

**Register.** This action is not a “major rule” as defined by 5 U.S.C. 804(2).

**List of Subjects in 40 CFR Part 180**

Environmental protection, Administrative practice and procedure, Agricultural commodities, Pesticides and pests, Reporting and recordkeeping requirements.

Dated: November 1, 2021.  
**Marietta Echeverria,**  
*Acting Director, Registration Division, Office of Pesticide Programs.*

Therefore, for the reasons stated in the preamble, EPA is amending 40 CFR chapter I as follows:

**PART 180—TOLERANCES AND EXEMPTIONS FOR PESTICIDE CHEMICAL RESIDUES IN FOOD**

■ 1. The authority citation for part 180 continues to read as follows:

**Authority:** 21 U.S.C. 321(q), 346a and 371.

■ 2. In § 180.940, in paragraph (a), amend table 180.940(a) by adding in alphabetical order an entry for the inert ingredient “Calcium bisulfate” to read as follows:

**§ 180.940 Tolerance exemptions for active and inert ingredients for use in antimicrobial formulations (Food-contact surface sanitizing solutions).**

\* \* \* \* \*  
(a) \* \* \*

TABLE 180.940(a)

Inert ingredients	CAS Reg. No.	Limits
* * * * *	* * * * *	* * * * *
Calcium bisulfate .....	.....	When ready for use, the end-use concentration is not to exceed 2,000 ppm.
* * * * *	* * * * *	* * * * *

\* \* \* \* \*  
[FR Doc. 2021–24268 Filed 11–8–21; 8:45 am]  
BILLING CODE 6560–50–P

**DEPARTMENT OF HOMELAND SECURITY**

**Federal Emergency Management Agency**

**44 CFR Part 61**

[Docket ID FEMA–2018–0026]

RIN 1660–AA95

**National Flood Insurance Program: Conforming Changes To Reflect the Biggert-Waters Flood Insurance Reform Act of 2012 (BW–12) and the Homeowners Flood Insurance Affordability Act of 2014 (HFIAA), and Additional Clarifications for Plain Language; Correction**

**AGENCY:** Federal Emergency Management Agency, Department of Homeland Security (DHS).

**ACTION:** Correcting amendment.

**SUMMARY:** On July 20, 2020, FEMA published in the **Federal Register** a final rule revising the National Flood Insurance Program (NFIP) regulations to codify certain provisions of the Biggert-Waters Flood Insurance Reform Act of 2012 and the Homeowner Flood

Insurance Affordability Act of 2014, and to clarify certain existing NFIP rules relating to NFIP operations and the Standard Flood Insurance Policy. This document provides corrections to information provided in a table.

**DATES:** This correction is effective November 9, 2021.

**ADDRESSES:** The docket for this rulemaking is available for inspection using the Federal eRulemaking Portal at <https://www.regulations.gov> and can be viewed by following that website’s instructions.

**FOR FURTHER INFORMATION CONTACT:** Kelly Bronowicz, Director, Policyholder Services Division, Federal Insurance and Mitigation Administration, Federal Emergency Management Agency, 400 C Street SW, Washington, DC 20472, (202) 557–9488.

**SUPPLEMENTARY INFORMATION:** On July 20, 2020, FEMA published in the **Federal Register** a final rule revising the National Flood Insurance Program (NFIP) regulations to codify certain provisions of the Biggert-Waters Flood Insurance Reform Act of 2012 and the Homeowner Flood Insurance Affordability Act of 2014, and to clarify certain existing NFIP rules relating to NFIP operations and the Standard Flood Insurance Policy. In 44 CFR 61.6(a), Table 1, “Maximum Amounts of Coverage Available,” contained two

inadvertently placed asterisks next to “Non-Residential Building” in the “Building Coverage” heading. The “\*\*\*” denotes that the maximum amount of coverage for Non-Residential Buildings in Alaska, Guam, and Hawaii is \$150,000.00. However, the presence of “\*\*\*” was an error, as 42 U.S.C. 4013 contains no such maximum. Accordingly, this correction removes the incorrectly-placed “\*\*\*”.

**List of Subjects in 44 CFR Part 61**

Flood insurance, Reporting and recordkeeping requirements.

For the reasons set forth above, 44 CFR part 61 is corrected by making the following correcting amendment:

**PART 61—INSURANCE COVERAGE AND RATES**

■ 1. The authority citation for part 61 continues to read as follows:

**Authority:** 42 U.S.C. 4001 *et seq.*; 6 U.S.C. 101 *et seq.*

■ 2. In § 61.6, amend table 1 to paragraph (a) under the heading “Building Coverage” by revising the entry “Non-Residential Building” to read as follows:

**§ 61.6 Maximum amounts of coverage available.**

(a) \* \* \*

TABLE 1 TO PARAGRAPH (a)—MAXIMUM AMOUNTS OF COVERAGE AVAILABLE <sup>1</sup>

Occupancy	Emergency program	Regular program
	Amount	Amount
<b>Building Coverage</b>		
* * * * *		
Non-Residential Building .....	100,000	\$500,000
* * * * *		

<sup>1</sup> This Table provides the maximum coverage amounts available under the Emergency Program and the Regular Program, and the columns cannot be aggregated to exceed the limits in the Regular Program, which are established by statute. The aggregate limits for building coverage are the maximum coverage amounts allowed by statute for each building included in the relevant Occupancy Category.

\* \* \* \* \*

**Deanne B. Criswell,**

*Administrator, Federal Emergency  
Management Agency.*

[FR Doc. 2021-24489 Filed 11-8-21; 8:45 am]

**BILLING CODE 9111-52-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### 49 CFR Parts 393 and 396

[Docket No. FMCSA-2019-0211]

RIN 2126-AC31

#### Parts and Accessories Necessary for Safe Operation; Rear Impact Guards and Rear Impact Protection

**AGENCY:** Federal Motor Carrier Safety  
Administration (FMCSA), Department  
of Transportation (DOT).

**ACTION:** Final rule.

**SUMMARY:** FMCSA amends the Federal Motor Carrier Safety Regulations (FMCSRs) to include rear impact guards on the list of items that must be examined as part of the required annual inspection for each commercial motor vehicle (CMV). In addition, FMCSA amends the labeling requirements for rear impact guards, and excludes road construction controlled (RCC) horizontal discharge trailers from the rear impact guard requirements, consistent with changes made by the National Highway Traffic Safety Administration (NHTSA) to the corresponding Federal Motor Vehicle Safety Standards (FMVSS). This final rule responds to rulemaking petitions, as well as a recommendation from the Government Accountability Office (GAO).

**DATES:** This final rule is effective  
December 9, 2021.

**FOR FURTHER INFORMATION CONTACT:** Mr.  
Luke Loy, Vehicle and Roadside

Operations, Office of Carrier, Driver,  
and Vehicle Safety, FMCSA, 1200 New  
Jersey Avenue SE, Washington, DC  
20590-0001, (202) 366-0676, [luke.loy@dot.gov](mailto:luke.loy@dot.gov). If you have questions on  
viewing or submitting material to the  
docket, contact Dockets Operations,  
(202) 366-9826.

**SUPPLEMENTARY INFORMATION:** FMCSA  
organizes this final rule as follows:

I. Availability of Rulemaking Documents

II. Executive Summary

III. Legal Basis

IV. Background

A. History of Rear Impact Guard  
Requirements

B. History of Appendix A Requirements

V. Discussion of Proposed Rulemaking and  
Comments

A. Background and Proposed Rulemaking

B. Comments and Responses

1. Rear Impact Guards in Appendix A

2. Rear Impact Guard Labeling

3. Applicability—RCC Horizontal  
Discharge Trailers

4. Other Comments

VI. International Impacts

VII. Section-by-Section Analysis

VIII. Regulatory Analyses

A. Executive Order (E.O.) 12866

(Regulatory Planning and Review), E.O.  
13563 (Improving Regulation and  
Regulatory Review), and DOT Regulatory  
Policies and Procedures

B. Congressional Review Act

C. Regulatory Flexibility Act (Small  
Entities)

D. Assistance for Small Entities

E. Unfunded Mandates Reform Act of 1995

F. Paperwork Reduction Act

G. Executive Order 13132 (Federalism)

H. Privacy

I. Executive Order 13175 (Indian Tribal  
Governments)

J. National Environmental Policy Act of  
1969

#### I. Availability of Rulemaking Documents

To view any documents mentioned as  
being available in the docket, go to  
[https://www.regulations.gov/docket/  
FMCSA-2019-0211/document](https://www.regulations.gov/docket/FMCSA-2019-0211/document) and  
choose the document to review. To view  
comments, click this final rule, and

click “Browse Comments.” If you do not  
have access to the internet, you may  
view the docket online by visiting  
Dockets Operations in Room W12-140,  
1200 New Jersey Avenue SE,  
Washington, DC 20590-0001, between 9  
a.m. and 5 p.m., Monday through  
Friday, except Federal holidays. To be  
sure someone is there to help you,  
please call (202) 366-9317 or (202) 366-  
9826 before visiting Dockets Operations.

#### II. Executive Summary

Section 393.86 of the FMCSRs, “Rear  
impact guards and rear end protection,”  
requires rear impact guards to be  
installed on most CMVs to reduce the  
incidence of passenger compartment  
intrusion during underride crashes in  
which a passenger vehicle strikes the  
rear of the CMV. Regulations requiring  
rear impact guards have been in the  
FMCSRs since 1952. The FMCSRs  
require that all CMVs be systematically  
inspected, repaired, and maintained to  
ensure that all required parts and  
accessories—including rear impact  
guards—are in safe and proper operating  
condition at all times (§ 396.3(a)(1)).  
Operation of a CMV with a missing or  
noncompliant rear impact guard is a  
violation of the FMCSRs.

Every CMV must be inspected at least  
once every 12 months. 49 CFR 396.17.  
A motor carrier may not use a CMV  
unless each component identified in  
Appendix A to Part 396, Code of Federal  
Regulations, “Minimum Periodic  
Inspection Standards,” has passed the  
required annual inspection. While the  
FMCSRs have required rear impact  
guards for more than 65 years, they have  
not been included on the list of  
components in Appendix G that must be  
inspected during the annual CMV  
inspection. This means that a vehicle  
can pass an annual inspection with a  
missing or damaged rear impact guard.

In response to petitions from the  
Commercial Vehicle Safety Alliance  
(CVSA) and Jerry and Marianne Karth