

competent authority for a special form of radioactive material. The following information collections and their

burdens are associated with this OMB Control Number:

Information collection	Respondents	Total annual responses	Hours per response	Total annual burden hours
Document Test and Engineering Evaluation or Comparative Data for Packaging—Reporting .....	50	100	40	4,000
DOT Specification 7A Package Documentation—Reporting .....	50	100	80	8,000
DOT Specification 7A Package Documentation—Recordkeeping .....	50	500	0.0833	41.67
Revalidation of Foreign Competent Authority Certification—Reporting .....	25	25	80	2,000
Offoror Providing Specific Written Instruction of Exclusive Use Shipment Controls to the Carrier—Reporting .....	100	2,000	0.5	1,000
Offoror Obtaining U.S. Competent Authority for Package Design—Reporting .....	10	40	2	80
Register with U.S. Competent Authority as User of a Package—Reporting .....	25	50	0.5	25
Request for a U.S. Competent Authority as Required by the IAEA Regulations for Special Form—Reporting .....	10	100	2	200

*Affected Public:* Shippers and carriers of radioactive materials in commerce.

#### Annual Reporting and Recordkeeping Burden

*Number of Respondents:* 320.

*Total Annual Responses:* 2,915.

*Total Annual Burden Hours:* 15,346.67.

*Frequency of Collection:* On occasion.

*Title:* Subsidiary Hazard Class and Number/Type of Packagings.

*OMB Control Number:* 2137–0613.

*Summary:* The HMR require that shipping papers and emergency response information accompany each shipment of hazardous materials in commerce. Shipping papers serve as a principal means of identifying hazardous materials during transportation emergencies. Firefighters, police, and other emergency response personnel are trained to obtain the DOT shipping papers and emergency

response information when responding to hazardous materials transportation emergencies. The availability of accurate information concerning hazardous materials being transported significantly improves response efforts in these types of emergencies.

In addition to the basic shipping description information on shipping papers, we also require the subsidiary hazard class or subsidiary division number(s) to be entered in parentheses following the primary hazard class or division number on shipping papers. This requirement was originally required only by transportation by vessel. However, the lack of such a requirement posed problems for motor carriers regarding compliance with segregation, separation, and placarding requirements, as well as posing a safety hazard. For example, in the event the motor vehicle becomes involved in an accident, when the hazardous materials

being transported include a subsidiary hazard such as “dangerous when wet” or a subsidiary hazard requiring more stringent requirements than the primary hazard, there is no indication of the subsidiary hazards on the shipping papers and no indication of the subsidiary risks on placards. Under circumstances such as motor vehicles being loaded at a dock, labels are not sufficient to alert hazardous materials employees loading the vehicles, nor are they sufficient to alert emergency responders of the subsidiary risks contained on the vehicles. Therefore, we require the subsidiary hazard class or subsidiary division number(s) to be entered on the shipping paper for purposes of enhancing safety and international harmonization.

The following information collection and burden is associated with this OMB Control Number:

Information collection	Respondents	Total annual responses	Seconds per response	Total annual burden hours
Subsidiary Hazard Class on Shipping Papers .....	260,000	43,810,000	2	24,339

*Affected Public:* Shippers and carriers of hazardous materials in commerce.

#### Annual Reporting and Recordkeeping Burden

*Number of Respondents:* 260,000.

*Total Annual Responses:* 43,810,000.

*Total Annual Burden Hours:* 24,339.

*Frequency of Collection:* On occasion.

Issued in Washington, DC, on July 13, 2022.

**Shane C. Kelley,**

*Director, Standards and Rulemaking, Office of Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration.*

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#### DEPARTMENT OF TRANSPORTATION

##### Bureau of Transportation Statistics

[Docket No. BTS–2022–XXXX]

#### Agency Information Collection Activities; New Information Collection: Freight Logistics Optimization Works (FLOW) Initiative

**AGENCY:** Bureau of Transportation Statistics (BTS), Department of Transportation (DOT).

**ACTION:** Notice of information collection.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, BTS announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public

comment. BTS is also requesting an emergency approval for the pilot effort to develop a proof of concept for this collection as described below. BTS is requesting OMB approval for the emergency aspect of the collection within 7 days.

**DATES:** Comments regarding the pilot effort of this collection should be submitted within 5 days. All other comments should be submitted within 60 calendar days from the date of this publication.

**ADDRESSES:** Comments regarding the pilot effort of this collection should be submitted directly to the Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street NW, Washington, DC 20503, Attention: BTS Desk Officer, by email at [Michael.J.McManus@omb.eop.gov](mailto:Michael.J.McManus@omb.eop.gov). All

other comments may be submitted using any of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments. The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the "FAQ" section of the Federal eRulemaking Portal website.

- **Mail:** Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue 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. E.T., Monday through Friday, except Federal holidays.

**Instructions:** All submissions must include the Agency name and docket number. 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.

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

**Privacy Act:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](https://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](https://www.dot.gov/privacy).

**FOR FURTHER INFORMATION CONTACT:**

Demetra V. Collia, Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology, USDOT, RTS-35, E36-302, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, by email at [demetra.collia@dot.gov](mailto:demetra.collia@dot.gov).

**SUPPLEMENTARY INFORMATION:**

**Title:** Freight Logistics Optimization Works (FLOW) Project.

**OMB Control Number:** Not yet known.

**Type of Request:** New collection.

**Estimated Time per Response:** 26.5 hours.

**Expiration Date:** Not yet known.

**Affected Public:** Businesses in the freight industry.

**Estimated Number of Respondents:** 21 for pilot effort and up to 200 during the first three years of the program.

**Estimated Total Annual Burden:** 556.5 hours for pilot effort and 5,300 thereafter.

**Abstract:** Over the past several years, the U.S. supply chain has struggled with unprecedented congestion under COVID-induced surges of containerized cargo through our ports and intermodal networks. In March of this year, the White House announced the launch of the Freight Logistics Optimization Works (FLOW) initiative with the Department of Transportation and the freight industry to facilitate a collaboration and sharing of intermodal trade data. This collaboration would help improve supply chain efficiencies and reduce overall costs to U.S. consumers. The FLOW initiative builds on previous work by the Administration's Supply Chain Disruptions Task Force to ensure the expeditious movement of cargo from ship to shelf.

FLOW is a joint endeavor between the United States Department of Transportation (USDOT) and the freight industry aimed at improving key freight information exchange between parts of the goods movement supply chain. Data collected and exchanged will support industry collaborative demand management (CDM) decision making associated with the daily management of cargo and assets. Companies participating in FLOW will voluntarily submit relevant data; there is no regulatory requirement to submit such data.

Industry partners involved with FLOW, referred to as FLOW participants, include beneficial cargo owners (BCOs), ocean carriers, non-vessel operating common carriers (NVOs), ports and terminals, motor carriers, railroads, intermodal equipment providers (IEPs), and warehouseurs. It is expected that the practice of sharing operational information between FLOW participants will be a source of significant benefit to the operation of the national logistics system, *i.e.*, the complex collection of personnel, transportation assets, vessels, trucks, railcars, equipment, and any and all other freight components that comprise the United States' supply chain system.

The first phase of the FLOW initiative is a pilot effort to develop a proof-of-concept information exchange and operationalize it to support industry decision-making. During the pilot phase, the initiative will focus on the flow of goods to and from a limited number of terminals (*e.g.*, ports) and involve 21 participating companies. Following completion of the pilot, the

program is expected to grow to include additional terminals and companies.

Data collected under this initiative is necessary to support the Administration's directive to identify and operationalize an information exchange to support a more resilient and fluid supply chain. Data will be submitted by participating companies via a secure online portal. Data submitted will include purchase order forecasts, cargo bookings, vessels in-transit, marine terminal space availability, drayage truck dispatch capacity, over-the-road truck dispatch capacity, chassis availability, and warehouse capacity. These data will be used to create an index of demand over capacity that is expected to act as a leading indicator of freight congestion and supply chain performance. The index, which will help communicate the degree of oversupply or undersupply of logistics assets, is intended to support a data driven approach to balance U.S. cargo traffic demand with system capacity.

**Data Confidentiality Provisions:** Data collected under the FLOW initiative may contain confidential business information. The confidentiality of these data will be protected under the Confidential Information Protection and Statistical Efficiency Act (CIPSEA) of 2018 (Title III of the Foundations for Evidence-Based Policymaking Act of 2018, Pub. L. 115-435, codified in 44 U.S.C. ch. 35). In accordance with CIPSEA, FLOW data will be used exclusively for statistical purposes and will not be disclosed in identifiable form except with the informed consent of the respondent.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of BTS's functions; (2) the accuracy of the estimated burden; (3) ways for BTS to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

**Demetra V. Collia,**

*Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology.*

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