

Indians, Alaska Natives, and tribes. The Department affirms its commitment to those principles, and those set forth in Executive Order 13175 and the President's November 5, 2009, memorandum in establishing the DOT Consultation Plan dated March 4, 2010, and found at: <http://www.dot.gov/sites/dot.dev/files/docs/Tribal%20Consultation%20Plan.pdf>

In furtherance of these documents pertaining to consultation, FHWA informally consulted with the TPPCC in categorizing the eligible activities and determining funding priorities as described herein. In addition to soliciting comments on this notice, FHWA expects to provide other outreach opportunities with tribes through webinars in advance of publication of a final notice of funding availability.

Authority: Section 1119 of Pub. L. 112–141; 23 U.S.C. 202(e).

Issued on: July 29, 2013.

Victor M. Mendez,
FHWA Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of Unified Carrier Registration Plan Board of Directors Meeting.

TIME AND DATE: The meeting will be held on August 29, 2013, from 12:00 Noon to 3:00 p.m., Eastern Daylight Time.

PLACE: This meeting will be open to the public via conference call. Any interested person may call 1–877–820–7831, passcode, 908048 to listen and participate in this meeting.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827–4565.

Issued on: July 25, 2013.

Larry W. Minor,
Associate Administrator, Office of Policy,
Federal Motor Carrier Safety Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Safety Advisory 2013–05]

Joint Failure on Continuous Welded Rail Track

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of safety advisory.

SUMMARY: FRA is issuing Safety Advisory 2013–05 to remind railroad track owners about the importance of reviewing current, internal continuous welded rail (CWR) plans and properly inspecting CWR joints to identify and correct locations that indicate potential joint failure that may cause a derailment. FRA is issuing this notice in response to two recent train derailments. Although the causes of these derailments are still under investigation, preliminary evidence suggests that failed joint bars played a significant role in both derailments. This notice reminds railroad track owners that they must comply with the requirements of their CWR plan procedures regarding inspecting track to identify indications of potential joint failure in CWR track, especially that of compromise joints. This notice also recommends that railroad track owners review their CWR plans to ensure that the instructions properly identify the necessary track maintenance procedures to remedy indications of potential joint failure that lead to rapid failure of joint bars. Finally, the notice recommends that railroad track owners follow good maintenance practices to ensure the joints are adequately supported and, wherever possible, eliminate joints in CWR, especially compromise joints in passenger and hazardous material routes.

FOR FURTHER INFORMATION CONTACT: Mr. Kenneth Rusk, Staff Director, Track Division, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, telephone (202) 493–6236; Mr. Carlo M. Patrick, Staff Director, Rail and Infrastructure Integrity Division, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, telephone (202) 493–6399; or Ms. Elisabeth Galotto, Trial Attorney, Office of Chief

Counsel, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, telephone (202) 493–0270.

SUPPLEMENTARY INFORMATION: Joints in CWR are considered one of the weakest elements of track structure. The track components at a joint are subject to stresses in vertical, lateral, and longitudinal planes. Although the number of CWR joint-caused derailments on a main line has been relatively small, these derailments can be catastrophic, especially if passenger trains or hazardous materials are involved. Recent accidents highlight the need for track owners, railroads, and their respective employees to review, reemphasize, and adhere to the requirements of a track owner's CWR plan procedures and current internal engineering instructions that address inspecting track to identify stress conditions in CWR joints.

FRA requires that a track owner comply with the contents of an approved or conditionally approved CWR plan under Title 49 Code of Federal Regulations (CFR) Section 213.118, *Continuous welded rail (CWR), plan review and approval*.¹ See § 213.119, *Continuous welded rail (CWR), plan contents*. The plan must include procedures that prescribe the scheduling and conduct of inspections to detect cracks and other indications of potential failures in CWR joints. See § 213.119(h). These procedures are required to specify the conditions of actual or potential joint failure for which railroad personnel must inspect, including, at a minimum, (i) loose, bent, or missing joint bolts; (ii) rail end batter or mismatch that contributes to instability of the joint; and (iii) evidence of excessive longitudinal rail movement in or near the joint, including, but not limited to: wide rail gap, defective joint bolts, disturbed ballast, surface deviations, gap between tie plates and rail, or displaced rail anchors. See § 213.119(h)(3).

Recent Incidents

This section provides a brief summary of the circumstances surrounding two recent train derailments that appear to be related to joint bar failure in CWR. Information regarding these incidents is based on FRA and the respective railroad's preliminary findings to date. The probable causes and contributing factors, if any, have not yet been established. Therefore, nothing in this safety advisory is intended to attribute

¹ All references in this notice to a section or other provision of a regulation are to a section, part, or other provision in 49 CFR, unless otherwise specified.