reduce the radiation dose delivered to the anterior rectum. The absorbable spacer maintains space for the entire course of prostate radiotherapy treatment and is completely absorbed by the patient's body over time.

(b) Classification. Class II (special controls). The special controls for this device are:

(1) The premarket notification submission must include methodology and results of the following non-clinical and clinical performance testing. For all clinical investigations used to support premarket notification submissions for this type of device, line listings of the study data must be provided.

(i) Performance bench testing must demonstrate appropriate perirectal space creation and maintenance for the duration of prostate radiotherapy.

(ii) Performance bench testing must demonstrate that therapeutic radiation levels do not alter the performance of the device.

(iii) Performance in vivo testing must demonstrate appropriate deployment of spacer as indicated in the accompanying labeling, and demonstrate appropriate expansion and absorption characteristics in a clinically relevant environment.

(iv) Clinical study must demonstrate appropriate spacer stability and lack of migration for the entire course of radiotherapy, complete absorption, and lack of long term toxicity.

(v) Sterility testing must demonstrate the sterility of the device and the effects of the sterilization process on the physical characteristics of the spacer.

(vi) Shelf-life testing must demonstrate the stability of the physical characteristics of the spacer throughout the shelf-life as indicated in the accompanying labeling.

(vii) The device must be demonstrated to be biocompatible.

(2) The risk management activities performed as part of the manufacturer’s § 820.30 design controls must document an appropriate end user initial training program which will be offered as part of efforts to mitigate the risk of failure to correctly operate the device, including, but not limited to, documentation of an appropriate end user initial training program on the proper spacer deployment technique.

(3) The device labeling must include the following:

(i) A detailed summary of reported or observed complications related to the use of the device;

(ii) Appropriate warnings;

(iii) Detailed instructions for system preparations and detailed implant procedure instructions; and

(iv) An expiration date that is supported by performance data as specified in paragraph (b)(1)(vi) of this section.


Leslie Kux,
Associate Commissioner for Policy.

[FR Doc. 2018–00551 Filed 1–4–18; 8:45 am]
change. In addition, if a significant adverse comment applies to part of a rule and that part can be severed from the remainder of the rule (e.g., where a rule deletes several unrelated regulations), GSA may adopt as final those parts of the rule that are not the subject of a significant adverse comment. For further information about commenting on this rule, please see the ADDRESSES section of this document.

B. Authority for This Rulemaking

With the passage of Public Law (Pub. L.) 115–34, the Modernizing Government Travel Act (May 16, 2017), the Administrator of General Services was mandated to prescribe regulations to provide for reimbursement for the use of a TNC or innovative mobility technology company by Federal employees traveling on official business under title 5, chapter 57, subchapter I of the United States Code. In addition, Public Law 115–34 establishes a due date by which all Federal agencies must report travel, transportation, and relocation costs and data to the Administrator of General Services.

C. Background

In recent years, a new kind of transportation service provider, known as TNCs, have begun operating across the United States and the world. TNCs connect paying passengers with drivers for hire via websites and mobile applications (“apps”). TNCs are a form of special conveyance under the Federal Travel Regulation (FTR), and when permissible under local laws and ordinances, may be an efficient and cost-effective alternative to taxis or rental cars.

D. Discussion of Changes and Expected Impact of This Rule

As a result of Public Law 115–34, this direct final rule amends the FTR by defining the terms “innovative mobility technology company” and “TNC” and listing them as special conveyances. This direct final rule also defines the word “taxi” and will treat “taxi” and “TNC” as synonymous in that both are used to transport passengers for hire. These changes will explicitly authorize Federal agencies to reimburse employees for use of TNCs and innovative mobility technology companies while on official travel. The changes from this final direct rule will bring the Federal Travel Regulation more in line with modern transportation service trends and practices.

Additionally, this direct final rule adds the statutory due date for agency reporting of travel, transportation, and relocation costs and data to GSA. GSA will consolidate this data and report an analysis of it to the Office of Management and Budget (OMB) and Congress. GSA will work with stakeholders to evaluate this data and the travel programs to shape future policy decisions. These decisions may incorporate new technologies to enable efficient travel by Federal employees. Finally, all data submitted to GSA based upon changes in this direct final rule will be transparent, published, and available for public use along with the summarized data that is delivered to OMB and Congress.

E. Executive Orders 12866 and 13563

Executive Orders (E.O.s) 12866 and 13563 direct agencies to assess all costs and benefits of available regulatory alternatives, and if regulation is necessary, to select regulatory approaches that maximize net benefits (including potential economic, environmental, public health and safety effects, distributive impacts, and equity). E.O. 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. This direct final rule is a significant regulatory action and is subject to review by OIRA under section 6(b) of Executive Order 12866. GSA has further determined that this direct final rule is not a major rule under 5 U.S.C. 804.

F. Executive Order 13771

This final rule is not subject to the requirements of E.O. 13771 (82 FR 9339, February 3, 2017) because it is related to agency organization, management, or personnel.

G. Regulatory Flexibility Act

This direct final rule will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act, 5 U.S.C. 601, et seq. This direct final rule is also exempt from the Administrative Procedure Act pursuant to 5 U.S.C. 553(a)(2) because this direct final rule involves matters relating to agency management or personnel.

H. Paperwork Reduction Act

The Paperwork Reduction Act does not apply because the changes to the FTR do not impose recordkeeping or information collection requirements, or the collection of information from offerors, contractors, or members of the public that require the approval of the Office of Management and Budget (OMB) under 44 U.S.C. 3501, et seq.

I. Small Business Regulatory Enforcement Fairness Act

This direct final rule is also exempt from Congressional review prescribed under 5 U.S.C. 801. This direct final rule is not a major rule under 5 U.S.C. 804.

List of Subjects

41 CFR Part 300–3

Government employees, Travel and transportation expenses.

41 CFR Part 300–70

Government employees, Reporting and recordkeeping requirements, Travel and transportation expenses.

41 CFR Part 301–10

Common carriers, Government employees, Government property, Travel and transportation expenses.

41 CFR Part 301–70

Administrative practice and procedure, Government employees, Individuals with disabilities, Travel and transportation expenses.

41 CFR Appendix C to Chapter 301

Government employees, Travel and transportation expenses.

41 CFR Parts 302–1, 302–4, and 304–2

Government employees, Travel and transportation expenses.


Emily W. Murphy,
Administrator.

For the reasons set forth in the preamble, GSA amends 41 CFR parts 300–3, 300–70, 301–10, 301–70, Appendix C to Chapter 301, parts 302–1, 302–4, and 304–2 as set forth below:

PART 300–3—GLOSSARY OF TERMS

1. The authority citation for part 300–3 continues to read as follows:


2. Amend § 300–3.1 by adding, in alphabetical order, the definitions “Innovative mobility technology company”, “Taxi”, and “Transportation network company (TNC)”. The additions read as follows:

§ 300–3.1 What do the following terms mean?

* * * * *

Innovative mobility technology company—An organization, including a
corporation, limited liability company, partnership, sole proprietorship, or any other entity, that applies technology to expand and enhance available transportation choices, better manages demand for transportation services, or provides alternatives to driving alone.

**Note to definition of “Innovative mobility technology company”:** Certain jurisdictions may have limits or prohibit the operation or use of innovative mobility technology companies. Federal employees are expected to follow all laws, including those related to innovative mobility technology companies, as well as choose the most cost effective level of service.

* * * * *

**Taxi**—A hired car that carries passengers to a destination for a fare based upon the distance traveled, time spent in the vehicle, other metric, or a flat rate to and from one point to another (e.g., a flat rate from downtown to a common carrier terminal).

* * * * *

**Transportation network company (TNC)**—A corporation, partnership, sole proprietorship, or other entity, that uses a digital network to connect riders to drivers affiliated with the entity in order for the driver to transport the rider using a vehicle owned, leased, or otherwise authorized for use by the driver to a point chosen by the rider; and does not include a shared-expense carpool or vanpool arrangement that is not intended to generate profit for the driver. **Note:** Certain jurisdictions may have limits or prohibit the operation or use of TNCs. Federal employees are expected to follow all laws, including those related to TNCs, as well as choose the most cost effective level of service.

* * * * *

**PART 300–70—AGENCY REPORTING REQUIREMENTS**

3. The authority citation for part 300–70 continues to read as follows:


4. Amend part 300–70 by revising the heading of Subpart A as read as follows:

**Subpart A—Requirement To Report Agency Payments for Employee Travel, Transportation, and Relocation**

5. Amend §300–70.1 by revising the section heading and the introductory text to read as follows:

§ 300–70.1 What are the requirements for reporting payments for employee travel, transportation, and relocation?

   Agencies (as defined in §301–1.1 of this subtitle) must report total travel and transportation payments, including relocation, no later than November 30 of each year to GSA, as described in this part:

   * * * * *

6. Revise §300–70.2 through §300–70.4 to read as follows:

§ 300–70.2 What information must we report?

   Information on agency reporting requirements is available at www.gsa.gov/trip.

§ 300–70.3 When must we report pertinent travel, transportation, and relocation data?

   All travel, transportation, and relocation data are due by the date prescribed in §300–70.1. The head of your agency is responsible for ensuring this data is complete and accurate before submitting it to GSA.

§ 300–70.4 Must we report travel, transportation, and relocation data if we have major suborganizations?

   Your report must cover all components of your agency.

**PART 301–10—TRANSPORTATION EXPENSES**

7. The authority citation for part 301–10 is revised to read as follows:


§ 301–10.3 [Amended]

8. Amend §301–10.3 by removing from paragraph (d) “taxi” and adding “TNC, innovative mobility technology company,” in its place.

9. Revise §301–10.308 to read as follows:

§ 301–10.308 What will I be reimbursed if I park my POV at a common carrier terminal while I am away from my official station?

   Your agency may reimburse your parking fee as an allowable transportation expense not to exceed the cost of one of the following to/from the terminal as determined by your agency:

   (a) The cost of a taxi.

   (b) The cost of a TNC fare.

   (c) The cost of using an innovative mobility technology company.

§ 301–10.400 [Amended]

10. Amend §301–10.400 by removing from paragraph (a) “Taxicabs” and adding “Taxis, TNCs, or innovative mobility technology companies” in its place.

11. Revise the undesignated center heading that appears immediately before §301–10.420 to read as follows:

   **Taxis, TNCs, Innovative Mobility Technology Companies, Shuttle Services, or Other Courtesy Transportation**

12. Amend §301–10.420 by—

   a. Revising the section heading;

   b. Removing from the introductory text of paragraph (a) “taxi,” and adding “taxi, TNC, innovative mobility technology company,” in its place; and

   c. Removing from the introductory text of paragraph (c) “taxicabs” and adding “taxis, TNCs, or innovative mobility technology companies” in its place.

   The revision reads as follows:

§ 301–10.420 When may I use a taxi, TNC, innovative mobility technology company, shuttle service or other courtesy transportation?

* * * * *

13. Amend §301–10.421 by revising the section heading to read as follows:

§ 301–10.421 How much will my agency reimburse me for a tip to a taxi, TNC, innovative mobility technology company, shuttle service or other courtesy transportation?

* * * * *

**PART 301–70—INTERNAL POLICY AND PROCEDURE REQUIREMENTS**

14. The authority citation for part 301–70 is revised to read as follows:


§ 301–70.102 [Amended]

15. Amend §301–70.102 by removing from paragraph (f) “commercially rented vehicles” and adding “taxis, TNCs, innovative mobility technology companies, or commercially rented vehicles” in its place.

Appendix C to Chapter 301 [Amended]

16. Amend Appendix C to Chapter 301 by—

   a. Removing from the second table, under the heading “Commercial Transportation Information”, in the second column under the heading “Data elements”, in the last entry, the word “Taxi,” and adding “Taxi, TNC, Innovative mobility technology company,” in its place;

   b. Removing from the third table, under the heading “Travel Expense Information”, in the second column...
under the heading “Data Elements”, the words “Car rental, Taxis, Other” and
adding “Car rental, Taxi, TNC, Innovative mobility technology
company, Other” in its place.

PART 302–1—GENERAL RULES
■ 17. The authority citation for part 302–1 continues to read as follows:
§ 302–1.102 [Removed]
■ 18. Remove § 302–1.102.

PART 302–4—ALLOWANCES FOR
SUSTAINENCE AND
TRANSPORTATION
■ 19. The authority citation for part 302–4 continues to read as follows:
Comp., p. 586.
§ 302–4.302 [Amended]
■ 20. Amend § 302–4.302, by removing from paragraph (b), “taxicab fares” and
adding “taxi or TNC fares, or the cost of
utilizing an innovative mobility
technology company,” in its place.

PART 304–2—DEFINITIONS
■ 21. The authority citation for part 304–2 continues to read as follows:
§ 304–2.1 [Amended]
■ 22. Amend § 304–2.1, in the definition
“Travel, subsistence, and related
expenses (travel expenses)”, in the first sentence, by removing “taxi fares” and
adding “taxi or TNC fares, or the cost of
utilizing an innovative mobility
technology company,” in its place.

DEPARTMENT OF TRANSPORTATION
Federal Motor Carrier Safety
Administration
49 CFR Part 367
[Docket No. FMCSA–2017–0118]
RIN 2126–AC03
Fees for the Unified Carrier Registration Plan and Agreement
AGENCY: Federal Motor Carrier Safety
Administration (FMCSA), DOT.
ACTION: Final rule.

SUMMARY: This rule establishes
reductions in the annual registration
fees collected from motor carriers, motor
private carriers of property, brokers,
freight forwarders, and leasing
companies for the Unified Carrier
Registration (UCR) Plan and Agreement
for the registration years 2018, 2019 and
subsequent years. For the 2018
registration year, the fees will be
reduced below the current level by
approximately 9.10% to ensure that fee
revenues do not exceed the statutory
maximum, and to account for the excess
funds held in the depository. For the
2019 registration year and subsequent
years, the fees will be reduced below the
current level by approximately 4.55% to
ensure that fee revenues in that and
future years do not exceed the statutory
maximum.

DATES: This final rule is effective
January 5, 2018.

FOR FURTHER INFORMATION CONTACT:
Mr. Gerald Folsom, Office of Registration
and Safety Information, Federal Motor
Carrier Safety Administration, 1200
New Jersey Avenue SE, Washington, DC
20590–0001 or by telephone at 202–
385–2405.

SUPPLEMENTARY INFORMATION:
This Final Rule is organized as follows:
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H. E.O. 12988 (Civil Justice Reform)
I. E.O. 13045 (Protection of Children)
J. E.O. 12630 (Taking of Private Property)
K. Privacy Impact Assessment
L. E.O. 12372 [Intergovernmental Review]
M. E.O. 13211 (Energy Supply,
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N. E.O. 13175 (Indian Tribal Governments)
O. National Technology Transfer and
Advancement Act (Technical Standards)
P. Environment (National Environmental
Policy Act, Clean Air Act, Environmental
Justice)

I. Rulemaking Documents
A. Availability of Rulemaking
Documents

For access to docket FMCSA–2017–0118
and other background documents, go to
https://www.regulations.gov at any
time, or to Docket Services at U.S.
Department of Transportation, Room
W12–140, 1200 New Jersey Avenue SE,
Washington, DC 20590, between 9 a.m.
and 5 p.m., Monday through Friday,
except Federal holidays.

B. Privacy Act

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

II. Abbreviations and Acronyms

The following is a list of abbreviations
used in this document
Board Unified Carrier Registration Board of
Directors
CAA Clean Air Act
CE Categorical Exclusion
FMCSA Federal Motor Carrier Safety
Administration
OMB Office of Management and Budget
OOIDA Owner-Operator Independent
Drivers Association
PRA Paperwork Reduction Act
RFA Regulatory Flexibility Act
SBA Small Business Administration
SBREFA Small Business Regulatory
Enforcement Fairness Act
SBTC Small Business in Transportation
Coalition
SSRS Single State Registration System
UCR Unified Carrier Registration
UCR Agreement Unified Carrier
Registration Agreement
UCR Plan Unified Carrier Registration Plan.

III. Executive Summary
A. Purpose and Summary of the Major
Provisions

The UCR Plan and the 41 States
participating in the UCR Agreement
establish and collect fees from motor
carriers, motor private carriers of