

4.0 were previously approved by FRA on the respective dates of May 15, 2009 (Docket FRA–2009–0017), and February 9, 2013 (Docket FRA–2011–0055).

ATN's PSP provides descriptions of the TrackAccess System itself. ATN states that in the case of Marquette Rail, FRA found that the PSP demonstrates that the TrackAccess System was designed in a highly safe manner and was sufficiently tested to verify that fact. Based on this, FRA approved the use of the Railsoft TrackAccess System in autonomous mode for the Marquette Rail. ATN asserts that since ATN's RSP Version 1.0 and PSP Version 1.0 contain the same programmatic and technical information as the previously approved Marquette Rail RSP Version 3.0 and the Marquette Rail PSP Version 4.0, authorizing autonomous TrackAccess operations, the ATN should also be allowed to use TrackAccess in an autonomous mode.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request. All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* [www.regulations.gov](http://www.regulations.gov).

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- *Fax:* 202–493–2251.

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**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2013–23574 Filed 9–26–13; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2003–15012]

#### Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated June 28, 2013, Canadian National Railway (CN) has petitioned the Federal Railroad Administration (FRA) for an extension of its existing waiver of compliance from certain provisions of the Federal railroad safety regulations contained at Title 49 Code of Federal Regulations (CFR) Part 241—United States Locational Requirements for Dispatching of United States Rail Operations. FRA assigned the petition Docket Number FRA–2003–15012.

In its petition, CN requests an extension of its existing waiver of compliance, pursuant to 49 CFR 241.7(c), to allow the continuation of Canadian dispatching of that part of the Sprague Subdivision located in the United States, extending between Baudette and International Boundary, MN, approximately 43.8 miles; and on those parts of the Strathroy and Flint Subdivisions located in the United States, forming a continuous line between Sarnia, ON, Canada, through the St. Clair River Tunnel, and Port Huron, MI, approximately 3.1 miles, as defined in Appendix A to Part 241. This request formalizes the request for waiver requirement contained in Part 241, specifically § 241.7(c)(3), which refers to territory that was previously grandfathered in the exceptions to extraterritorial dispatching contained in

FRA's interim final rule (*see* 66 FR 63942, December 11, 2001).

In this regard, the track segments identified in the interim final rule remain the same as identified above. With respect to the Sprague Subdivision, this is part of a continuous line extending between Rainy River, ON, and Navin, MB, Canada, a distance of 145.2 miles, a portion of which cuts across a corner of the State of Minnesota, from the U.S./Canadian border near Baudette, MN (Milepost 1.1), and the U.S./Canadian border at a point identified as International Boundary, MN (Milepost 44.9), a distance of 43.8 miles. Approximately 15 trains per day are operated over this segment. Each train that traverses this territory is operated by the same crew. The entire Sprague Subdivision is single track and is operated under a centralized traffic control system, controlled from a single dispatching desk at CN's Rail Traffic Control Center in Edmonton, AB, Canada. The Strathroy and Flint Subdivisions are part of a continuous line extending between London, ON, Canada, and Port Huron, MN, a distance of 61.7 miles, a 3.1-mile portion of which is located in the United States. Approximately 26 trains per day are operated over this segment. Each train that traverses this territory is operated by the same crew. This segment consists of a single track for approximately 1.1 miles, and two main tracks for the remaining 2.0 miles, and is operated under a centralized traffic control system, controlled from a single dispatching desk at CN's Rail Traffic Control Center in Toronto, ON, Canada. Dispatching of all trackage of the Sprague Subdivision and the Strathroy and Flint Subdivisions is an entirely English operation and fully dispatched in English. Canadian Rail Operating Rules (CROR) and CN's Timetable and Special Instructions govern train operations on this trackage. CN uses English (or Imperial) units for all aspects of railroad operations, including distance, speed, and location.

The CN dispatchers are covered under their company drug and alcohol policies and their dispatching office is under 24-hour security. The Transport Canada Rail Safety Directorate has legislative safety jurisdiction over CN, in accordance with the provisions contained in Transport Canada's Railway Safety Act, over all federally regulated railways operating in Canada.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200

New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

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**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2013-23576 Filed 9-26-13; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2009-0065]

#### Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a letter dated September 5, 2013, BNSF Railway Company (BNSF) and the Brotherhood of Locomotive Engineers and Trainmen (BLET) have jointly petitioned the Federal Railroad Administration (FRA) for an extension of their waiver of compliance from certain provisions of the Federal hours of service laws contained at 49 U.S.C. 21103(a)(4). FRA assigned the petition Docket Number FRA-2009-0065.

In their petition, BNSF and BLET seek relief from 49 U.S.C. 21103(a)(4), which, in part, requires a train employee to receive 48 hours off duty after initiating an on-duty period each day for 6 consecutive days. Specifically, BNSF and BLET seek an extension of the waiver to allow a train employee to initiate an on-duty period each day for 6 consecutive days followed by 24 hours off duty at the 17 locations identified in their petition. In support of the request, BNSF provided the results from an analysis of its safety data to demonstrate that there is no difference in the rate of human factors incidents between the jobs working under the waiver and similar jobs working without the waiver.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

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**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2013-23575 Filed 9-26-13; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

September 24, 2013.

The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104-13, on or after the date of publication of this notice.

**DATES:** Comments should be received on or before October 28, 2013 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestion for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at [OIRA\\_Submission@OMB.EOP.GOV](mailto:OIRA_Submission@OMB.EOP.GOV) and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania