172.300, 172.400, 173.301, 173.302a(a)(1), 173.304a(a)(2).	To modify the special permit to reference an additional French approval. (modes 1, 4).
20529-M	Texas Instruments Incorporated.	173.187	To modify the special permit to authorize a larger UN 4H2 packaging. (mode 1).
20932-M	Jingjiang Asian-Pacific Logistics Equipment Co., Ltd.	178.274(b)(1), 178.276(a)(2)(ii)(B), 178.276(b)(1).	To modify the special permit to authorize alternative pressure relief devices. (modes 1, 2, 3).
21088-M	LogBATT GmbH	173.24(g)	To modify the special permit to authorize additional types of lithium batteries. (modes 1, 2, 3).
21136-M	Hanwha Cimarron LLC	173.302(a)(1)	To modify the special permit to amend paragraph 7.d.(5) to only refer to Tests Nos. 4, 5, and 6. of ISO 1496-3. (modes 1, 2, 3).

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DEPARTMENT OF TRANSPORTATION**Pipeline and Hazardous Materials Safety Administration****Hazardous Materials: Notice of Applications for New Special Permits**

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: List of applications for special permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations, notice is hereby given that the Office of Hazardous Materials Safety

has received the application described herein.

DATES: Comments must be received on or before October 17, 2022.

ADDRESSES: Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

FOR FURTHER INFORMATION CONTACT: Donald Burger, Chief, Office of Hazardous Materials Safety General Approvals and Permits Branch, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building, PHH-13, 1200 New Jersey Avenue Southeast, Washington, DC 20590-0001, (202) 366-4535.

SUPPLEMENTARY INFORMATION: Each mode of transportation for which a particular special permit is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

Copies of the applications are available for inspection in the Records Center, East Building, PHH-13, 1200 New Jersey Avenue Southeast, Washington DC.

This notice of receipt of applications for special permit is published in accordance with part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on September 8, 2022.

Donald P. Burger,
Chief, General Approvals and Permits Branch.

Application No.	Applicant	Regulation(s) affected	Nature of the special permits thereof
Special Permits Data			
21422-N	Superior Refining Company LLC.	173.6(a)(1)(i), 173.6(b)(4)	To authorize the transportation in commerce of gasoline and petroleum distillates in glass packagings under the materials of trade exception in quantities that exceed what is authorized in 173.6 for the purpose of testing. (mode 1).
21425-N	Lucid USA, Inc	172.101(j)	To authorize the transportation in commerce of lithium batteries exceeding 35 kg via cargo-only aircraft. (mode 4).
21426-N	Spaceflight, Inc	173.185(a)(1)	To authorize the transportation in commerce of low production or prototype lithium batteries contain in equipment via cargo-only aircraft. (mode 4).
21427-N	Walmart Inc	Subchapter C	To authorize the transportation in commerce of hazardous materials meeting the definition of "consumer commodities" via contracted delivery platforms as not subject to the requirements of the Hazardous Materials Regulations. (mode 1).
21428-N	Livewire EV LLC	172.101(j), 173.220(d), 173.185(a)(1).	To authorize the transportation in commerce of prototype lithium batteries, and those installed in vehicles, via cargo-only aircraft. (mode 4).
21431-N	Philips Medical Systems MR, Inc.	171.22	To authorize the transportation in commerce of MRI scanners utilizing the newly adopted provisions of the ICAO TI prior to their incorporation into the HMR. (mode 4).
21432-N	Koch Fertilizer, LLC	171.7(n)(15), 172.203(a), 173.315(l)(5).	To authorize the transportation in commerce of anhydrous ammonia in cargo tanks using an alternative test method for determining minimum water content using online NIR technology. (mode 1).

Application No.	Applicant	Regulation(s) affected	Nature of the special permits thereof
21433-N	Pyrotek Special Effects Lititz ..	173.306(k)	To authorize the transportation in commerce of used and partially full 2Q cans of flammable gas (Salamander or G-Flame cans) in accordance with the exception for aerosols in § 107.306(k). (mode 1).
21435-N	Zhejiang Dongcheng Printing Industry Co., Ltd.	173.304(d)	To authorize the manufacture, marking, sale and use of a non-DOT specification non-refillable inside container similar to a 2Q specification container. (modes 1, 2, 3, 4).
21437-N	Linde Gas & Equipment Inc ...	173.181(d)(1), 173.181(d)(1)(ii).	To authorize the transportation in commerce of DOT specification combination packagings that consist of a UN1A1 2 port inner drum, with a capacity other than 10 or 20 liters, inside a UN1A2 drum containing UN 3394, Organometallic Substance, Liquid, Water Reactive, 4.2 (4.3). (modes 1, 2, 3).
21438-N	Samsung SDI America, Inc	172.101(j)	To authorize the transportation in commerce of lithium ion batteries exceeding 35 kg by cargo-only aircraft. (mode 4).
21441-N	K&M Transportation Services, LLC.	173.196(b)(2)	To authorize the transportation in commerce of infectious substances in alternative packaging. (mode 1).

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DEPARTMENT OF TRANSPORTATION**[Docket No. DOT-OST-2022-0096]****Enhancing the Safety of Vulnerable Road Users at Intersections; Request for Information****AGENCY:** Department of Transportation (DOT).**ACTION:** Notice; request for information (RFI).

SUMMARY: Improving the safety of pedestrians, bicyclists, and other vulnerable road users (VRUs) is of critical importance to achieving the objectives of DOT's National Roadway Safety Strategy (NRSS), and DOT's vision of zero fatalities and serious injuries across our transportation system. According to data from the National Highway Traffic Safety Administration (NHTSA), in 2020 there were 10,626 traffic fatalities in the United States at roadway intersections, including 1,674 pedestrian and 355 bicyclist fatalities. These fatalities at intersections represent 27% of the total of 38,824 road traffic deaths recorded in 2020. Separately, considerable development efforts have been made into automation technologies over the past two decades, including in the areas of vehicle automation, machine vision, perception and sensing, vehicle-to-everything (V2X) communications, sensor fusion, image and data analysis, artificial intelligence (AI), path planning, and real-time decision-making. DOT is interested in receiving comments on the possibility of adapting existing and emerging automation technologies to accelerate the development of real-time roadway intersection safety and warning systems

for both drivers and VRUs in a cost-effective manner that will facilitate deployment at scale.

DATES: Written submissions must be received within 30 days of the publication of this RFI. DOT will consider comments received after this time period to the extent practicable.

ADDRESSES: Please submit any written comments to Docket Number DOT-OST-2022-0096 electronically through the Federal eRulemaking Portal at <https://www.regulations.gov>. Go to <https://www.regulations.gov> and select "Department of Transportation (DOT)" from the agency menu to submit or view public comments. Note that, except as provided below, all submissions received, including any personal information provided, will be posted without change and will be available to the public on <https://www.regulations.gov>. You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or at <https://www.transportation.gov/privacy>.

FOR FURTHER INFORMATION CONTACT: For further information contact safeintersections@dot.gov. You may also contact Mr. Timothy A. Klein, Director, Technology Policy and Outreach, Office of the Assistant Secretary for Research and Technology (202-366-0075) or by email at timothy.klein@dot.gov.

SUPPLEMENTARY INFORMATION: DOT is committed to the vision of zero fatalities and serious injuries on our Nation's roadways, and improving the safety of vulnerable road users (VRUs) at intersections is an important component of that vision. According to data from NHTSA, in 2020 there were 10,626 traffic fatalities in the United States at intersections, including 1,674 pedestrians and 355 bicyclists. These fatalities at intersections represent 27% of the total of 38,824 road traffic deaths

recorded in 2020. Ensuring VRU safety is an urgent issue as it is essential to allowing pedestrians, bicyclists, wheelchair users, and others the safe use of roadways in urban and rural environments in the United States. Reducing crashes at roadway intersections is an important component of making our streets safer for all users.

Considerable development efforts have occurred in automation and vehicle automation technologies over the past two decades, including in the areas of machine vision, perception and sensing, vehicle-to-everything (V2X) communications, sensor fusion, image and data analysis, artificial intelligence (AI), path planning, and real-time decision-making on board vehicles. For the purposes of this RFI, these automation technologies are considered to include but are not limited to advanced driver assistance systems (ADAS), automated driving systems (ADS) and associated vehicle connectivity technologies, as well as other automation technologies that can enhance the safety of VRUs at roadway intersections. DOT is interested in receiving comments on the feasibility of adapting these automation technologies to the application of warning systems that provide real-time safety and warning alerts for both VRUs and drivers at intersections in a cost-effective manner that will facilitate the deployment of these systems at scale. Such safety systems could warn of and mitigate the effects of an impending crash at an intersection for VRUs and vehicles alike.

A Conceptual VRU and Vehicle Warning System

The on-vehicle automation technologies currently being developed for fully automated vehicle operation—including machine vision, perception, sensor fusion, real-time decision-