

GulfLink DWP and include the following:

- One proposed incoming 9.1-statute mile long, 36-inch outside diameter pipeline connected to a leased 40-inch ExxonMobil pipeline originating at the Department of Energy's Bryan Mound facility with connectivity to the Houston market.

- One proposed outgoing 12.1-statute mile long, 42-inch outside diameter pipeline connecting the Jones Creek Terminal to the shore crossing, where the offshore portion of this pipeline begins and supplies the proposed offshore GulfLink DWP.

As previously stated, the purpose of this notice is to announce that the SDEIS is currently available for public review and a 45-day public comment period. Comments can be submitted through the Federal docket website: <https://www.regulations.gov> under docket number MARAD-2019-0093.

Public Participation Instructions

How long do I have to submit comments?

We are providing a 45-day comment period.

How do I prepare and submit comments?

To ensure that your comments are correctly filed in the Docket, please include the docket number shown at the beginning of this document in your comments.

If you are submitting comments electronically as a PDF (Adobe) File, MARAD and USCG ask that the documents be submitted using the Optical Character Recognition (OCR) process, thus allowing the agencies to search and copy certain portions of your submissions. Comments may be submitted to the docket electronically at <http://www.regulations.gov>. Search using the MARAD docket number in this notice and follow the online instructions for submitting comments.

You may also submit two copies of your comments, including the attachments, to Docket Management at the address given above under **ADDRESSES**.

Please note that pursuant to the Data Quality Act, for substantive data to be relied upon and used by the agency, it must meet the information quality standards set forth in the OMB and DOT Data Quality Act guidelines. Accordingly, we encourage you to consult the guidelines in preparing your comments. OMB's guidelines may be accessed at <https://www.whitehouse.gov/omb/fedreg/reproducible.html>. DOT's guidelines

may be accessed at https://www.bts.gov/programs/statistical_policy_and_research/data_quality_guidelines.

I provided MARAD and USCG comments on the GulfLink SDEIS, orally or in writing, in another forum. May I provide comments in response to this notice as well?

Yes, MARAD and USCG encourage any member of the public to submit relevant comments for the docket, including input that has previously been communicated to the agencies.

How can I be sure that my comments were received?

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, Docket Management will return the postcard by mail.

Will the agency consider late comments?

MARAD and USCG will consider all substantive comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**.

How can I read the comments submitted by other people?

You may read the comments received by Docket Management at the address given above under **ADDRESSES**. The hours of the Docket Management Unit are indicated above in the same location. You may also see the comments on the internet. To read the comments on the internet, go to <https://www.regulations.gov>. Follow the online instructions for accessing the dockets.

Please note that even after the comment closing date, MARAD will continue to file relevant information in the Docket as it becomes available. Accordingly, we recommend that you periodically check the Docket for new material.

Privacy Act

Anyone can 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.). For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

(Authority: 49 CFR 1.93)

By order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2022-20752 Filed 9-29-22; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2022-0042]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Consolidated Child Restraint System Registration for Defect Notifications and Labeling

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

ACTION: Notice and request for comments on an extension of a currently approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. NHTSA is requesting comments on an extension of the currently approved collection of information titled "Consolidated Child Restraint System Registration for Defect Notifications and Labeling." A Federal Register Notice with a 60-day comment period soliciting comments on the following information collection was published on July 26, 2022 (87 FR 44494). One comment from the National Association of Mutual Insurance Companies (NAMIC) was received supporting this information collection.

DATES: Comments must be submitted on or before October 31, 2022.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select "Currently under Review—Open for Public Comment" or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Cristina Echemendia, U.S. Department of

Transportation, NHTSA, 1200 New Jersey Avenue SE, West Building, Room W43-447, NRM-130, Washington, DC 20590. Cristina Echemendia's telephone number is 202-366-6345. Please identify the relevant collection of information by referring to its OMB Control Number (2127-0576).

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

A Federal Register notice with a 60-day comment period soliciting public comments on the following information collection was published on July 26, 2022 (87 FR 44494).

Title: Consolidated Child Restraint System Registration for Defect Notifications and Labeling

OMB Control Number: 2127-0576.

Form Number: NHTSA 1053 A, NHTSA 1053 B.

Type of Request: Extension of a currently approved collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information:

This information collection provides that manufacturers of child restraint systems (CRSs): (1) produce registration cards, labels and printed instructions (brochures), (2) collect CRS owner registration information, and (3) create and keep registration records so that, in the event of a safety recall, manufacturers can provide direct notification to owners. Child restraint manufacturers are required to provide an owner's registration card for purchasers of child safety seats in accordance with title 49 of the Code of Federal Regulations (CFR), part 571—section 213, "Child restraint systems." The registration card is perforated into two-parts (see Figures 1 and 2). The top part contains a message and suitable instructions to be retained by the purchaser. The bottom part is to be returned to the manufacturer by the purchaser. The bottom part includes prepaid return postage, the pre-printed name/address of the manufacturer, the pre-printed model and date of manufacture, and spaces for purchasers to fill in their name and address.

Optionally, child restraint manufacturers are permitted to add to the registration form: (a) Specified statements informing child restraint system (CRS) owners that they may register online; (b) the internet address for registering with the company; (c) revisions to statements reflecting use of the internet to register; and (d) a space for the consumer's email address. For those CRS owners with access to the internet, online registration may be a preferred method of registering a CRS.

In addition to the registration card supplied by the manufacturer, NHTSA has implemented a CRS registration system to assist those individuals who have either lost the registration card that came with the CRS or purchased a previously owned CRS. Upon the owner's request, NHTSA provides a substitute registration form that can be obtained either by mail or from the internet¹ (see Figure 3). When the completed registration is returned to the agency, it is then submitted to the CRS manufacturer. In the absence of a substitute registration system, many owners of child passenger safety seats, especially any second-hand owners, might not be notified of safety defects and non-compliances. These owners would be less likely to have the defects and non-compliances remedied without notification.

Child seat owner registration information is retained in the event that owners need to be contacted for defect recalls or replacement campaigns. Chapter 301 of Title 49 of the United States Code specifies that if either NHTSA or a manufacturer determines that motor vehicles or items of motor vehicle equipment contain a defect that relates to motor vehicle safety or fails to comply with an applicable Federal Motor Vehicle Safety Standard, the manufacturer must notify owners and purchasers of the defect or noncompliance and must provide a remedy without charge. In title 49 of the Code of Federal Regulations (CFR), part 577, defect and noncompliance notification for equipment items, including child restraint systems, must be sent by first class mail to the most recent purchaser known to the manufacturer.

Child restraint manufacturers are also required to provide printed instructions in a brochure containing step-by-step information on how the restraint is to be used. Without proper use, the effectiveness of these systems is greatly diminished. Each child restraint system must also have a permanent label. A

permanently attached label gives "quick look" information on whether the restraint meets the safety requirements, recommended installation and use, and warnings against misuse. CRSs equipped with internal harnesses to restrain children, and with components to attach to a child restraint anchorage system, are also required to be labeled with a child weight limit for using the lower anchors to attach the child restraint to the vehicle. The child weight limit depends upon the weight of the CRS.

Description of the Need for the Information and Proposed Use of the Information:

CRS manufacturers are required to label each CRS and provide brochures with safety information and instructions on the proper use of the restraint. Such information would mitigate the risk of misuse and consequently reduce injuries to and fatalities of children in crashes. This collection supports the Department of Transportation's (DOT) strategic goal for safety, by working towards the elimination of transportation related deaths and injuries involving children. FMVSS No. 213 requires that each CRS has an owner registration form attached. It permits information regarding online product registration to be included on the owner registration form required under the standard. This enhances the opportunity for restraint owners to register their CRSs online, which may increase registration rates and the effectiveness of recall campaigns. Manufacturers are also permitted to supplement (but not replace) recall notification via first-class mail with email notification, which increases the likelihood that owners learn of a recall. Manufacturers are also required to include a U.S. telephone number on a CRS label for the purpose of enabling consumers to register their products by telephone.

Increasing CRS registrations is an important part to protecting young children and infants. By registering CRSs, product manufacturers will be able to directly contact owners in the event of any safety recalls.

Affected Public: Businesses, Individual Consumers.

Estimated Number of Respondents: 38 Manufacturers, 2,835,200 Consumers.²

Frequency: On occasion.

Estimated Total Annual Burden Hours: 109,939 hours.

The total burden hours for this collection consist of: (1) the hours spent

¹ <https://www.nhtsa.gov/equipment/car-seats-and-booster-seats#car-seat-registration>.

² This is the number of registrations filled by consumers and the information collection by the CRS manufacturers of those received registrations.

by consumers filling out the registration form, (2) the hours spent collecting registration information and (3) the hours spent determining the maximum allowable child weight for lower anchor use and adding the information to the existing label and instruction manual.

(1) *Annual Burden for filling out registration card.* NHTSA estimates that 16,000,000 CRSs are currently sold each year by 38 CRS manufacturers. Of the CRSs sold each year, NHTSA estimates that 2,369,660 are registered using registration cards and 465,540 are registered online. A consumer spends approximately 60 seconds (1 minute) filling out the registration form. The estimated annual number of burden hours for consumers to fill out the registration form is 47,253 hours (= 2,835,200 × (60 seconds/3,600 seconds/hour)).

(2) *Annual Burden for Reporting (collecting registration information).* Manufacturers must spend about 90 seconds (1.5 min) to enter the information from each returned registration card; while, online registrations are considered to have no burden for the manufacturer, as the information is entered by the purchaser. Therefore, the estimated annual number

of burden hours for CRS registration information collection is 59,242 hours (= 2,369,660 × (90 seconds/3,600 seconds/hour)).

(3) *Annual Burden for Reporting (determining maximum allowable child weight).* About 12,400,000 of the CRSs sold each year are equipped with internal harnesses. About half of the CRSs equipped with internal harnesses sold annually (6,200,000 = 12,400,000 × 0.5) would require a label with the maximum allowable child weight for using the lower anchors. Manufacturers must spend about 2 seconds to determine the maximum allowable child weight for lower anchor use and to add the information to the existing label and instruction manual. Therefore, the total annual burden hours for the information on the maximum allowable child weight in the existing label and instruction manual is 3,444 hours (= 6,200,000 × (2 seconds/3,600 seconds/hour)).

The estimated total annual number of burden hours is 109,939 (= 47,253 + 59,242 + 3,444) hours. The total estimated hour burden increased from 99,330 hours to 109,939 hours (a 10,609—burden hour increase). The

increase in burden is due to an increase in CRS sales. In 2018, NHTSA estimated that approximately 14,500,000 CRSs are sold each year while NHTSA's estimate in 2022 increased to 16,000,000 CRSs.

Estimated Total Annual Burden Cost: \$8,781,987.85.

The total burden cost for this collection consists of printing and material costs of labels and registration cards and the mailed-in registration cards postage costs.

Printing and Material Costs of Labels and Registration Cards, and Postage Costs

The total annual printing and material cost to the respondents is estimated to be \$8,000,000. NHTSA estimates that the printing and material cost of \$0.20 per CRS labels and \$0.30 per CRS registration card. The total annual printing and material cost to respondents is calculated by multiplying the printing and material cost (\$0.50 = \$0.20 + \$0.30) by the estimated 16,000,000 responses (CRSs produced) per year (\$0.50 × 16,000,000). The total estimated annual printing and material costs are detailed in the table below:

Number of CRS produced annually	Printing and material cost per CRS—labels	Printing and material cost per CRS—registration card	Annual printing and material cost
16,000,000	\$0.20	\$0.30	\$8,000,000.00

The total annual postage cost for the mailed in registration cards is estimated to be \$781,987.85. Approximately, 16,000,000 CRSs are sold each year with an estimated registration rate of 17.72% (2,835,200). Of the total registrations

received, 83.58% (2,369,660) are from mailed in registration cards. The rests are from online registrations. CRS manufacturers are required to provide printed mail-in registration cards with pre-paid postage. The total annual

postage cost is calculated by multiplying the number of mailed in registration cards (2,349,660) by the postage cost (\$0.33). The total estimated postage cost is detailed in the table below:

ANNUAL POSTAGE COSTS

[Mailed-in registration cards]

Number of CRS produced each year	Annual number of returned CRS registrations (registration Rate of 17.72%)	Registrations received from registration cards (83.58%)*	Registration card postage cost	Annual postage cost
16,000,000	2,835,200	2,369,660	\$0.33	\$781,987.85

The estimated total annual cost burden is \$8,781,987.85. The total annual cost burden is calculated by adding the annual printing and material costs (\$8,000,000) and the mailed-in registration card postage cost (\$781,987.85).

The total estimated burden cost increased from \$0 to \$8,781,987.85 (a \$8,781,987.85 burden cost increase). The increase in burden is due to the addition of printing and material costs for labels and registration cards and the mailed-in registration card postage costs

which had not been taken into consideration in the past.

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 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) 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

appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

BILLING CODE 4910-59-P

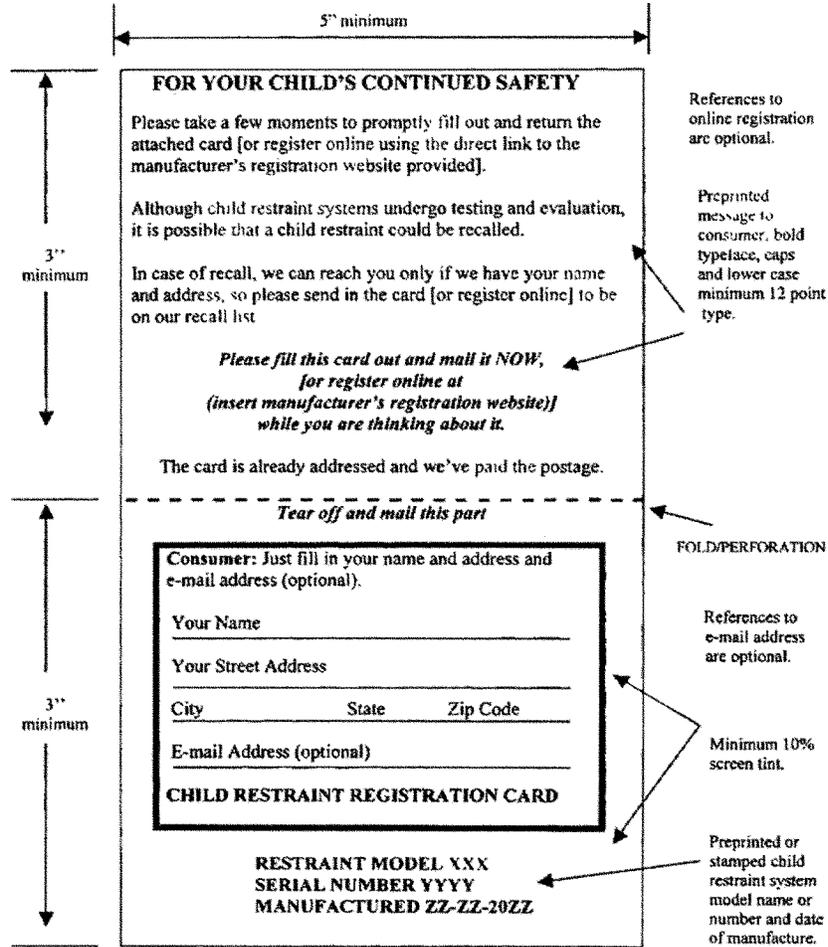


Figure 1 – Registration form for child restraint systems – product identification number and purchaser information side

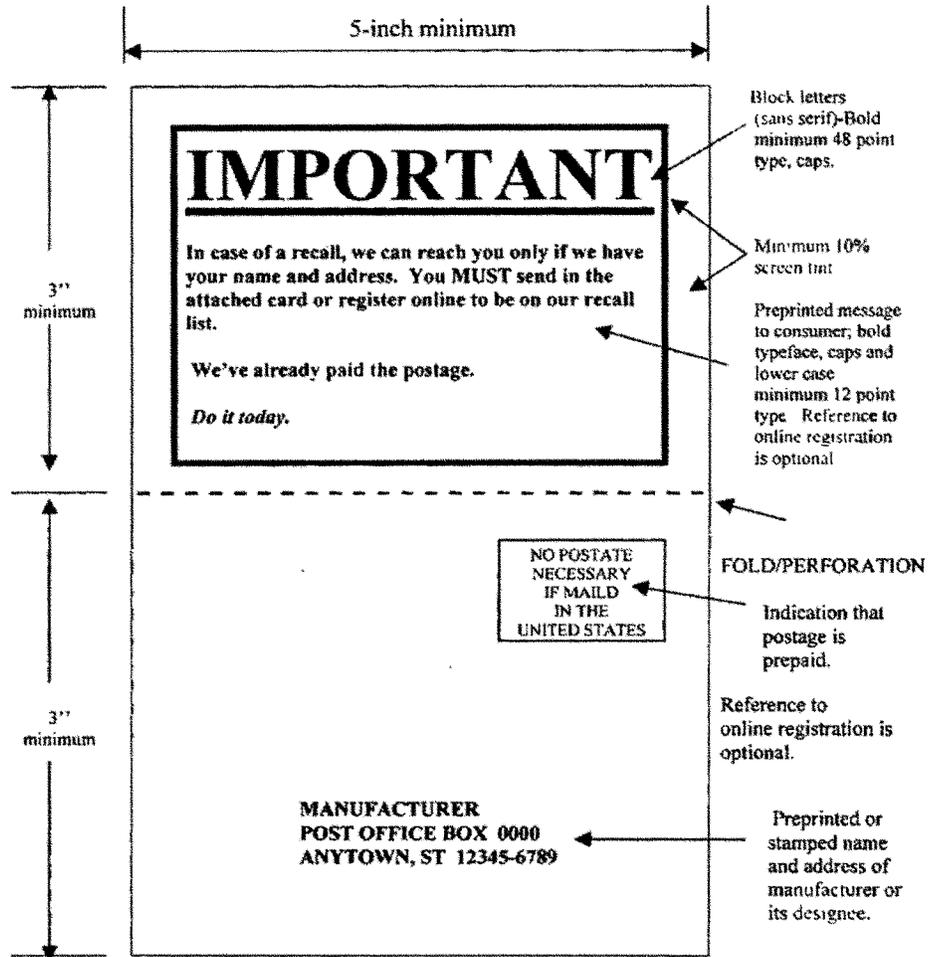


Figure 2 – Registration form for child restraint systems – address side

**CHILD SAFETY SEAT REGISTRATION FORM
FOR YOUR CHILD'S CONTINUED SAFETY**

Although child safety seats undergo testing and evaluation, it is possible that your child seat could be recalled. In case of a recall it is important that the manufacturer be able to contact you as soon as possible so that your seat can be corrected.

All child safety seats manufactured since March 1993 have a registration form so that owners can provide their names/addresses to the manufacturer. In case of a safety recall, the manufacturer can use that information to send recall letters to owners. Also, child safety seat manufacturers have agreed to maintain owner names/addresses for child safety seats manufactured before March 1993, so they can notify those consumers in the event of a future safety recall. However, in order for the manufacturer to know which child safety seat you own, all of the information on the lower half of this page must be provided.

If you would like the National Highway Traffic Safety Administration (NHTSA) to give your name and address to the manufacturer of your child safety seat, so that you can be notified of any future safety recalls regarding your child safety seat, fill out this form. Please type or print clearly, sign and mail this postage-paid, pre-addressed form.

If you have any questions, or need help with any child safety seat or motor vehicle safety issue, call the U.S. Department of Transportation's toll-free Vehicle Safety Hotline at 1-888-424-9393 (Washington DC AREA RESIDENTS: 202-368-0123).

Your Name: _____ Telephone: _____

Your Street Address: _____

City: _____ State: _____ Zip Code: _____

IMPORTANT: The following information is essential and can be found on labels on your child seat.

Child Seat
Manufacturer: _____

Child Seat Model
Name & Number: _____

Child Seat
Date of
Manufacture: _____

I AUTHORIZE NHTSA TO PROVIDE A COPY OF THIS REPORT TO THE CHILD SAFETY SEAT MANUFACTURER.

SIGNATURE: _____ DATE: _____

Please mail to:
U.S. Department of Transportation
National Highway Traffic Safety Administration
DOT Vehicle Safety Hotline
480 7th Street, SW
Washington, DC 20590

The Privacy Act of 1974 - Public Law 93-502, As Amended: This information is requested pursuant to the authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or statistical summary thereof, may be used in support of the agency's action.

Figure 3 – Illustration of a child restraint system registration form

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29.

Raymond R. Posten,
Associate Administrator for Rulemaking.
[FR Doc. 2022-21309 Filed 9-29-22; 8:45 am]

BILLING CODE 4910-59-C

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. OST-2022-0110]

Privacy Act of 1974; System of Records

AGENCY: Office of the Departmental Chief Information Office, Office of the Secretary of Transportation, DOT.

ACTION: Rescindment of a System of Records notice.

SUMMARY: The Federal Aviation Administration proposes to rescind the Department of Transportation system of records titled, "Department of Transportation/Federal Aviation Administration (DOT/FAA) 822—Aviation Medical Examiner System."

DATES: *Applicable date:* September 30, 2022.

ADDRESSES: You may submit comments, identified by docket number OST-2022-0110 by any of the following methods: