

493–6337, email: [steven.zuiderveen@dot.gov](mailto:steven.zuiderveen@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated March 21, 2025, CPKC and UP (the Railroads) petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). The Railroads also request an exemption from the requirements of title 49, United States Code (U.S.C.), section 20303, which states that a rail vehicle with defective or insecure equipment may be moved when necessary to make repairs to the nearest available place at which the repairs can be made. FRA assigned the petition Docket Number FRA–2025–0048.<sup>1</sup>

Specifically, the Railroads seek relief from §§ 232.5, *Definitions*; 232.205(a), *Class I brake test—initial terminal inspection*; and 232.213(a)(2), *Extended haul trains*. The Railroads also seek an exemption from the requirements of 49 U.S.C. 20303, for a potash unit train pair (CPKC train symbols 618 and 619), which are designated as extended haul trains, that operate between loading facilities in Saskatchewan and Manitoba, Canada, and the ports of Portland, Oregon, United States. The requested relief would allow “technology-based advanced air brake testing [(the Brake Effectiveness Test (BET) Process)] performed by wayside wheel temperature detectors” as an alternative approach to manual Class I brake tests performed by Certified Car Inspectors (Qualified Mechanical Inspectors or qualified persons). The tests would take place at the designated inspection location in Lethbridge, Alberta, Canada, and trains may only depart the terminal with 100% operative brakes based on a combination of the BET Process and Class 1 brake tests. The Railroads further state that incorporating the BET Process will have no impact on or result in changes to the work and operations in the United States.

The Railroads also explain that on December 10, 2021, Transport Canada granted two exemptions to Canadian Pacific Railway under the Canadian Railway Safety Act that permit the use of the BET Process as an alternative practice to meet certain freight car safety and air brake inspections performed in Canada as required by Canadian rules.

The BET Process is “being used as an alternative to the manual Class I air brake test to inspect 99% of bulk commodity trains operating under [Transport Canada] exemptions to Vancouver, Canada. The Railroads add that the BET Process has resulted in benefits over a manual brake test, including better identification of conditions warranting action and more effective braking, which reduces brake application when descending mountain grades in cold weather.

Pursuant to 49 U.S.C. 20306, FRA may grant an exemption from the requirements of 49 U.S.C. 20303 only on the basis of (1) evidence developed at a hearing; or (2) an agreement between national railroad labor representatives and the developer of the equipment or technology at issue. FRA notes that the public hearing FRA previously held to address a similar request for exemption from UP (Docket Number FRA–2016–0018) addresses substantially the same issues as this current request. Thus, FRA believes a separate public hearing on the current request is unnecessary, and in considering the Railroads’ request in this docket, FRA intends to rely on the findings of the hearing conducted in Docket Number FRA–2016–0018.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments.

Communications received by August 4, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

#### Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2025–12483 Filed 7–2–25; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket Number NHTSA–2025–0054]

#### Agency Information Collection Activities; Notice and Request for Comment; Petitions for Hearings on Notification and Remedy of Defects

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

**ACTION:** Notice and Request for comment on an extension of a currently approved collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (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.

**DATES:** Comments must be received on or before September 2, 2025.

**ADDRESSES:** You may submit comments identified by DOT Docket No. NHTSA–2021–0068 by 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 proposed collection of information. Note that all comments received will be posted without change to <https://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

<sup>1</sup> CPKC and UP formerly requested similar relief in Docket Number FRA–2022–0018.

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 (<https://www.federalregister.gov/citation/65-FR-19477>) or you may visit <https://transportation.gov/privacy>.

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

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Jeremy Gunderson, 202-366-8050, Recall Management Division (NEF-107), [Jeremy.Gunderson@dot.gov](mailto:Jeremy.Gunderson@dot.gov), National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

**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 (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:** Petitions for Hearings on Notification and Remedy of Defects.  
**OMB Control Number:** 2127-0039.  
**Form Number(s):** N/A.

**Type of Request:** Extension of a currently approved information collection.

**Type of Review Requested:** Regular.  
**Requested Expiration Date of Approval:** 3 years from the date of approval.

**Summary of the Collection of Information:** There are various sources from which a defect related to motor vehicle safety or noncompliance with an applicable Federal motor vehicle safety standard (FMVSS) may be identified, including owner complaints, testing, investigation, and research. Section 30118 of Title 49 of the United States Code requires the manufacturer of motor vehicles or replacement equipment to notify owners, purchasers, and dealers of any determination that a motor vehicle or motor vehicle equipment contains a defect related to motor vehicle safety or does not comply with an applicable FMVSS. When the manufacturer makes this determination, it must also notify NHTSA. When NHTSA makes this determination, it orders the manufacturer to provide the required notice. Section 30120 of Title 49 of the United States Code requires the manufacturer to remedy, without charge, the defect or non-compliance and specifies the ways in which a noncompliance or defect can be remedied. Sections 30118(e) and 30120(e) specify that any interested person may petition Secretary of Transportation (NHTSA by delegation) to hold a hearing to determine whether a manufacturer of motor vehicles or motor vehicle equipment has met its obligation to notify owners, purchasers, and dealers of vehicles or equipment of a safety-related defect or noncompliance with a FMVSS in the manufacturer's products and to remedy that defect or noncompliance.

To implement these statutory provisions, NHTSA promulgated <https://www.ecfr.gov/current/title-49/part-557>. Petitions for Hearings on Notification and Remedy of Defects. Part 577 establishes procedures for the submission and disposition of petitions for hearings on whether the manufacturer has reasonably met its obligation to notify owners, purchasers, and dealers of safety-related defects or noncompliance, or to remedy such defect or noncompliance free of charge.

**Description of the Need for the Information and Proposed Use of the Information:** Persons who believe that a manufacturer has not met its obligation to notify owners, purchasers, or dealers

of a safety related defect or noncompliance with FMVSS, or to remedy the problem in accordance with statutory requirements, may petition the agency pursuant to 49 CFR part 557. The agency uses the information collected in the petition, and may use other information available to it, to decide whether a hearing is necessary to determine whether a manufacturer has reasonably met its obligations. Should the agency, on the basis of information provided at that hearing or other information, determine the manufacturer has not reasonably met its obligations, the agency orders the manufacturer to take specified action to bring itself into compliance with those obligations.

**Affected Public:** Businesses or others for profit.

**Abstract:**

**Estimated Number of Respondents:** 1 respondent.

**Frequency:** On occasion.

**Estimated Annual Burden Hours:** During NHTSA's last renewal of this information collection, the agency estimated it would receive one petition a year, with an estimated one hour of preparation for each petition, for a total of one burden hour per year. That estimate remains unchanged with this notice.

**Estimated Total Annual Burden Cost:** \$7.95.

NHTSA estimates that the only cost burden to respondents (*i.e.*, petitioners) except for the time invested (opportunity cost) associated with the time to submit the petition will be postage costs. NHTSA estimates that each mailed response is estimated to cost \$7.95 (priority flat rate envelope from USPS). Therefore, the total cost for the estimated 1 request per year is \$7.95.

**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 1351.29.

**Tanya Topka,**

*Director, Office of Defect Investigations.*

[FR Doc. 2025–12386 Filed 7–2–25; 8:45 am]

BILLING CODE 4910–59–P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. DOT–OST–2025–0171]

### Procedures for Considering Environmental Impacts

**AGENCY:** Office of the Secretary (OST), DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** The U.S. Department of Transportation (DOT) is updating DOT Order 5610.1C “Procedures for Considering Environmental Impacts,” which establishes procedures for complying with the National Environmental Policy Act (NEPA). The Order was last updated in 1985. This update is necessary in light of the recent rescission of the Council on Environmental Quality’s (CEQ’s) NEPA procedures, which DOT’s procedures were designed to supplement. In addition, the update incorporates provisions from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU); Moving Ahead for Progress in the 21st Century Act (MAP–21); the Fixing America’s Surface Transportation (FAST) Act, the Infrastructure Investment and Jobs Act (IIJA); and the Fiscal Responsibility Act of 2023 (FRA 2023) related to the environmental review process. The updated Order promotes collaboration and efficiencies in the implementation of NEPA and modernizes the processes and procedures for environmental review. This update enables DOT to conduct coordinated, consistent, predictable, and timely environmental reviews, thus reducing unnecessary burdens and delays.

**DATES:** Comments must be submitted by August 4, 2025. Late-filed comments will be considered to the extent practicable.

**ADDRESSES:** Please submit your comments by only one of the following means, identifying your submission by docket number DOT–OST–2025–0171. All electronic submissions must be made to the U.S. Government electronic site at <http://www.regulations.gov>.

• **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow

the online instructions for submitting comments.

• **Mail:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001.

• **Hand Delivery or Courier:** U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

• **Fax:** (202) 493–2251.

**Instructions:** All comment submissions must include the agency name, docket name, and docket number (DOT–OST–2025–0171). Submit two copies of your comments if you submit them by mail. For confirmation that OST received your comments, include a self-addressed stamped postcard. Note that all comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov), including any personal information provided. DOT solicits comments from the public to better inform the Department’s process. For information on DOT’s compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

**Docket:** For access to the docket to read background documents and comments received, go to <https://www.regulations.gov/> at any time or to the U.S. Department of Transportation, 1200 New Jersey Avenue SE, Docket Operations, M–30, West Building Ground Floor, Room W12–140, Washington, DC 20590 between 9 a.m. and 5 p.m. Eastern Time, Monday through Friday, except Federal holidays.

The Order will also be available at [www.transportation.gov/transportation-policy/nepa](http://www.transportation.gov/transportation-policy/nepa).

### FOR FURTHER INFORMATION CONTACT:

Rhonda Solomon, Interim Director, Infrastructure Permitting Improvement Center, 202.366.5397, [rhonda.solomon@dot.gov](mailto:rhonda.solomon@dot.gov).

### SUPPLEMENTARY INFORMATION:

#### I. Introduction

##### A. Statutory Authority

The National Environmental Policy Act, as amended, 42 U.S.C. 4321–4347 (NEPA), requires all Federal agencies to assess the environmental impact of their actions. 42 U.S.C. 4332(2)(C). The CEQ previously issued regulations at 40 CFR parts 1500–1508 (CEQ regulations) implementing NEPA that were binding on Federal agencies. On February 25, 2025, CEQ issued an interim final rule to remove the existing implementing regulations consistent with Executive Order (E.O.) 14154, *Unleashing*

*American Energy*. See *Removal of National Environmental Policy Act Implementing Regulations*, (90 FR 10610; Feb. 25, 2025). This action was necessitated by and consistent with Executive Order (E.O.) 14154, *Unleashing American Energy* (90 FR 8353; January 29, 2025), in which President Trump rescinded President Carter’s E.O. 11991, *Relating to Protection and Enhancement of Environmental Quality* (42 FR 26967; May 24, 1977), which was the basis CEQ had invoked for its authority to make the CEQ Regulations to begin with. DOT’s NEPA implementing procedures, which were a supplement to those CEQ regulations, thus stand in obvious need of fundamental revision. President Trump in E.O. 14154 further directed agencies to revise their NEPA implementing procedures consistent with the E.O., including its direction to CEQ to rescind its regulations.

In addition, Congress recently amended NEPA in significant part, in the Fiscal Responsibility Act of 2023 (FRA), Public Law 118–5, signed on June 3, 2023, in which Congress added substantial detail and direction in Title I of NEPA, including in particular on procedural issues that CEQ and individual acting agencies had previously addressed in their own procedures. DOT recognized the need to update its procedures in light of these legislative changes. Since DOT’s procedures were originally designed as a supplement to CEQ’s NEPA regulations, DOT had been awaiting CEQ action before revising its procedures, consistent with CEQ direction. See 40 CFR 1507.3(b) (2024); see also 86 FR 34154 (June 29, 2021). However, with CEQ’s regulations now rescinded, and with DOT’s implementing procedures still unmodified more than two years after the legislation, it is important that DOT move quickly to conform its procedures to the statute as amended.

Finally, the Supreme Court on May 29, 2025 issued its decision in *Seven County Infrastructure Coalition v. Eagle County, Colorado*, 145 No. 23–975, 605 U.S. Ct. 1497 \_\_\_, 2025 WL 1520964 (2025), in which it described the “transform[ation]” of NEPA from its roots as “a modest procedural requirement,” into a significant “substantive roadblock” that “paralyze[s]” “agency decisionmaking.” *Id.* at 1513 (quotations omitted). The Supreme Court explained that part of that problem had been caused by decisions of lower courts, which it rejected, issuing a “course correction” mandating that courts give “substantial deference” to reasonable agency