

366-0903, Email
Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel HAPPY ENDINGS is:

Intended Commercial Use of Vessel:

“Sunset, day and overnight captained charters.”

Geographic Region: “Florida.”

The complete application is given in DOT docket MARAD-2012-0090 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: September 7, 2012.

Christine Gurland,

Acting Secretary, Maritime Administration.

[FR Doc. 2012-22472 Filed 9-11-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration (NHTSA)

[Docket No. NHTSA-2012-0046]

Proposed Information Collection Submitted to the Office of Management and Budget (OMB); Request for Comments

ACTION: Notice and request for comment.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44

U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below is being submitted to the Office of Management and Budget (OMB) for review. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** notice with a 60-day comment period soliciting comments on the following information collection was published on April 30, 2012 (77 FR 25533).

DATES: Send comments on or before October 12, 2012.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: NHTSA Desk Officer.

Comments are invited on the following:

- i. Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility;
- ii. The accuracy of the Department's estimate of the burden of the proposed information collection;
- iii. Ways to enhance the quality, utility and clarity of the information to be collected; and
- iv. Ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

FOR FURTHER INFORMATION CONTACT:

Gayle Dalrymple (NVS-123), U.S. Department of Transportation, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone (202) 366-5559. Email address: gayle.dalrymple@dot.gov.

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

SUPPLEMENTARY INFORMATION:

Title: Recruitment of human subjects for observational experiments regarding keyless ignition controls, gear selection controls and audible warnings.

OMB Control Number: Not assigned.

Type of Request: New Information Collection.

Abstract: Pursuant to 49 U.S.C. Section 30111(a), the National Highway Traffic Safety Administration (NHTSA) (by delegation from the Secretary of Transportation) is directed to prescribe Federal motor vehicle safety standards (FMVSSs). Human factors observational experiments are proposed to support the current agency regulatory efforts that

contemplate revising FMVSS No. 114 (Docket No. NHTSA-2011-0174 RIN 2127-AK88).

The first experiment will examine factors contributing to driver errors in the use of keyless ignition and gear selection controls using a driving simulator (simulator experiment), and the second experiment will evaluate the lack of effectiveness in current audible warnings designed to prevent rollaways related to leaving propulsion systems operative when the driver leaves the vehicle (rollaway warning experiment). The simulator experiment will be conducted in a laboratory setting and participants will be recruited through email. The rollaway warning experiment will be conducted in a public parking lot using face-to-face recruitment of participants.

Before these experiments are conducted, information about the participants will be collected in order to balance the participants between younger and older age groups, genders, and previous driving experience with keyless ignition. The Massachusetts Institute of Technology Age Lab (Age Lab), under contract with the Volpe National Transportation Systems Center (Volpe Center), which is an element of the U.S. Department of Transportation (U.S. DOT), Research and Innovative Technology Administration (RITA), would collect the participant information and conduct this research under an Inter-Agency Agreement (IAA) between Volpe Center and NHTSA.

Affected Public: Participants for the simulator experiment will be selected from a list of individuals in the Boston area who have indicated to the Age Lab that they would like to participate in these types of experiments. Participants for the rollaway warning experiment will be drawn from passers-by.

All participants, regardless of which experiment they participate in, will be asked the same recruiting questions.

Number of Respondents: 375 respondents, including 135 for the simulator experiment and 240 for the rollaway experiment.

Number of Responses: One response per respondent for a total of 375 responses.

Total Annual Burden Hours: 18.75 hours. This estimate is based on three minutes per respondent to consider and respond to the 9 to 11 recruitment questions (375 participants × 0.05 hours (i.e., 3 minutes)).

Frequency of Collection: One time.

On April 30, 2012, NHTSA published a notice announcing the proposed collection of information and providing a 60-day comment period (77 FR 25533). The agency received one comment from

the Alliance of Automobile Manufacturers (Alliance). The Alliance offered detailed comments on the collection of information and the associated experiments. An extensive discussion of the Alliance comments and the changes NHTSA has made to the information collection and ICR package as a result can be found in the supporting statement that will be placed in the docket for this notice.

Christopher J. Bonanti,

Associate Administrator for Rulemaking.

[FR Doc. 2012-22477 Filed 9-11-12; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35522]¹

CSX Transportation, Inc.—Acquisition of Operating Easement—Grand Trunk Western Railroad Company

AGENCY: Surface Transportation Board, DOT.

ACTION: Decision No. 2; Notice of Acceptance of Primary Application and Related Filings; Issuance of Procedural Schedule.

SUMMARY: CSX Transportation, Inc. (CSXT) and Grand Trunk Western Railroad Company (GTW) have agreed to exchange perpetual rail operating easements over certain parts of each other's lines. GTW has agreed to grant CSXT an easement over a GTW line between Munster, Ind., and Elsdon, Ill. (Elsdon Line), over which GTW would retain local and overhead trackage rights. CSXT also has agreed to convey local and overhead trackage rights over that line to various GTW affiliates and a CSXT affiliate. In exchange for that easement, CSXT has agreed to grant GTW an easement over a CSXT line between Leewood, Tenn., and Aulon, Tenn., over which CSXT would retain local and overhead trackage rights.

In this docket, CSXT has filed an application for authority to acquire an easement from GTW, and in the embraced Docket Nos. FD 35522 (Sub-No. 1) and (Sub-No. 2), the CSXT affiliate and the various GTW affiliates, respectively, seek authority to acquire trackage rights over that line.

In this decision, the Surface Transportation Board (Board) accepts for consideration CSXT's application and the filings in the two embraced subdockets, finds that the transaction proposed in CSXT's application qualifies as "minor," and adopts a procedural schedule to govern this proceeding and the embraced trackage rights proceedings.

GTW's acquisition of an easement from CSXT will be adjudicated in a separate docket, Docket No. FD 35661, and is the subject of a separate Board decision being served in that docket today. The Board intends to adjudicate both easement acquisitions on parallel schedules, concluding with a final Board decision in both dockets on February 8, 2013.

DATES: The effective date of this decision is September 12, 2012. Any person who wishes to participate in this proceeding as a party of record (POR) must file a notice of intent to participate no later than September 26, 2012. All comments, protests, and requests for conditions, and any other evidence and argument in opposition to the application, including filings by the U.S. Department of Justice (DOJ) and the U.S. Department of Transportation (DOT), must be filed by November 9, 2012. Comments on the Board's Draft Environmental Assessment (Draft EA) also must be filed by November 9, 2012. Responses to comments on the merits of the application and rebuttals in support of the application must be filed by November 29, 2012. The Board expects to issue a Final EA completing the environmental review process on or before January 14, 2013, and a final decision on February 8, 2013. For further information respecting dates, see Appendix A (Procedural Schedule).

ADDRESSES: Any filing submitted in this proceeding must be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions found on the Board's Web site at www.stb.dot.gov at the "E-FILING" link. Any person submitting a filing in the traditional paper format should send an original and ten paper copies of the filing (and also an electronic version) to: Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each filing must be sent (and may be sent by email only if service by email is acceptable to the recipient) to each of the following: (1) Secretary of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590; (2) Attorney General of the

United States, c/o Assistant Attorney General, Antitrust Division, Room 3109, Department of Justice, Washington, DC 20530; (3) Steven C. Armbrust, CSX Transportation, Inc., 500 Water Street J-150, Jacksonville, FL 32202; (4) Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204; and (5) any other person designated as a POR on the service list notice (to be issued as soon after September 26, 2012, as practicable).

FOR FURTHER INFORMATION CONTACT:

Scott M. Zimmerman, (202) 245-0386. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

SUPPLEMENTARY INFORMATION: CSXT owns and operates about 21,000 miles of railroad in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Massachusetts, Maryland, Michigan, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia, the District of Columbia, and the Canadian Provinces of Ontario and Quebec. GTW owns and operates about 642 miles of railroad in Illinois, Indiana, Michigan, and Ohio and the Province of Ontario. GTW is directly controlled by Grant Trunk Corporation, which is controlled by Canadian National Railway Company (CN).

CSXT and GTW have entered an Agreement for Exchange of Perpetual Easements dated as of August 13, 2012. To obtain the required Board authority to carry out their agreement, CSXT and GTW have filed various requests for authority in this docket and Docket No. FD 35661 as follows:

Docket No. FD 35522

In Docket No. FD 35522, CSXT has filed an application pursuant to 49 U.S.C. 11323(a)(2) and 49 CFR pt. 1180 seeking approval for the carrier to acquire a proposed easement (Acquisition). Specifically, CSXT wishes to acquire an exclusive, perpetual, non-assignable railroad operating easement over 22.37 miles of GTW track on the Elsdon Subdivision between the connection with CSXT at Munster, Ind., milepost 31.07, and Elsdon, Ill., milepost 8.7, which connects to the southern end of the BNSF Railway Company's Corwith Yard. GTW will retain local and overhead trackage rights over the Elsdon Line.² Currently, CSXT already operates

¹ This decision also embraces *Baltimore & Ohio Chicago Terminal Railroad Co.—Trackage Rights Exemption—CSX Transportation, Inc.*, FD 35522 (Sub-No. 1) and *Chicago, Central & Pacific Railroad Co., Elgin, Joliet & Eastern Railroad Co., Illinois Central Railroad Co., and Wisconsin Central Ltd.—Trackage Rights Exemption—CSX Transportation, Inc.*, FD 35522 (Sub-No. 2).

² Under the agreement concerning GTW's retained trackage rights, GTW (referred to in the