

FEBRUARY 2024
SIGNIFICANT RULEMAKING REPORT.v.4

Federal Aviation Administration

1. Regulation Of Flight Operations Conducted By Alaska Guide Pilots

Popular Title: Alaska Guide Pilots

RIN 2120-AJ78

Stage: Undetermined

Abstract: The rulemaking would establish regulations concerning Alaska guide pilot operations. The rulemaking would implement Congressional legislation and establish additional safety requirements for the conduct of these operations. The intended effect of this rulemaking is to enhance the level of safety for persons and property transported in Alaska guide pilot operations. In addition, the rulemaking would add a general provision applicable to pilots operating under the general operating and flight rules concerning falsification, reproduction, and alteration of applications, logbooks, reports, or records. This rulemaking is a statutory mandate under section 732 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, (Pub. Law 106-181).

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

2. Drug and Alcohol Testing of Certain Maintenance Provider Employees Located Outside of the United States

Popular Title: Drug & Alcohol Testing for Repair Stations

RIN 2120-AK09

Stage: NPRM

Abstract: This rulemaking would require controlled substance testing of some employees working in repair stations located outside the United States. The intended effect is to increase participation by companies outside of the United States in testing of employees who perform safety critical functions and testing standards similar to those used in the repair stations located in the United States. This rulemaking is a statutory mandate under section 308(d) of the FAA Modernization and Reform Act of 2012 (Public Law 112-95).

Dates for NPRM:

Action	Publication Date(s)	FR Cite
Publication Date	12/07/2023	88 FR 85137
Comment Period End	02/05/2024	

Federal Aviation Administration

3. Applying the Flight, Duty, and Rest requirements to Ferry Flights that Follow Domestic, Flag, or Supplemental All-Cargo Operations (Reauthorization)

Popular Title: 121 Tail End Ferry

RIN 2120-AK22

Stage: Undetermined

Abstract: This rulemaking would apply the flight, duty, and rest requirements for domestic, flag and supplemental operations to ferry flights that follow domestic, flag or supplemental all-cargo operations. A ferry flight that follows a domestic, flag or supplemental all-cargo operation would be subject to the same flight, duty, and rest rules as the all-cargo operation it follows. This rule is necessary as it would make part 121 flight, duty, and rest limits applicable to tail-end ferry flights that follow an all-cargo operation.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

4. Applying the Flight, Duty, and Rest Requirements to Ferry Flights that Follow Commuter or On-Demand Operations (FAA Reauthorization)

Popular Title: 135 Tail End Ferry

RIN 2120-AK26

Stage: Undetermined

Abstract: This rulemaking would require a flight crew member who is employed by an air carrier conducting operations under part 135, and who accepts an additional assignment for flying under part 91 from the air carrier or from any other air carrier conducting operations under part 121 or 135, to apply the period of the additional assignment toward any limitation applicable to the flight crew member relating to duty periods or flight times under part 135.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

5. Pilot Biometric Certificates

Popular Title: Pilot Biometric Certificates

RIN 2120-AK33

Stage: Undetermined

Abstract: This rulemaking would require the issuance of pilot certificates that are resistant to tampering, alteration, and counterfeiting. The certificates would include a photograph of the individual to whom the certificate is issued and will be a smart card that is able to accommodate biometric identifiers. Certificates would also be compliant with Federal Information Processing Standards Publication 201 (FIPS-201) or Personal Identity Verification-Interoperability (PIV-I) standards for processing through security checkpoints into airport sterile areas.

Date for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

6. Aircraft Registration and Airmen Certification Fees

Popular Title: Registry Fees

RIN 2120-AK37

Stage: Undetermined

Abstract: This rulemaking would establish fees for airman certificates, medical certificates, and provision of legal opinions pertaining to aircraft registration or recordation. This rulemaking also would revise existing fees for aircraft registration, recording of security interests in aircraft or aircraft parts, and replacement of an airman certificate. This rulemaking addresses provisions of the FAA Modernization and Reform Act of 2012. This rulemaking is intended to recover the estimated costs of the various services and activities for which fees would be established or revised.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

7. Permanent Requirement for Helicopters to use the New York North Shore Helicopter Route

Popular Title: New York North Shore Helicopter Route

RIN 2120-AK39

Stage: Undetermined

Abstract: This rulemaking would delete the expiration date and make permanent the requirement to use the New York North Shore Helicopter Route. The current rule requiring use of the route expires on July 29, 2026. This rule will protect and enhance public welfare by making the current rule permanent, thereby continuing to reduce helicopter overflights and attendant noise disturbance over nearby communities.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

8. Helicopter Air Ambulance Pilot Training and Operational Requirements (HAA II)

Popular Title: Helicopter Air Ambulance II

RIN 2120-AK57

Stage: Undetermined

Abstract: This rulemaking would develop training requirements for crew resource management, flight risk evaluation, and operational control of the pilot in command, as well as to develop standards for the use of flight simulation training devices and line-oriented flight training. Additionally, it would establish requirements for the use of safety equipment for flight crewmembers and flight nurses. These changes will aid in the increase in aviation safety and increase survivability in the event of an accident. Without these changes, the Helicopter Air Ambulance industry may continue to see the unacceptable high rate of aircraft accidents.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

9. Orbital Debris Mitigation Methods for Launch Vehicle Upper Stages

Popular Title: Orbital Debris Mitigation Methods

RIN 2120-AK81

Stage: NPRM

Abstract: This rulemaking would update the existing orbital debris mitigation regulations to more-closely align with the U.S. Government Orbital Debris Mitigation Standard Practices, limit the growth of orbital debris, and reduce the creation of additional debris caused by on-orbit collisions.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	09/26/2023	88 FR 65835
End of Comment Period	12/26/2023	
Analyzing Comments	12/00/2024	

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Federal Aviation Administration

10. Registration and Marking Requirements for Small Unmanned Aircraft

Popular Title: Small UAS Registration

RIN 2120-AK82

Stage: Final Rule

Abstract: This rulemaking would provide an alternative, streamlined and simple, web-based aircraft registration process for the registration of small-unmanned aircraft, including small-unmanned aircraft operated exclusively for limited recreational operations, to facilitate compliance with the statutory requirement that all aircraft register prior to operation. It would also provide a simpler method for marking small-unmanned aircraft that is more appropriate for these aircraft. This action responds to public comments received regarding the proposed registration process in the Operation and Certification of Small Unmanned Aircraft notice of proposed rulemaking, the request for information regarding unmanned aircraft system registration, and the recommendations from the Unmanned Aircraft System Registration Task Force.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	02/00/2024	

Federal Aviation Administration

11. Unmanned Aircraft Systems Expanded Operations

Popular Title: UAS XOps

RIN 2120-AL01

Stage: Terminated

Abstract: This rulemaking would enable expanded operations of small-unmanned aircraft systems (sUAS) in the national airspace system (NAS). As a result, it would increase the utility of sUAS for operations under 14 CFR part 107, and would advance technology by encouraging innovation in this rapidly developing segment of the aviation industry.

Dates for Undetermined:

Action	Termination Date	FR Cite
Terminated	04/26/2023	

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Federal Aviation Administration

12. Revision of ADS-B Out Requirements

Popular Title: ADS-B Out Exceptions

RIN 2120-AL16

Stage: Undetermined

Abstract: This rulemaking would create two exceptions to the requirement that all aircraft equipped with Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) must transmit at all times. This rulemaking would remove the transmission requirement for certain operations carried out in the interest of national security. The changes would provide relief to those government agencies that operate aircraft equipped with ADS-B Out but require the ability to terminate the transmission signal when conducting national security, sensitive, intelligence and law enforcement missions that could be compromised by the requirement to transmit flight information over non-encrypted signals. This rulemaking would also allow air traffic control to direct an operator to terminate transmission when it would jeopardize the safe functioning of ATC.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Interim Final Rule	07/18/2019	84 FR 34281
Interim Final Rule Effective	07/18/2019	
Comment Period End	09/16/2019	
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

13. Safe and Secure Operations of Small Unmanned Aircraft Systems

Popular Title: Safe and Secure Ops of UAS

RIN 2120-AL26

Stage: Undetermined

Abstract: This action would solicit public comments for several operational limitations, airspace restrictions, hardware requirements, and associated identification or tracking technologies for Unmanned Aircraft Systems (UAS). The ANPRM will ask a series of questions regarding the balance of needs between UAS operators and the law enforcement and national defense communities. This action is necessary to address safety and security concerns from the homeland security, federal law enforcement, and national defense communities.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

14. Domestic Noise Certification of Supersonic Aircraft

Popular Title: Domestic Noise Certification

RIN 2120-AL29

Stage: Undetermined

Abstract: This action would add new supersonic airplanes to the applicability of noise certification regulations, and add landing and takeoff noise standards for a certain class of new supersonic airplanes. There is renewed interest in the development of supersonic aircraft, and the regulations would facilitate the continued development of airplanes by specifying the noise limits for the designs, providing the means to certify the airplanes for subsonic operation in the United States.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Aviation Administration

15. External Marking Requirement for Small Unmanned Aircraft

Popular Title: External Markings UAS

RIN 2120-AL32

Stage: Final Rule

Abstract: This rulemaking would revise the requirements regarding the placement of the unique identifier assigned to a small-unmanned aircraft to an external surface of the aircraft. This action is necessary to enhance the safety and security of a person seeking registration information from an unmanned aircraft. This revision will enable the person to view the unique identifier directly without handling the aircraft.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	02/00/2024	

Federal Aviation Administration

16. Designation - Restrict the Operation of an Unmanned Aircraft in Close Proximity to a Fixed Site Facility

Popular Title: 2209

RIN 2120-AL33

Stage: NPRM

Abstract: This action would implement section 2209, Applications for designation, of Public Law 114-190, the FAA Extension, Safety and Security Act of 2016 (130 Stat. 634). Specifically, this rule would establish the criteria and procedures for the operator or proprietor of eligible fixed site facilities to apply to the FAA for an unmanned aircraft-specific flight restriction. In addition, this rule would establish the substantive criteria based on the enumerated statutory considerations (i.e., national security and aviation safety) that the FAA will use in determining to grant or deny a petition, as well as the procedures for notifying the petitioner of the determination made and the process for resubmission of any denial. Lastly, this rule would establish the process to be used by the FAA to implement the unmanned aircraft-specific flight restriction and notify the public.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	08/00/2024	

Federal Aviation Administration

17. Safety Management System (SMS) for Parts 21, 91, 135 and 145

Popular Title: SMS

RIN 2120-AL60

Stage: Final Rule

Abstract: This rulemaking would apply the requirements of 14 CFR part 5, with appropriate modifications. As a result, this rulemaking would require persons engaged in the design and production of aircraft, engines, or propellers; certificate holders that conduct common carriage operations under part 135; and persons conducting certain, specific types of air tour operations under part 91 to implement a Safety Management System.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	1/11/2023	88 FR 1932
End of Comment Period	03/13/2023	
Extension of Comment Period	01/30/2023	88 FR 5812
Extension of Comment Period End	04/11/2023	
Final Rule	07/00/2024	

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Federal Aviation Administration

18. Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes

Popular Title: Integration of Powered-lift

RIN 2120-AL72

Stage: NPRM

Abstract: This action would propose a Special Federal Aviation Regulation for alternate eligibility requirements to safely certificate initial groups of powered-lift pilots, as well as determine which operating rules to apply to powered-lift aircraft on a temporary basis to enable the FAA to gather additional information and determine the most appropriate permanent rulemaking path for these aircraft. Powered-lift will be type certificated as special class aircraft under the existing regulations. Currently, there is not an established path for the initial group of civilian powered-lift pilots to obtain the required experience to obtain a pilot certificate and powered-lift have not been conceptualized into the general and commercial operating regulations.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	06/14/2023	88 FR 38946
End of Comment Period	08/14/2023	
Analyzing Comments	12/00/2024	

Federal Aviation Administration

19. Unmanned Aircraft Systems Operations using Special Airworthiness

Popular Title: Unmanned Operations using Special Airworthiness

RIN 2120-AL82

Stage: NPRM

Abstract: This action would normalize certain low altitude unmanned aircraft systems (UAS) operations, while ensuring the safety and efficiency of the United States airspace. It is the next step in integrating UAS into the national airspace system (NAS), providing for significant safety, societal, and economic advantages and benefits. This action is expected to dramatically expedite the introduction of beyond visual line of sight (BVLOS) UAS operations in the NAS. Using consensus-based standards, this action would establish a regulatory process for issuing a special airworthiness certificate (SAC) for unmanned aircraft (up to 1,320 pounds), as well as the acceptance of their associated elements. It would create new operational and design requirements for unmanned aircraft issued a SAC, enabling routine beyond visual line of sight (BVLOS) operations without waivers or exemptions. The rulemaking would prescribe a new BVLOS rating for the remote pilot certificate. It would also build new operating rules for UAS cargo delivery for compensation or hire under the new part. Finally, this action would create a defined regulatory approval pathway for third-party services, to include UAS Traffic Management (UTM) service suppliers.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	08/00/2024	

Federal Aviation Administration

20. 25 Hour Cockpit Voice Recorder (CVR) requirement, New Aircraft Production

Popular Title: None

RIN 2120-AL92

Stage: NPRM

Abstract: This rulemaking effort will increase the recording time of the Cockpit Voice Recorders (CVRs) from a mandated 2-hour recording time to a proposed 25-hour recording time for all future manufactured aircraft. This action is responsive to NTSB Safety Recommendation 18-030, which recommended the installation of CVRs with a minimum 25-hour recording capability on all newly manufactured airplanes required to have a CVR. This rulemaking effort will ensure harmonization with existing international requirements such as, ICAO, EASA, and other civil aviation authorities (CAAs). The intended effect of this action is to provide accident investigators, operators, and CAAs with substantially more CVR data to prevent future incidents and accidents.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	12/04/2023	88 FR 84090
Comment Period End	02/02/2024	

Federal Aviation Administration

21. Equipment, Systems, and Network Information Security Protection

Popular Title: Cybersecurity

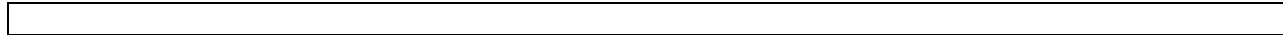
RIN 2120-AL94

Stage: NPRM

Abstract: This proposed rule would add new airworthiness regulations to standardize the criteria for addressing cybersecurity and system security threats to aircraft, engine control, and propeller systems. With this action, the FAA seeks to address industry recommendations, harmonize with international standards, and incorporate commonly issued special conditions. The intended effect of this proposed action is to improve aviation safety and reduce certification costs by introducing comprehensive and consistent cybersecurity and system security requirements for new and changed products.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	04/00/2024	



Federal Highway Administration

22. Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs

Popular Title: Uniform Act

RIN 2125-AF79

Stage: Final Rule

Abstract: The FHWA is proposing to amend its Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 regulations at 49 CFR part 24. The revisions are prompted by enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1521 of MAP-21 amendments included increases in statutory relocation benefits and a reduction of length of occupancy requirements. This proposal is intended to develop regulations on the use of those amendments. The FHWA is also proposing to update the Uniform Act regulations to reflect the agency's experience with the Federal-aid highway program since the last comprehensive rulemaking for part 24, which occurred in 2005. The updates include streamlining processes to better meet current Federal-aid highway program needs and eliminating duplicative and outdated regulatory language.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	02/00/2024	

Federal Highway Administration

23. Manual on Uniform Traffic Control Devices for Streets and Highways

Popular Title: MUTCD

RIN 2125-AF85

Stage: Final Rule

Abstract: This rulemaking would update the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) incorporated by reference at 23 CFR part 655. The new edition will update the technical provisions of the 2009 edition to reflect advances in technologies and operational practices that are not currently allowed in the MUTCD.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	12/19/2023	88 FR 87672
Final Rule Effective Date	01/18/2024	

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Federal Highway Administration

24. Statewide and Nonmetropolitan and Metropolitan Transportation Planning

Popular Title: The FHWA-FTA Planning Rule

RIN 2125-AF98

Stage: NPRM

Abstract: This joint rulemaking would amend the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations for Statewide and Nonmetropolitan and Metropolitan Transportation Planning and Programming at 23 CFR Part 450. This rulemaking would: implement relevant requirements of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law"); consider allowing additional flexibility in the development and content of the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP); and consider other revisions, including updates to the planning factors and plan requirements and changes to improve the transportation planning process.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	05/00/2024	

Federal Highway Administration

25. Greenhouse Gas Emissions Measure

Popular Title: Greenhouse Gas Emissions Measure

RIN 2125-AF99

Stage: Final Rule

Abstract: This rulemaking would establish a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation under Title 23 of the United States Code (U.S.C.). It is proposed as an addition to existing FHWA regulations that establish a set of performance measures for State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to use pursuant to 23 U.S.C. 150(c) or other authorities.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	12/07/2023	88 FR 85364
Final Rule Effective Date	01/08/2024	

Federal Highway Administration

26. Application of Buy America to Manufactured Products

Popular Title: Buy America Manufactured Products

RIN 2125-AG13

Stage: NPRM

Abstract: This rulemaking would consider withdrawing the general standing waiver of the applicable Buy America statute (23 U.S.C. 313) to manufactured products. The rulemaking would propose in its place standards and requirements to determine the extent to which a manufactured product must comply with Buy America.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	4/00/2024	

Federal Highway Administration

27. Update to National Electric Vehicle Infrastructure Standards and Requirements

Popular Title: NEVI Update

RIN 2125-AG14

Stage: Interim Final Rule

Abstract: This rulemaking would amend 23 CFR part 680 to clarify that non-proprietary EV charging connectors would be eligible for funding under the NEVI program. This rulemaking would also make some minor changes to clarify existing regulatory text.

Dates for Interim Final Rule:

Action	Publication Date(s)	FR Cite
Interim Final Rule	05/00/2024	

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Federal Motor Carrier Safety Administration

28. Application by Certain Mexico-Domiciled Motor Carriers to Operate Beyond U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border

Popular Title: Mexico-Domiciled Motor Carriers

RIN 2126-AA34

Stage: Undetermined

Abstract: This rulemaking would change FMCSA regulations to govern applications by Mexican carriers to operate beyond municipalities and commercial zones at the United State-Mexico border. It would also revise the application form, OP-1MX, to be filed by these Mexican motor carriers. The revised form would require additional information about the applicant’s business and operating practices to allow the FMCSA to determine if the applicant can meet the safety standards established for operating in interstate commerce in the United States. Carriers that had previously submitted an application would have to submit the updated form. These changes are needed to implement part of the North American Free Trade Agreement (NAFTA). On January 16, 2003, the Ninth Circuit Court remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents as ruled by the Ninth Circuit. FMCSA originally planned to publish a final rule by November 20, 2003.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Motor Carrier Safety Administration

29. Safety Monitoring System and Compliance Initiative for Mexico-Domiciled Motor Carriers Operating in the United States

Popular Title: Safety Monitoring

RIN 2126-AA35

Stage: Undetermined

Abstract: This rule would implement a safety monitoring system and compliance initiative designed to evaluate the continuing safety fitness of all Mexico-domiciled carriers within 18 months after receiving a provisional Certificate of Registration or provisional authority to operate in the United States. It also would establish suspension and revocation procedures for provisional Certificates of Registration and operating authority and incorporate criteria to be used by FMCSA in evaluating whether Mexico-domiciled carriers exercise basic safety management controls. The interim rule included requirements that were not proposed in the NPRM but which are necessary to comply with the FY-2002 DOT Appropriations Act. On January 16, 2003, the Ninth Circuit Court of Appeals remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents. FMCSA originally planned to publish a final rule by November 28, 2003.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

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Federal Motor Carrier Safety Administration

30. Consumer Complaint Information

Popular Title: Consumer Complaint Information

RIN 2126-AB01

Stage: Undetermined

Abstract: The rulemaking would require each motor carrier of household goods to submit a quarterly report of specific identified information regarding complaints that each receives from shippers and consumers to the Agency. This rule responds to Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Motor Carrier Safety Administration

31. New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999

Popular Title: MCSIA 210(b) New Entrant Knowledge Test

RIN 2126-AB17

Stage: SANPRM

Abstract: This rulemaking would consider methods for ensuring a new applicant carrier is knowledgeable about the applicable safety requirements before being granted New Entrant authority. The agency is considering whether to implement a proficiency examination as part of its revised New Entrant Safety Assurance Process as well as other alternatives. This rulemaking responds to issues raised in a petition from Advocates for Highway and Auto Safety regarding new entrant applicant knowledge.

Dates for SANPRM :

Action	Publication Date(s)	FR Cite
SANPRM	07/00/2024	

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Federal Motor Carrier Safety Administration

32. Heavy Vehicle Speed Limiters

Popular Title: Commercial Motor Vehicle Speed Limiters

RIN 2126-AB63

Stage: SNPRM

Abstract: FMCSA intends to proceed with a motor carrier-based speed limiter rulemaking by preparing a supplemental notice of proposed rulemaking (SNPRM) to follow up on the National Highway Traffic Safety Administration's (NHTSA) and FMCSA's jointly issued September 7, 2016, notice of proposed rulemaking (NPRM) on this subject. The new rulemaking in subsequent consultation with NHTSA, will consider whether additional regulatory actions should be taken concerning CMV manufacturer requirements. Specifically, motor carriers operating commercial motor vehicles (CMVs) in interstate commerce with a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of 11,794 kilograms or more (26,001 pounds or more), whichever is greater, that are equipped with an electronic engine control unit (ECU) capable of governing the maximum speed be required to limit the CMV to a speed to be determined by the rulemaking and to maintain that ECU setting for the service life of the vehicle.

Dates for SNPRM:

Action	Publication Date(s)	FR Cite
SNPRM	05/00/2024	

Federal Motor Carrier Safety Administration

33. Application for Employment

Popular Title: Application for Employment

RIN 2126-AC13

Stage: Undetermined

Abstract: FMCSA is considering changes to the requirement to have prospective drivers complete an employment application. FMCSA requests comment on the value of and need for this requirement. Comment also is sought on ways the requirement for an employment application could be changed to reduce the associated paperwork burdens for drivers and motor carriers, including but not limited to the complete elimination of the requirement.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
ANPRM	03/08/2019	84 FR 8497
Comment Period End	05/07/2019	
Next Action Undetermined	00/00/0000	

Federal Motor Carrier Safety Administration

34. Motor Carrier Operation of Automated Driving Systems (ADS)-Equipped Commercial Motor Vehicles

Popular Title: ADS CMVs

RIN 2126-AC17

Stage: NPRM

Abstract: FMCSA proposes to amend certain Federal Motor Carrier Safety Regulations (FMCSRs) to ensure the safe introduction of automated driving systems (ADS)-equipped commercial motor vehicles (CMVs) onto the Nation's roadways. The proposed changes to the CMV operations, inspection, repair, and maintenance regulations prioritize safety and security, promote innovation, foster a consistent regulatory approach to ADS-equipped CMVs, and recognize the difference between human operators and ADS. FMCSA has taken several actions to solicit information on issues relating to the testing and integration of ADS-equipped CMVs, including holding listening sessions beginning in 2017 and a 2018 Request for Comments Concerning Federal Motor Carrier Safety Regulations (FMCSRs) Which May Be a Barrier to the Safe Testing and Deployment of Automated Driving Systems-Equipped Commercial Motor Vehicles on Public Roads (83 FR 12933). FMCSA continues to attend industry conferences, road show events and meet with various developers and other stakeholders.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
ANPRM	05/28/2019	84 FR 24449
SANPRM	02/01/2023	88 FR 6691
Comment Period End	03/20/2023	
NPRM	03/00/2024	

Federal Motor Carrier Safety Administration

35. Hours of Service of Drivers of Commercial Motor Vehicles; Transportation of Agricultural Commodities

Popular Title: HOS - Ag Commodities

RIN 2126-AC24

Stage: Undetermined

Abstract: FMCSA clarifies the definition of the terms "any agricultural commodity," "livestock," and "non-processed food," as the terms are used in the definition of "agricultural commodity" for the purposes of the Agency's "Hours of Service (HOS) of Drivers" regulations. Under current regulations, drivers transporting agricultural commodities, including livestock, from the source of the commodities to a location within 150 air miles of the source, during harvest and planting seasons as defined by each State, are exempt from the HOS requirements. Additionally, the HOS requirement for a 30-minute rest break does not apply to drivers transporting livestock in interstate commerce while the livestock are on the commercial motor vehicle. This interim final rule (IFR) clarifies the meaning of these existing definitional terms to ensure that the HOS exemptions are utilized as Congress intended.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Interim Final Rule	11/24/2020	85 FR 74909
Next Action Undetermined	00/00/0000	

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Federal Motor Carrier Safety Administration

36. Wearing of Face Masks While on Conveyances and at Transportation Hubs

Popular Title: Face Mask Rule

RIN 2126-AC45

Stage: Undetermined

Abstract: FMCSA requires for-hire and private carriers to comply with emergency orders, directives, or standards to protect public health and safety issued by the Centers for Disease Control and Prevention (CDC), the Transportation Security Administration (TSA), or the Occupational Safety and Health Administration (OSHA), or any other Federal agency or subagency, to the extent the orders, directives, or standards are applicable to such for-hire and private carriers.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Undetermined	00/00/0000	

Federal Motor Carrier Safety Administration

37. Automatic Emergency Braking Systems

Popular Title: AEB Systems

RIN 2126-AC49

Stage: Final Rule

Abstract: This joint rulemaking of the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier administration (FMCSA) will finalize the proposal to require and/or standardize equipment performance for automatic emergency braking (AEB) systems on heavy trucks (2127-AM36). The rulemaking is expected to establish performance standards and motor carrier maintenance requirements for AEB systems on heavy trucks and accompanying test procedures for measuring the performance of the AEB systems in NHTSA compliance testing. NHTSA and FMCSA engaged in a national outreach, educational, and awareness campaign, and data collection analysis which included the development of training materials for fleets, drivers, and maintenance personnel related to AEB technology and return-on-investment (ROI) guides; educational videos on ADAS braking, steering, warning, and monitoring technologies; a web-based Tech-Celerate Now (TCN) ADAS-specific ROI calculator; and a program website to host the training materials. Planning is underway for the second phase of the TCN program, which includes an expanded national outreach and education campaign, additional research into the barriers to ADAS adoption by motor carriers, and evaluation of the outreach campaign.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	07/06/2023	88 FR 43174
End of Comment Period	09/05/2023	
Final Rule	04/00/2024	

Federal Motor Carrier Safety Administration

38. Safety Fitness Procedures

Popular Title: Safety Fitness Procedures

RIN 2126-AC52

Stage: NPRM

Abstract: FMCSA is seeking information on how the Agency might use data and resources more effectively to identify unfit motor carriers and to remove them from the Nation's roadways. FMCSA would seek public comment about the use of available safety data, including inspection data, in determining carrier fitness to operate. The Agency would also seek public input on possible changes to the current three-tier safety fitness rating structure. The action would also include a review of the list of Federal Motor Carrier Safety Regulations (FMCSRs) that the Agency uses in its safety fitness rating methodology.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
ANPRM	08/29/2023	88 FR 59489
End of Comment Period	10/30/2023	
NPRM	06/00/2025	

Federal Railroad Administration

39. Amendments to Brake System Safety Standards Governing Operations Using Electronic Air Brake Slip System

Popular Title: Brakes III

RIN 2130-AC82

Stage: Undetermined

Abstract: This rulemaking proposes to amend FRA's brake system safety standards to govern operations using the eABS system developed by AAR member railroads. This rulemaking would provide an alternative regulatory framework for railroads to utilize when choosing to use the eABS system, but the rulemaking would not require railroads to change their operations to use the system. The rulemaking would extend the distance individual rail cars may be moved without stopping for brake and mechanical inspections and tests if the cars have a valid eABS system record. The rulemaking also proposes to allow railroads to add multiple cars to a train or remove multiple cars from a train without conducting additional brake tests as currently required if the train is solely made up of cars with eABS records. Currently, FRA regulations restrict the location and manner in which cars may be added or removed to a train without triggering the requirement for additional brake tests.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Federal Railroad Administration

40. Railroad Noise Emission Compliance Regulations

Popular Title: High Speed Rail Noise

RIN 2130-AC83

Stage: NPRM

Abstract: The Noise Control Act of 1972 requires EPA to promulgate regulations setting the standards for noise emissions from railroad equipment and facilities, and it requires FRA (as delegated by the Secretary) to enforce those standards. EPA's noise emission standards and FRA's compliance regulations for train operations were issued in the 1970s and are not suitable for high-speed train operations above 160 m.p.h. EPA and FRA anticipate any change for these higher-speed operations to be consistent with international practice. In the absence of a rule change, implementation of higher-speed train operations may be impractical and/or restricted to a limited number of market participants and types of technologies. Accordingly, FRA expects the rulemaking to be an enabling, deregulatory action.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	07/00/2024	

Federal Railroad Administration

41. Train Crew Size Staffing Requirements

Popular Title: Train Crew Staffing

RIN 2130-AC88

Stage: Final Rule

Abstract: This rulemaking would address the potential safety impact of one-person train operations, including appropriate measures to mitigate an accident's impact and severity, and the patchwork of State laws concerning minimum crew staffing requirements. This rulemaking would address the issue of minimum requirements for the size of train crews, depending on the type of operations.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	03/00/2024	

Federal Transit Administration

42. Buy America

Popular Title: Buy America

RIN 2132-AB16

Stage: NPRM

Abstract: This rulemaking would amend 49 CFR Part 661 to incorporate changes made by MAP-21 and the Bipartisan Infrastructure Law and to make other updates and amendments.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	06/00/2024	

Federal Transit Administration

43. Public Transportation Agency Safety Plans

Popular Title: None

RIN 2132-AB44

Stage: Final Rule

Abstract: This rulemaking will amend 49 CFR Part 673 to incorporate new requirements established for the Public Transportation Safety Program (49 U.S.C. 5329) through the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act. The Bipartisan Infrastructure Law requires recipients of section 5307 funds that serve urbanized areas with populations of 200,000 or more to undertake the following activities: Establish a Safety Committee, composed of representatives of frontline employees and management, that is responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment. Develop, and add to their agency safety plan, a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database. Set risk reduction performance targets using a three-year rolling average of the data submitted by the recipient to the National Transit Database.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	04/26/2023	88 FR 25336
End of Comment Period	06/26/2023	
Final Rule	0400/2024	

Federal Transit Administration

44. Transit Worker and Public Safety

Popular Title: None

RIN 2132-AB47

Stage: NPRM

Abstract: This rule would establish minimum baseline standards and risk-based requirements to address transit worker and public safety based on the most current research and available information, including but not limited to, addressing the requirements of Section 3022 of the Fixing America's Surface Transportation Act. The purpose of this rulemaking is to reduce serious injury events and fatalities from assaults involving transit workers, passengers, and the public.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	12/00/2024	

Federal Transit Administration

45. Transit Worker Hours of Service and Fatigue Risk Management

Popular Title: None

RIN 2132-AB46

Stage: ANPRM

Abstract: The purpose of this ANPRM is to seek public comment on establishing minimum standards related to transit worker fitness for duty. These standards would improve safety within the transit industry. This rule would apply to any State, local governmental authority, and any other operator of a public transportation system that receives Federal financial assistance under 49 U.S.C. Chapter 53. The ANPRM will seek public comment about the scope and nature of these minimum standards.

Dates for ANPRM:

Action	Publication Date(s)	FR Cite
ANPRM	12/21/2023	88 FR 88337
Comment Period End	01/29/2024	

National Highway Traffic Safety Administration

46. Tire Fuel Efficiency Consumer Information - Part 2

Popular Title: Tire Fuel Efficiency Part 2

RIN 2127-AK76

Stage: SNPRM

Abstract: This rulemaking would establish a national tire fuel efficiency consumer information program for replacement tires designed for use on motor vehicles. On March 30, 2010, NHTSA published a final rule specifying the test procedures to be used to rate the performance of replacement passenger car tires for this new program (75 FR 15893). This rulemaking would address how this information would be made available to consumers.

Dates for SNPRM:

Action	Publication Date(s)	FR Cite
SNPRM	06/00/2024	

National Highway Traffic Safety Administration

47. Heavy Vehicle Speed Limiters

Popular Title: Heavy Vehicle Speed Limiters

RIN 2127-AK92

Stage: Long-Term Action

Abstract: This joint NHTSA and FMCSA rulemaking would respond to petitions from American Trucking Association and Roadsafe America to require the installation of speed limiting devices on heavy vehicles.

Dates for Long-Term Action:

Action	Publication Date(s)	FR Cite
NPRM	09/07/2016	81 FR 61942
NPRM Comment Period End	11/07/2016	
Next Action Undetermined	00/00/0000	

National Highway Traffic Safety Administration

48. Pedestrian Safety Global Technical Regulation

Popular Title: Adopt Pedestrian Safety GTR

RIN 2127-AK98

Stage: NPRM

Abstract: This rulemaking would propose requirements to protect pedestrian heads impacting vehicle hoods. NHTSA initiated this rulemaking following the establishment of the Global Technical Regulation (GTR) by the UNECE's World Forum for the Harmonization of Vehicle Regulations (WP.29).

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	02/00/2024	88 FR 38632

National Highway Traffic Safety Administration

49. Novelty Helmet Enforcement

Popular Title:
RIN 2127-AL01
Stage: Long-Term Action

Abstract: This rulemaking would propose requirements to protect pedestrian heads impacting vehicle hoods. NHTSA initiated this rulemaking following the establishment of the Global Technical Regulation (GTR) by the UNECE's World Forum for the Harmonization of Vehicle Regulations (WP.29).

Dates for Long-Term Action:

Action	Publication Date(s)	FR Cite
NPRM	05/21/2015	80 FR 29457
NPRM Comment Period End	07/20/2015	
Next Action Undetermined	00/00/0000	

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National Highway Traffic Safety Administration

50. Consumer Information on Fuel Economy, Emissions, and Alternative Fuel Usage

Popular Title: Alternative Fuel Consumer Information
RIN 2127-AL12
Stage: Long-Term Action

Abstract: This rulemaking would develop and implement a consumer information campaign to: (1) improve understanding of automobile performance related to fuel economy, greenhouse gas emissions, and other pollutant emissions; (2) inform consumers of the benefits of using alternative fuels and the location of alternative fueling stations; (3) and increase awareness of automotive thermal management technologies. This rulemaking is the third, and final, phase of consumer information initiatives required by EISA. The first phase promulgated new Fuel Economy and Environment labels for new automobiles and was finalized in May 2011 (2127-AK73). The second phase (2127-AK75), currently being developed, addresses EISA requirements to: affix a permanent and prominent display that identifies new automobiles that are capable of operating on alternative fuels; attach a label to the fuel tank filler compartment of alternative fuel vehicles; and include in the owner's manual for vehicles capable of operating on alternative fuels information describing the benefits of using alternative fuels, including their renewable nature and environmental benefits.

Dates for Long-Term Action:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

National Highway Traffic Safety Administration

51. Rear Seat Belt Reminder System

Popular Title: Rear Seat Belt Reminder System

RIN 2127-AL37

Stage: NPRM

Abstract: This notice proposes to amend FMVSS No. 208, "Occupant crash protection," to require automobile manufacturers to install a seat belt reminder system for certain designated seating positions in passenger vehicles. This notice also responds in part to a petition for rulemaking submitted by Public Citizen and Advocates for Highway and Auto Safety, as well as MAP-21 requirements.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
ANPRM	09/27/2019	84 FR 51076
ANPRM Comment Period End	11/26/2019	
NPRM	09/07/2023	88 FR 61674
End of Comment Period	11/06/2023	

National Highway Traffic Safety Administration

52. Federal Motor Vehicle Safety Standard (FMVSS) 150 - Vehicle to Vehicle (V2V) Communication

Popular Title: Vehicle to Vehicle (V2V) Communication

RIN 2127-AL55

Stage: Completed Action

Abstract: This rulemaking would require that all light vehicles be capable of V2V communication by use of on-board dedicated short-range radio communication (DSRC) devices, which would broadcast messages about a vehicle's speed, heading, brake status, and other information to other vehicles and receive the same information from the messages, with extended range and "line-of-sight" capabilities.

Dates for Completed Action:

Action	Publication Date(s)	FR Cite
ANPRM	08/20/2014	79 FR 49270
ANPRM Comment Period End	10/20/2014	
NPRM	01/12/2017	82 FR 3854
NPRM Comment Period End	04/12/2017	
Withdrawn	11/20/2023	88 FR 80685

National Highway Traffic Safety Administration

53. Retroreflective Tape and Underride Guards for Single Unit Trucks

Popular Title: Retroreflective Tape for Single Unit Trucks

RIN 2127-AL57

Stage: Long-Term Action

Abstract: This July 2015 ANPRM requested comment on NHTSA's analysis of the costs and benefits of amending the FMVSS to single unit trucks (SUTs) either to be equipped with improved rear underride guards or with retroreflective tape to improve visibility to other drivers. NHTSA is considering potential next steps.

Dates for Long-Term Action:

Action	Publication Date(s)	FR Cite
ANPRM	07/23/2015	80 FR 43663
ANPRM Comment Period End	09/21/2015	
Next Action Undetermined	00/00/0000	

National Highway Traffic Safety Administration

54. Requirements for Importing Motor Vehicles and Motor Vehicle Equipment

Popular Title: Importing Motor Vehicles and Equipment

RIN 2127-AL61

Stage: NPRM

Abstract: This rulemaking would propose requirements necessary to identify and track imported products by name and the manufacturer's address, and each retailer or distributor to which the manufacturer directly supplied motor vehicles or motor vehicle equipment.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	05/00/2024	

National Highway Traffic Safety Administration

55. 49 CFR Part 577 Defect and Noncompliance Notification

Popular Title: Part 577 Defect and Noncompliance Notifications

RIN 2127-AL66

Stage: SNPRM

Abstract: This rulemaking, if finalized, would respond to Section 24104 of the FAST Act directing the Secretary to issue a rule requiring manufacturers "notification by electronic means in addition to notification by first class mail" to owners for defects and noncompliance of motor vehicles. MAP-21 allowed the Secretary discretion for the notification to be "in a manner other than, or in addition to, first class mail." MAP-21 also authorized the Secretary of Transportation to improve the efficacy of recalls by requiring manufacturers to send additional notifications of defects or noncompliance if a second notification by the manufacturer does not result in an adequate number of motor vehicles or replacement equipment being returned for remedy. 49 U.S.C. § 30119(e).

Dates for SNPRM:

Action	Publication Date(s)	FR Cite
ANPRM	01/26/2016	81 FR 4007
ANPRM Comment Period End	03/10/2016	
NPRM	09/01/2016	81 FR 60332
NPRM Comment Period End	10/31/2016	
SNPRM	04/00/2024	

National Highway Traffic Safety Administration

56. Pilot Program for Collaborative Research on Motor Vehicles with High or Full Driving Automation

Popular Title: ADS Pilot Program

RIN 2127-AL99

Stage: Long-Term Action

Abstract: NHTSA plans to withdraw this rulemaking. Based on further agency analysis, the proposals discussed in the ANPRM may be considered in a NHTSA rulemaking titled "Expansion of Temporary Exemption Program to Domestic Manufacturers for Research, Demonstrations, and Other Purposes".

Dates for Long-Term Action:

Action	Publication Date(s)	FR Cite
ANPRM	10/10/2018	83 FR 50872
ANPRM Comment Period End	12/10/2018	
Next Action Undetermined	00/00/0000	

National Highway Traffic Safety Administration

57. Facilitating New Automated Driving System Vehicle Designs for Crash Avoidance Testing

Popular Title: Facilitating ADS Designs
RIN 2127-AM00
Stage: ANPRM

Abstract: This notice sought comment on crash avoidance test procedures to facilitate the safe introduction and certification of new vehicle designs equipped with automated driving systems. NHTSA is developing the appropriate analysis of requirements that are necessary to maintain existing levels of safety while enabling innovative vehicle designs and removing or modifying those requirements that would no longer be appropriate if a human driver will not be operating the vehicle.

Dates for ANPRM:

Action	Publication Date(s)	FR Cite
ANPRM	05/28/2019	84 FR 24433
ANPRM Comment Period End	07/29/2019	
Comment Period Extended	07/29/2019	84 FR 36563
End of Extended Comment Period	08/28/2019	
Analyzing Comments	10/00/2024	

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National Highway Traffic Safety Administration

58. Considerations for Telltales, Indicators and Warnings in Vehicles Equipped with Automated Driving Systems

Popular Title: None
RIN 2127-AM07
Stage: ANPRM

Abstract: This notice seeks comments on amending the Federal motor vehicle safety standards to address the applicability and appropriateness of safety messaging (telltales, indicators, and warnings) in new vehicle designs without conventional driver controls.

Dates for ANPRM:

Action	Publication Date(s)	FR Cite
ANPRM	10/00/2024	

National Highway Traffic Safety Administration

59. Framework for Automated Driving Systems Safety

Popular Title: Safety Principles for Automated Driving Systems

RIN 2127-AM15

Stage: ANPRM

Abstract: This ANPRM requested comment on the development of a framework for Automated Driving System (ADS) safety. A framework to objectively define, assess, and manage the safety of ADS performance while ensuring the needed flexibility to enable further innovation.

Dates for ANPRM:

Action	Publication Date(s)	FR Cite
ANPRM	12/03/2020	85 FR 78058
Comment Period End	01/29/2021	86 FR 7523
ANPRM Comment Period End	02/02/2021	
End of Extended Comment Period	04/01/2021	
Analyzing Comments	05/00/2024	

National Highway Traffic Safety Administration

60. Heavy Vehicle Automatic Emergency Braking

Popular Title: Heavy Vehicle AEB

RIN 2127-AM36

Stage: Final Rule

Abstract: Pursuant to a statutory mandate in the Bipartisan Infrastructure Law, this notice will seek comments on a proposal to require and/or standardize equipment performance for automatic emergency braking on heavy trucks. The agency previously published a notice (80 FR 62487) on October 16, 2015, granting a petition for rulemaking submitted by the Truck Safety Coalition, the Center for Auto Safety, Advocates for Highway and Auto Safety, and Road Safe America (dated February 19, 2015), to establish a safety standard to require automatic forward collision avoidance and mitigation (FCAM) systems on certain heavy vehicles. For several years, NHTSA has researched forward collision avoidance and mitigation technology on heavy vehicles, including forward collision warning and automatic emergency braking systems. This rulemaking proposes test procedures for measuring performance of these systems.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	07/26/2023	88 FR 43174
End of Comment Period	09/05/2023	
Final Rule	04/00/2024	

National Highway Traffic Safety Administration

61. Light Vehicle Automatic Emergency Braking (AEB) with Pedestrian AEB

Popular Title: Light Vehicle AEB and PAEB

RIN 2127-AM37

Stage: Final Rule

Abstract: This notice will seek comment on a proposal to require and/or standardize performance for Light Vehicle Automatic Emergency Braking (AEB), including Pedestrian AEB (PAEB), on all newly manufactured light vehicles. A vehicle with AEB detects crash imminent situations in which the vehicle is moving forward towards another vehicle and/or a pedestrian, and automatically applies the brakes to prevent the crash from occurring, or to mitigate the severity of the crash. This rulemaking would set performance requirements and would specify a test procedure under which compliance with those requirements would be measured.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	06/13/2023	88 FR 38632
End of Comment Period	08/14/2023	
Final Rule	04/00/2024	

National Highway Traffic Safety Administration

62. Fuel Efficiency and Greenhouse Gas Standards for Medium- and Heavy-Duty Engines and Vehicles

Popular Title: MDHD Fuel Efficiency Standards

RIN 2127-AM39

Stage: NPRM

Abstract: This notice addresses coordination between NHTSA and the Environmental Protection Agency related to fuel efficiency and greenhouse gas standards for medium and heavy-duty engines and vehicles.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	08/00/2024	

National Highway Traffic Safety Administration

63. Rear Designated Seating Position Alert

Popular Title: Rear Designated Seating Position Alert

RIN 2127-AM49

Stage: NPRM

Abstract: This rulemaking is issued pursuant to a statutory mandate in the Bipartisan Infrastructure Law (BIL) to amend Federal Motor Vehicle Safety Standards to require a system to include a distinct auditory and visual alert, which may be combined with a haptic alert, and shall be activated when the vehicle motor is deactivated by the operator.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	08/00/2024	

National Highway Traffic Safety Administration

64. Advanced Impaired Driving Technology

Popular Title: Advanced Impaired Driving Technology

RIN 2127-AM50

Stage: ANPRM

Abstract: Pursuant to a statutory mandate in the Bipartisan Infrastructure Law, this rulemaking would prescribe a Federal Motor Vehicle Safety Standard to require passenger motor vehicles manufactured after the effective date of that standard to be equipped with advanced drunk and impaired driving prevention technology. This notice seeks public comment on how NHTSA could propose to set minimum performance requirements and specify a test procedure(s) under which compliance with any such requirements could be measured.

Dates for ANPRM:

Action	Publication Date(s)	FR Cite
ANPRM	01/05/2024	89 FR 830
Comment Period End	03/05/2024	

National Highway Traffic Safety Administration

65. Seatback Safety Standards

Popular Title: Seatback Safety Standards

RIN 2127-AM53

Stage: ANPRM

Abstract: Pursuant to a statutory mandate in the Bipartisan Infrastructure Law, this notice seeks public comment on whether and how to update Federal Motor Vehicle Safety Standard 207, Seating Systems. This standard establishes requirements for seats, their attachment assemblies, and their installation to minimize the possibility of their failure by forces acting on them as a result of vehicle impact.

Dates for ANPRM:

Action	Publication Date(s)	FR Cite
ANPRM	05/00/2024	

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National Highway Traffic Safety Administration

66. Side Underride Guards on Trailers and Semitrailers

Popular Title: Side Underride Guards

RIN 2127-AM54

Stage: ANPRM

Abstract: This rulemaking would consider requirements for side underride guards on trailers and semitrailers to mitigate underride crashes into the side of these vehicles. This rulemaking would respond, in part, to a September 12, 2013 petition for rulemaking to start studies and rulemakings on side guards and front override guards on trucks. This rulemaking would also respond to a provision in the Bipartisan Infrastructure Law to conduct research on side underride guards to assess their effectiveness, feasibility, costs and benefits, and report the findings of the research in a Federal Register notice to seek public comment.

Dates for ANPRM:

Action	Publication Date(s)	FR Cite
ANPRM	04/21/2023	88 FR 24535
Comment Period Extended	06/09/2023	88 FR 37843
End of Comment Period	06/20/2023	
End of Extended Comment Period	07/20/2023	
Analyzing Comments	10/00/2024	

National Highway Traffic Safety Administration

67. Light Vehicle CAFE Standards Beyond MY 2026

Popular Title: CAFE Standards Beyond MY 2026

RIN 2127-AM55

Stage: Final Rule

Abstract: In response to Executive Order 14037, this notice proposes the next phase of NHTSA's corporate average fuel economy (CAFE) standards for passenger cars and light trucks.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	08/25/2023	88 FR 58229
End of Comment Period	10/16/2023	
Final Rule	04/00/2024	

Office of the Secretary

68. Carrier-Supplied Medical Oxygen, Service Request Reporting, and Seating Accommodations with Extra Legroom

Popular Title: Medical Oxygen; Legroom; Accommodation Requests

RIN 2105-AE12

Stage: Undetermined

Abstract: This rulemaking would follow up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule. This rulemaking would consider (1) whether carriers should be required to supply in-flight medical oxygen for a fee to passengers who require it to access air transportation; (2) whether carriers should be required to report to the Department annually the number of requests for disability assistance they receive; and (3) whether to broaden the scope of passengers with disabilities who must be afforded seats with extra leg room, and whether carriers should be required to provide seating accommodations with extra leg room in all classes of service. The issue of whether carriers should be required to provide accessible lavatories on single aisle aircraft has been transferred to RIN 2105-AE89. The topic of service animals was removed from this rulemaking action and was addressed in a new rulemaking action under RIN 2105-AE63. The issue of Accessibility of Web Sites and Automated Kiosks at U.S. Airports was addressed under RIN 2105-AD96. This rulemaking would follow up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Office of the Secretary

69. Use of Mobile Wireless Devices for Voice Calls on Aircraft

Popular Title: Mobile Wireless Devices

RIN 2105-AE30

Stage: Undetermined

Abstract: Section 403 of the 2018 FAA Reauthorization Act requires DOT to issue regulations prohibiting passengers from engaging in voice communications using a mobile device onboard aircraft on scheduled passenger flights within the United States with limited exceptions. The Federal Communications Commission (FCC) has rules restricting airborne use of mobile devices that can operate on certain commercial mobile frequencies. However, the FCC does not prohibit voice calls over Wi-Fi. Also, many U.S. air carriers have the capability of allowing their passengers to make and receive voice calls in-flight over Wi-Fi though the Department is unaware of any U.S. carrier that permits voice calls. This rulemaking would implement the 2018 FAA Act by prohibiting airlines from allowing passengers to engage in voice communications using a mobile device onboard aircraft, regardless of whether the call is made on a commercial mobile frequency, Wi-Fi, or other means.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

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Office of the Secretary

70. Accessible In-Flight Entertainment

Popular Title: Accessible IFE

RIN 2105-AE32

Stage: Undetermined

Abstract: This rulemaking follows-up on an air travel accessibility issue discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule on whether carriers should be required to ensure that the same in-flight entertainment available to all passengers is accessible to passengers with disabilities. In 2016, a DOT negotiated rulemaking committee reached consensus on both in-flight entertainment and accessible lavatories. The topic of accessible lavatories on single-aisle aircraft was removed from RIN 2105-AE12 and is addressed in a separate rulemaking action under RIN 2105-AE89. The topic of service animals was removed from RIN 2105-AE12 and was addressed in a separate rulemaking action under RIN 2105-AE63.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

Office of the Secretary

71. Air Transportation Consumer Protection Requirements for Ticket Agents

Popular Title: Consumer Protection Reqs: Air Transp. Ticket Agent

RIN 2105-AE57

Stage: Undetermined

Abstract: This rulemaking would address several proposals to enhance protections for air travelers and to improve the air travel environment. Specifically, this rulemaking would enhance airline passenger protections by addressing whether to codify in regulation a definition of the term "ticket agent." The rulemaking would also consider whether to require large travel agents to adopt minimum customer service standards and prohibit the unfair and deceptive practice of post-purchase price increases. These issues, previously part of a rulemaking known as Airline Pricing Transparency and Other Consumer Protection Issues, (2105-AE11) have been separated into this proceeding.

Dates for Undetermined:

Action	Publication Date(s)	FR Cite
Next Action Undetermined	00/00/0000	

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Office of the Secretary

72. Processing Buy America and Buy American Waivers Based on Nonavailability

Popular Title: Buy America(n) Nonavailability Waivers

RIN 2105-AE79

Stage: NPRM

Abstract: This rule will establish the applicable regulatory standard for waivers from the Buy America requirement on the basis that a product or item is not manufactured in the United States meeting the applicable Buy America requirement. This standard will require the use of items and products with the maximum known amount of domestic content. The rule will also establish the required information, which is expected to be consistent across the Department, the applicants must provide in applying for such waivers.

Dates for NPRM:

Action	Projected Publication Date(s)	FR Cite
NPRM	06/00/2024	

Office of the Secretary

73. Procedures for Transportation Workplace Drug and Alcohol Testing Program: Addition of Oral Fluid Specimen Testing for Drugs

Popular Title: Oral Fluids

RIN 2105-AE94

Stage: Final Rule/2

Abstract: The U.S. Department of Transportation is considering technical amendments to its drug testing procedures rule, which was effective June 1, 2023. The purpose of these technical amendments is to clarify certain provisions of the rule and address omissions which have been called to our attention since the publication of the final rule.

Dates for Final Rule/2:

Action	Publication Date(s)	FR Cite
Final Rule/2	03/00/2024	

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Office of the Secretary

74. Procedures for Considering Environmental Impacts

Popular Title: NEPA Procedures

RIN 2105-AE97

Stage: SNPRM

Abstract: This rulemaking would update the U.S. Department of Transportation's procedures implementing the National Environmental Policy Act (NEPA), which requires agencies to consider the environmental impacts of proposed major Federal actions. The Department last updated its procedures in 1985. This rulemaking would make DOT's environmental review process more efficient and effective.

Dates for SNPRM:

Action	Publication Date(s)	FR Cite
SNPRM	04/00/2024	

Office of the Secretary

75. Disadvantaged Business Enterprise (DBE) and Airport Concession DBE (ACDBE) Program Burden Reduction and Improvements

Popular Title: DBE/ACDBE Burden Reduction

RIN 2105-AE98

Stage: Final Rule

Abstract: The rulemaking would update personal net worth and program size thresholds for inflation; modernizes rules for counting of material suppliers; incorporate procedural flexibilities enacted during the coronavirus (COVID-19) pandemic; add new program elements to foster greater usage of DBEs and ACDBEs with concurrent, proactive monitoring and oversight; update certification provisions with less prescriptive rules that give certifiers flexibility when determining eligibility; and make technical corrections that have led to substantive misinterpretations of the rules by recipients, program applicants, and participants.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	03/00/2024	

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Office of the Secretary

76. Airline Ticket Refunds and Consumer Protections

Popular Title: Airline Ticket Refunds

RIN 2105-AF04

Stage: Final Rule

Abstract: The Department of Transportation has consistently interpreted 49 U.S.C. 41712, which prohibits U.S. air carriers, foreign air carriers, and ticket agents from engaging in unfair practices in the sale of air transportation, to require carriers and ticket agents to provide requested refunds to passengers when a carrier cancels or significantly changes a flight to, from, or within the United States. This rulemaking would clarify that, under the Department's rule requiring airlines to provide prompt refunds when ticket refunds are due and its rule requiring ticket agents to make refunds promptly when service cannot be performed as contracted, carriers and ticket agents must provide prompt ticket refunds to passengers when a carrier cancels or makes a significant change to a flight. This rulemaking would define cancellation and significant change, including addressing whether new itineraries involving delays of a certain length or additional stops constitute a significant change requiring a refund. This rulemaking would also address protections for consumers who are unable to travel due to government restrictions. In addition, the rulemaking under RIN 2105-AE53 has been merged into this rulemaking. As such, this rulemaking would also require airlines to refund checked baggage fees when they fail to deliver the bags in a timely manner as provided by the FAA Extension, Safety and Security Act of 2016, and require airlines to promptly provide a refund to a passenger of any ancillary fees paid for services that the passenger did not receive as provided by the FAA Reauthorization Act of 2018.

Dates for Final Rule:

Action	Projected Publication Date(s)	FR Cite
Final Rule	04/00/2024	

Office of the Secretary

77. Equitable Access to Transit Facilities

Popular Title: Equitable Transit

RIN 2105-AF07

Stage: NPRM

Abstract: This rulemaking would explore the following revisions to minimum guidelines for accessibility for buildings and facilities: (1) secondary elevators to improve the reliability of access to stations and facilities for persons unable to negotiate stairs or escalators; (2) improvements in wayfinding that would benefit all riders, but particularly those who are blind, have low vision, have cognitive disabilities, or are neurodiverse, and are prevented from otherwise navigating the system independently; and (3) induction loops that would bring clarity to announcements and emergency instructions to people who are deaf or hard of hearing.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	12/00/2024	

Office of the Secretary

78. Transportation for Individuals with Disabilities: Service Animals and Other Amendments

Popular Title: ADA Service Animals

RIN 2105-AF08

Stage: NPRM

Abstract: This rulemaking updates the definition of service animal under 49 CFR 37.3 to ensure consistency across Federal regulations and modes of transportation. It will also make a number of amendments needed to address outdated regulatory provisions, clarify existing requirements, streamline language, and update various provisions to reflect more than three decades of progress and innovation in accessible transportation.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	08/00/2024	

Office of the Secretary

79. Transportation for Individuals with Disabilities; Adoption of Accessibility Standards for Buses and Vans

Popular Title: Bus and Van ADA Standards

RIN 2105-AF09

Stage: NPRM

Abstract: This rulemaking would adopt revised accessibility standards for buses and vans based on the U.S. Access Board's updated accessibility guidelines for buses and vans at 36 CFR part 1192.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	08/00/2024	

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Office of the Secretary

80. Enhancing Transparency of Airline Ancillary Service Fees

Popular Title: Transparency of Airline Ancillary Fees

RIN 2105-AF10

Stage: Final Rule

Abstract: This rulemaking would amend DOT's aviation consumer protection regulations to ensure that consumers have critical ancillary fee information such as baggage fees, change fees, and cancellation fees. This rulemaking would also examine whether fees for critical ancillary services should be disclosed at the first point in a search process where a fare is listed. This rulemaking implements section 5, paragraph (m)(i)(F) of Executive Order 14036 on Promoting Competition in the American Economy, which directs the Department to better protect consumers and improve competition. This rulemaking is informed by feedback received at three different public meetings: two meetings of the Aviation Consumer Protection Advisory Committee on December 8, 2022, and January 12, 2023, and one public hearing on March 30, 2023. All meetings were open to the public, and attendees had the option to provide live input at the December 8 and March 30 meetings. The docket for this rule was also open to public comment submission for approximately 120 days.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	10/20/2022	87 FR 63718
End of Comment Period	12/19/2022	
End of Extended Comment Period	01/23/2023	
Final Rule	04/00/2024	

Office of the Secretary

81. Periodic Reviews of Basic Essential Air Service Levels

Popular Title: None
RIN 2105-AF13
Stage: NPRM

Abstract: This rulemaking would align the Departments regulations for periodic review of levels of basic essential air service (EAS) for eligible communities with its current practices. The original process for periodic reviews, established in 1985, involves a paper-based questionnaire process that is no longer practical in light of current technology and EAS program practices, as well as a subsequent statutory amendment that established minimum level of service requirements. Currently, the EAS program periodically reviews EAS service at eligible communities through its air carrier selection process, as well as direct contact with the communities by email, telephone, and on-site visits. This ongoing interaction with eligible communities is more effective than the protracted, static, and antiquated paper-based questionnaire process in DOT's regulations. This rulemaking would update DOT's regulations to incorporate the more modern and effective process for periodic reviews.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	12/00/2024	

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Office of the Secretary

82. Ensuring Safe Accommodations for Air Travelers with Disabilities Using Wheelchairs

Popular Title: Wheelchair Safety
RIN 2105-AF14
Stage: NPRM

Abstract: This rulemaking would amend 14 CFR Part 382 to enhance the safety of air travel for individuals with disabilities who use wheelchairs. Specifically, this rulemaking would (1) clarify that an airline's current regulatory obligation to provide assistance to individuals with disabilities, including connecting, enplaning, and deplaning assistance upon request, inherently includes the obligation that the assistance provided be "safe" and "dignified;" (2) clarify airlines' responsibility to provide prompt assistance to passengers with disabilities who request assistance in moving within the airport (transferred from RIN 2105-AE95); (3) make airline mishandling of assistive devices a per se regulatory violation subject to administrative penalties; (4) address airline processes for returning, repairing, and replacing mishandled wheelchairs and the need for loaner chair accommodations in the interim; and, (5) require airlines to provide hands-on training to their employees and contractors who physically assist passengers with mobility disabilities or handle battery-powered wheelchairs or scooters.; and (6) require new improved performance standards for on-board wheelchairs on twin-aisle aircraft and aircraft with 60 or more seats.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	02/00/2024	

Office of the Secretary

83. Family Seating in Air Transportation

Popular Title: Family Seating

RIN 2105-AF15

Stage: NPRM

Abstract: This rulemaking would increase protections for families when flying with children. It would require airlines to seat children aged 13 and under adjacent to an accompanying adult at no additional cost, subject to limited conditions. This rule would also require airlines to provide the choice of rebooking or a refund for the child and other persons on the same reservation to mitigate the harm to consumers if an airline does not provide adjacent seats to a young child and an accompanying adult.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	04/00/2024	

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Office of the Secretary

84. Rights of Airline Passengers When There Are Controllable Flight Delays or Cancellations

Popular Title: None

RIN 2105-AF20

Stage: NPRM

Abstract: This rulemaking would require U.S. and foreign air carriers to adopt and adhere to customer service plans identifying essential services (meals, rebooking, hotel, transportation to or from hotel) and compensation which the air carrier must provide to mitigate passenger inconveniences when the cause of a cancellation or delay for flights to, within and from the United States was due to circumstances within the airline's control. In addition, the rulemaking would define a delay or cancellation with multiple causes, when any one of which was the airline's fault, to have been controllable by the airline meaning passengers would be entitled to receive the essential services (including compensation) to mitigate their inconvenience. The rulemaking would also examine how best to ensure passenger awareness of the services and compensation that would be available to them following a controllable delay or cancellation.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	08/00/2024	

Pipeline and Hazardous Materials Safety Administration

85. Hazardous Materials: FAST Act Requirements for Real-Time Train Consist Information by Rail

Popular Title: OHMS: FAST Act for Real-Time Train Consist Info

RIN 2137-AF21

Stage: Final Rule

Abstract: This rulemaking action responds to the Fixing America's Surface Transportation (FAST) Act of 2015, which directs the Secretary of Transportation to require Class I railroads that transport hazardous materials to generate accurate, real-time, and electronic train consist information. The Infrastructure Investment and Jobs Act of 2021 amended Section 7302 of the FAST Act to remove the provision requiring railroads to provide electronic train consist information to fusion centers and instead require the electronic train consist information be provided to emergency response officials responding to or investigating an incident involving the transportation of hazardous materials by rail.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
NPRM	06/27/2023	88 FR 41541
End of Comment Period	08/28/2023	
End of Comment Period Extension	10/27/2023	
Final Rule	10/00/2024	

Pipeline and Hazardous Materials Safety Administration

86. Pipeline Safety: Class Location Requirements

Popular Title: OPS: Class Location Requirements

RIN 2137-AF29

Stage: Final Rule

Abstract: This rulemaking action would address class location requirements for natural gas transmission pipelines, specifically as they pertain to actions operators are required to take following class location changes due to population growth near the pipeline. Operators have suggested that performing integrity management measures on pipelines where class locations have changed due to population increases would be an equally safe but less costly alternative to the current requirements of either reducing pressure, pressure testing, or replacing pipe.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	12/00/2024	

Pipeline and Hazardous Materials Safety Administration

87. Pipeline Safety: Coastal Ecological Unusually Sensitive Areas

Popular Title: OPS: Coastal Ecological Unusually Sensitive Areas

RIN 2137-AF31

Stage: Final Rule

Abstract: As mandated by section 120 of the Protecting Our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2020 (Pub. L. 116-260) and section 19 of the PIPES Act of 2016 (Pub. L. 114-183), PHMSA will amend the definition of unusually sensitive area (USA) to explicitly include the Great Lakes, coastal beaches, and certain coastal waters as USA ecological resources for the purposes of determining whether a pipeline is in a high consequence area (HCA), as defined by 49 CFR 195.450. A hazardous liquid pipeline that could affect these newly-designated areas must be included in an operators' integrity management program.

Dates for Final Rule:

Action	Publication Date(s)	
Interim Final Rule	12/27/2021	86 FR 73173
Interim Final Rule Effective Date	02/25/2022	
Final Rule	06/00/2024	

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Pipeline and Hazardous Materials Safety Administration

88. Hazardous Materials: Advancing Safety of Highway, Rail, and Vessel Transportation

Popular Title: OHMS: Modal Safety Advancements

RIN 2137-AF41

Stage: NPRM

Abstract: This rulemaking would amend the Hazardous Materials Regulations to adopt a number of modal specific amendments that would enhance the safe transportation of hazardous materials. PHMSA, in consultation with the Federal Motor Carrier Safety Administration, the Federal Railroad Administration, and the United States Coast Guard, proposes amendments identified during Departmental review and from industry petitions for rulemaking.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	05/00/2024	

Pipeline and Hazardous Materials Safety Administration

89. Pipeline Safety: Amendments to Liquefied Natural Gas Facilities

Popular Title: OPS: Liquefied Natural Gas

RIN 2137-AF45

Stage: NPRM

Abstract: This rulemaking would update incorporated industry standards and revise all subparts of part 193 as needed. These updates to part 193 would address the risks associated with today's liquefied natural gas facilities, including permanent, small scale liquefied natural gas pipeline facilities as required by section 27 of the PIPES Act of 2016. These updates would also address section 110 of the PIPES Act of 2020 regarding operating and maintenance standards.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	05/00/2024	

Pipeline and Hazardous Materials Safety Administration

90. Pipeline Safety: Gas Pipeline Leak Detection and Repair

Popular Title: OPS: Gas Pipeline Leak Detection and Repair

RIN 2137-AF51

Stage: NPRM

Abstract: This rulemaking would amend the pipeline safety regulations to enhance requirements for detecting and repairing leaks on new and existing natural gas distribution, gas transmission, and gas gathering pipelines. The proposed rule is necessary to respond to a mandate from Section 113 of the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2020.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	05/18/2023	88 FR 31890
End of Comment Period	07/17/2023	
End of Comment Period Extension	08/16/2023	

Pipeline and Hazardous Materials Safety Administration

91. Pipeline Safety: Pipeline Operational Status

Popular Title: OPS: Pipeline Operational Status

RIN 2137-AF52

Stage: NPRM

Abstract: This rulemaking would amend the pipeline safety regulations to define an idled operational status for natural gas and hazardous liquid pipelines that are temporarily removed from service, set operations and maintenance requirements for idled pipelines, and establish inspection requirements for idled pipelines that are returned to service. The proposed rule is necessary to respond to a mandate from the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2020.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	06/00/2024	

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Pipeline and Hazardous Materials Safety Administration

92. Pipeline Safety: Safety of Gas Distribution Pipelines and Other Pipeline Safety Initiatives

Popular Title: Safety of Gas Distribution Pipelines and Other

RIN 2137-AF53

Stage: NPRM

Abstract: This rulemaking would amend the pipeline safety regulations to enhance the safety requirements for gas distribution pipelines. The proposed rule is necessary to respond to several mandates from Title II of the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2020 (PIPES Act of 2020).

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	09/07/2023	88 FR 61746
End of Comment Period	11/06/2023	

Pipeline and Hazardous Materials Safety Administration

93. Hazardous Materials: Improving the Safety of Transporting Liquefied Natural Gas

Popular Title: OHMS: Improve Safety of LNG

RIN 2137-AF54

Stage: NPRM

Abstract: This rulemaking would amend the Hazardous Materials Regulations governing transportation of liquefied natural gas (LNG) in rail tank cars. This rulemaking action would incorporate the results of ongoing research efforts and collaboration with other Department of Transportation Operating Administrations and external technical experts; respond to a mandate in Executive Order 13990 for PHMSA to review recent actions that could be obstacles to Administration policies promoting public health and safety, the environment, climate change mitigation; and provide an opportunity for stakeholders to contribute their perspectives on rail transportation of LNG.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	06/00/2024	

Pipeline and Hazardous Materials Safety Administration

94. Pipeline Safety – Safety of Carbon Dioxide and Hazardous Liquid Pipelines

Popular Title: OPS: Carbon Dioxide and Hazardous Liquid Pipe

RIN 2137-AF60

Stage: NPRM

Abstract: This Proposed rulemaking would amend PHMSA's Pipeline Safety Regulations (49 CFR parts 190-199) to adopt revisions that would enhance the safe transportation of carbon dioxide by pipelines to accommodate an anticipated increase in the number of carbon dioxide pipelines and volume of carbon dioxide transported. Also, this proposed rulemaking would include requirements related to emergency preparedness and response for carbon dioxide.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	04/00/2024	

Pipeline and Hazardous Materials Safety Administration

95. Hazardous Materials: Enhancing Safety for High-Hazard Trains (HHTs)

Popular Title: OHMS: Enhancing Safety for High-Hazard Trains

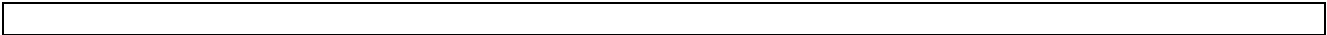
RIN 2137-AF65

Stage: NPRM

Abstract: The Federal hazardous materials transportation law authorizes the Secretary of Transportation to prescribe regulations for the safe transportation, including security, of hazardous materials in intrastate, interstate, and foreign commerce (49 U.S.C. 5103(b)). In this rulemaking, PHMSA will consider whether regulatory requirements and operational controls that currently apply to "High-Hazard Flammable Trains" should be applied to a larger set of newly-designated "High-Hazard Trains," which would result in more stringent requirements for certain trains carrying hazardous materials other than flammable liquids.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	10/00/2024	



MARITIME ADMINISTRATION

96. Tanker Security Program

Popular Title: TSP Regulations

RIN 2133-AB95

Stage: Final Rule

Abstract: This interim final rule will implement certain provisions of the National Defense Authorization Act for Fiscal Year 2021 authorizing the creation of a Tanker Security Program (TSP). The TSP fleet will be comprised of active, commercially viable, militarily useful, privately owned product tank vessels necessary to meet national defense and other security requirements and to maintain a United States presence in international commercial shipping.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Interim Final Rule	12/07/2022	87 FR 74977
Comment Period End	02/06/2023	
Final Rule	04/00/2024	

Maritime Administration

97. Cargo Preference – U.S. Flag Vessels Regulatory Update

Popular Title: None

RIN 2133-AB97

Stage: NPRM

Abstract: The purpose of this rulemaking is to respond to a statutory directive in section 3502 of the National Defense Authorization Act for Fiscal Year 2023 (FY23 NDAA) requiring MARAD to issue a final rule to implement and enforce the cargo preference requirements in 46 U.S.C. 55305(d).

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	06/00/2024	

Maritime Administration

98. Establishing Safe and Secure Merchant Marine Training

Popular Title: EMBARC Regs

RIN 2133-AB99

Stage: Final Rule

Abstract: The purpose of this rule is to improve the safety and efficiency of the United States merchant marine through the prevention of, and response to, sexual harassment, dating violence, domestic violence, and sexual assault onboard vessels on which merchant marine cadets are embarked for training purposes.

Dates for Final Rule:

Action	Publication Date(s)	FR Cite
Final Rule	04/00/2024	