

(a) of this section to the Director of the GSA Transportation Audits Division because the Director has access to Governmentwide data including TSP rates, agency paid TSP invoices, and transportation billings with the Government. Your agency must correctly pay individual transportation invoices (see 31 U.S.C. 3351(4), *Improper Payment* definition).

■ 28. Revise § 102–118.545 to read as follows:

**§ 102–118.545 What information must a TSP claim include?**

All claims filed with GSA Transportation Audits Division either using TAMS (preferred) or via email ([protests@gsa.gov](mailto:protests@gsa.gov)) must include:

- (a) The transportation document.
- (b) An explanation for the claim.
- (c) Any additional supporting documentation.

■ 29. Amend § 102–118.550 by revising the section heading to read as follows:

**§ 102–118.550 How does a TSP file a claim using EDI or other electronic means?**

\* \* \* \* \*

■ 30. Amend § 102–118.555 by:

- a. Revising the section heading; and
- b. Removing “administrative” from the first sentence.

The revision reads as follows:

**§ 102–118.555 Can a TSP file a supplemental claim?**

\* \* \* \* \*

■ 31. Revise § 102–118.560 to read as follows:

**§ 102–118.560 What is the required format that a TSP must use to file a claim?**

There is no required format for filing claims. TSPs should file a claim through TAMS or by sending the required information and documentation (see §§ 102–118.545 and 102–118.565) to GSA Transportation Audits Division via email to [protests@gsa.gov](mailto:protests@gsa.gov).

■ 32. Amend § 102–118.565 by:

- a. Revising the section heading; and
- b. Removing “An administrative claim” and adding “A claim” in its place.

The revision reads as follows:

**§ 102–118.565 What documentation is required when filing a claim?**

\* \* \* \* \*

■ 33. Revise § 102–118.600 to read as follows:

**§ 102–118.600 When a TSP disagrees with a Notice of Overcharge resulting from a postpayment audit, what are the appeal procedures?**

A TSP that disagrees with the Notice of Overcharge may submit a protest to the GSA Transportation Audits Division

via TAMS (<https://tams.gsa.gov>) or email to [protests@gsa.gov](mailto:protests@gsa.gov).

■ 34. Revise § 102–118.610 to read as follows:

**§ 102–118.610 Is a TSP notified when GSA allows a claim?**

Yes, the GSA Transportation Audits Division will acknowledge each payable claim using a Certificate of Settlement.

■ 35. Revise § 102–118.615 to read as follows:

**§ 102–118.615 Will GSA notify a TSP if they internally offset a payment?**

Yes, the GSA Transportation Audits Division will notify the TSP via TAMS or email if GSA offsets a payment.

■ 36. Revise § 102–118.630 to read as follows:

**§ 102–118.630 How must a TSP refund amounts due to GSA?**

(a) TSPs must promptly refund amounts due to GSA, preferably via TAMS or by ACH. If an ACH is not used, checks must be made payable to the “General Services Administration”, including the document reference number, TSP name, bill number(s), taxpayer identification number and standard carrier alpha code, then mailed to the appropriate address listed on the Accounts and Collections web page at <https://www.gsa.gov/transaudits>.

(b) If an ACH address is needed, visit <https://www.gsa.gov/transaudits> (Accounts and Collections web page) or contact the GSA Transportation Audits Division via email at: [audits.collections@gsa.gov](mailto:audits.collections@gsa.gov).

■ 37. Revise § 102–118.645 to read as follows:

**§ 102–118.645 Can a TSP file a claim on collection actions?**

Yes, a TSP may file a claim involving collection actions resulting from the transportation audit performed by the GSA directly with the GSA Transportation Audits Division. Any claims submitted to GSA will be subject to the Prompt Payment Act (31 U.S.C. 3901, *et seq.*). The TSP must file all other transportation claims with the agency out of whose activities they arose. If this is not feasible (*e.g.*, where the responsible agency cannot be determined or is no longer in existence) claims may be sent to the GSA Transportation Audits Division for forwarding to the responsible agency or for direct settlement by the GSA Transportation Audits Division. Submit claims using Transportation Audits Management System (TAMS) at <https://>

[tams.gsa.gov](https://tams.gsa.gov) or via email to [protests@gsa.gov](mailto:protests@gsa.gov).

[FR Doc. 2024–27552 Filed 11–25–24; 8:45 am]

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**GENERAL SERVICES ADMINISTRATION**

**41 CFR Part 102–117**

[FMR Case 2024–03; Docket No. GSA–FMR–2024–0015; Sequence No. 1]

**Federal Management Regulation; Updating Transportation Management, With Diversity, Equity, Inclusion, and Accessibility Language**

**AGENCY:** Office of Government-wide Policy (OGP), General Services Administration (GSA).

**ACTION:** Final rule.

**SUMMARY:** The United States General Services Administration (GSA) is issuing a final rule amending the Federal Management Regulation (FMR). This amendment introduces changes specific to Transportation Management. Following a comprehensive review, GSA decided to eliminate the use of gendered pronouns in this FMR part. The modifications aim to ensure the language aligns with the principles of inclusivity, particularly concerning gender, and to further incorporate language that supports diversity, equity, inclusivity, and accessibility. These changes are grammatical and technical in nature and will not result in additional costs or related policy changes for agencies.

**DATES:** This final rule is effective on November 26, 2024.

**FOR FURTHER INFORMATION CONTACT:** Mr. Ron Siegel, Policy Analyst, at 202–702–0840 or [gsa-ogp-transportationpolicy@gsa.gov](mailto:gsa-ogp-transportationpolicy@gsa.gov) for clarification of content. For information pertaining to status or publication schedules, contact the Regulatory Secretariat Division at 202–501–4755 or [GSARegSec@gsa.gov](mailto:GSARegSec@gsa.gov). Please cite “FMR Case 2024–03”.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

Executive Order (E.O.) 13988, *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation*, dated January 20, 2021, establishes a policy “to prevent and combat discrimination on the basis of gender identity or sexual orientation, and to fully enforce Title VII and other laws that prohibit discrimination on the basis of gender identity or sexual orientation.”

The Federal Government must be a model for diversity, equity, inclusion,

and accessibility, where all employees are treated with dignity and respect. While GSA is not aware of any specific instances where language in this FMR part has been used to discriminate against an employee, GSA believes it is important to prevent any potential discrimination or the appearance of it.

Consistent with the American Psychological Association (APA) Style Guide, 7th Edition, Publication Manual Section 5.5 guidance on “Gender and Pronoun Usage”, GSA is replacing gender-specific pronouns, such as he, she, his, or her, with more inclusive terminology.

## II. Discussion of the Final Rule

### A. Summary of Significant Changes

This final rule removes gender-based pronouns from this FMR part and replaces them with more inclusive language. The grammatical and technical changes do not alter any definition, operation, or interpretation of the FMR.

### B. Expected Cost Impact to the Public

There is no expected cost imposed upon the public as a result of this rule since the changes are technical.

## III. Executive Orders 12866, 13563, and 14094

Executive Order (E.O.) 12866 (Regulatory Planning and Review) directs 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 (Improving Regulation and Regulatory Review) emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. E.O. 14094 (Modernizing Regulatory Review) amends Section 3(f) of E.O. 12866 and supplements and reaffirms the principles, structures, and definitions governing contemporary regulatory review established in E.O. 12866 and E.O. 13563. The Office of Management and Budget’s Office of Information and Regulatory Affairs (OIRA) has determined that this rule is not a significant regulatory action, and therefore, was not subject to review under Section 6(b) of E.O. 12866.

## IV. Congressional Review Act

OIRA has determined that this rule is not a “major rule” under 5 U.S.C. 804(2). Title II, Subtitle E of the Small Business Regulatory Enforcement

Fairness Act of 1996 (codified at 5 U.S.C. 801–808), also known as the Congressional Review Act or CRA, generally provides that before a rule may take effect, unless excepted, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. This rule is excepted from CRA reporting requirements prescribed under 5 U.S.C. 801, as it relates to agency management or personnel under 5 U.S.C. 804(3)(B).

## V. Regulatory Flexibility Act

This 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 final rule is also exempt from the Administrative Procedure Act pursuant to 5 U.S.C. 553(a)(2) because it applies to agency management or personnel. Therefore, an Initial Regulatory Flexibility Analysis was not performed.

## VI. Paperwork Reduction Act

The Paperwork Reduction Act does not apply because the changes to the FMR 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.*

### List of Subjects in 41 CFR Part 102–117

Freight, Government property management, Moving of household goods, Reporting and recordkeeping requirements, Transportation.

#### Robin Carnahan,

*Administrator of General Services.*

For the reasons set forth in the preamble, GSA amends 41 CFR part 102–117 as set forth below:

## PART 102–117—TRANSPORTATION MANAGEMENT

■ 1. The authority citation for 41 CFR part 102–117 continues to read as follows:

**Authority:** 31 U.S.C. 3726; 40 U.S.C. 121(c); 40 U.S.C. 501, *et seq.*; 46 U.S.C. 55305; 49 U.S.C. 40118.

■ 2. Revise the section heading for § 102–117.240 to read as follows:

**§ 102–117.240 What is my agency’s financial responsibility to an employee who chooses to move all or part of their HHG under the commuted rate system?**

\* \* \* \* \*

## § 102–117.295 [Amended]

■ 3. Amend § 102–117.295 by, in paragraph (b), removing the words “his/her” from the second sentence.

[FR Doc. 2024–27565 Filed 11–25–24; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Parts 571

[Docket No. NHTSA–2023–0021]

RIN 2127–AM37

### Federal Motor Vehicle Safety Standards; Automatic Emergency Braking Systems for Light Vehicles

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

**ACTION:** Final rule; response to petitions for reconsideration.

**SUMMARY:** This document grants parts of petitions for reconsideration of a May 9, 2024, final rule that adopted Federal Motor Vehicle Safety Standard (FMVSS) No. 127, “Automatic Emergency Braking for Light Vehicles,” which requires automatic emergency braking (AEB), pedestrian automatic emergency braking (PAEB), and forward collision warning (FCW) systems on all new light vehicles. This final rule clarifies requirements applicable to FCW visual signals and audio signals, corrects an error in the test scenario for obstructed pedestrian crossing the road, and removes superfluous language from the performance test requirement for lead vehicle AEB. This notice denies other requests in the petitions. This document also denies a petition for reconsideration, which is treated as a petition for rulemaking because it was received more than 45 days after publication of the rule.

#### DATES:

*Effective:* January 27, 2025.

*Compliance date:* Compliance with FMVSS No. 127 and related regulations, as amended in this rule, is required for all vehicles by September 1, 2029. However, vehicles produced by small-volume manufacturers, final-stage manufacturers, and alterers must be equipped with a compliant AEB system by September 1, 2030.

*Petitions for reconsideration:* Petitions for reconsideration of this final action must be received not later than January 10, 2025.

**ADDRESSES:** Correspondence related to this rule, including petitions for