

eRulemaking portal at <https://www.regulations.gov>. Use the *Search* function to find docket number SSA–2022–0066 and then submit your comments. The system will issue you a tracking number to confirm your submission. You will not be able to view your comment immediately because we must post each submission manually. It may take up to a week for your comments to be viewable.

2. *Fax*: Fax comments to 1(833) 410–1613.

3. *Mail*: Matthew Ramsey, Executive Director, Office of Privacy and Disclosure, Office of the General Counsel, Social Security Administration, G–401 WHR, 6401 Security Boulevard, Baltimore, MD 21235–6401, or emailing [Matthew.Ramsey@ssa.gov](mailto:Matthew.Ramsey@ssa.gov). Comments are also available for public viewing on the Federal eRulemaking portal at <https://www.regulations.gov> or in person, during regular business hours, by arranging with the contact person identified below.

**FOR FURTHER INFORMATION CONTACT:**

Interested parties may submit general questions about the matching program to Cynthia Scott, Division Director, Office of Privacy and Disclosure, Office of the General Counsel, Social Security Administration, G–401 WHR, 6401 Security Boulevard, Baltimore, MD 21235–6401, at telephone: (410) 966–1943, or send an email to [Cynthia.Scott@ssa.gov](mailto:Cynthia.Scott@ssa.gov).

**SUPPLEMENTARY INFORMATION:** None.

**Matthew Ramsey,**

*Executive Director, Office of Privacy and Disclosure, Office of the General Counsel.*

*Participating Agencies:* SSA and Fiscal Service.

*Authority for conducting the matching program:* The legal authority for this matching agreement between SSA and Fiscal Service is Section 1860D–14 of the Social Security Act (Act) (42 U.S.C. 1395w–114), which requires SSA to verify the eligibility of individuals who seek to be considered as Extra Help eligible individuals under the Medicare Part D prescription drug benefit program and who self-certify their income, resources, and family size.

Fiscal Service and SSA execute this agreement in compliance with the Privacy Act of 1974 (5 U.S.C. 552a), as amended by the Computer Matching and Privacy Protection Act of 1988, and the regulations and guidance promulgated thereunder.

*Purpose(s):* This agreement sets forth the terms, conditions, and safeguards under which Fiscal Service will disclose ownership of Savings Securities data to

SSA. This disclosure will provide SSA with information necessary to verify an individual's self-certification of his or her financial status to determine eligibility for low-income subsidy assistance (Extra Help) in the Medicare Part D prescription drug benefit program established under the MMA.<sup>1</sup>

*Categories of Individuals:* The individuals whose information is involved in this matching program are those individuals who apply for low-income subsidy assistance in the Medicare Part D prescription drug benefit program established under the MMA.

*Categories of records:* SSA will disclose to Fiscal Service a finder file with the Social Security number (SSN) for each individual for whom SSA requests Savings Securities ownership information. When a match occurs on an SSN, Fiscal Service will disclose the following to SSA: the denomination of the security; the serial number; the series; the issue date of the security; the current redemption value; and the return date of the finder file.

SSA will disclose to Fiscal Service a finder file with the SSN for each individual for whom it requests Savings Securities registration information. Fiscal Service bases the query on the SSN associated with the account and reports any subsequent account holdings. When a match occurs on an SSN, Fiscal Service will disclose the following to SSA: the purchase amount; the account number and confirmation number; the series; the issue date of the security; the current redemption value; and the return date of the finder file.

*System(s) of Records:* SSA will disclose to Fiscal Service a finder file consisting of SSNs extracted from SSA's Medicare Database (MDB) File System, 60–0321, fully published at 71 FR 42159 (July 25, 2006), as amended at 72 FR 69723 (December 10, 2007) and 83 FR 54969 (November 1, 2018). The MDB File System is a repository of Medicare applicant and beneficiary information related to Medicare Part A, Part B, Medicare Advantage Part C, and Medicare Part D.

Fiscal Service will match the SSNs from SSA's finder file with the SSNs in Fiscal Service system of records notice .014 (United States Securities and Access), fully published at 85 FR 11776 (February 27, 2020). System of records notice .014 (United States Securities and Access) is derived from legacy BPD systems of records notices .002 (United States Savings-Type Securities), .003 (United States Securities (Other than Savings-Type Securities)), and .008

(Retail Treasury Securities Access Application).

[FR Doc. 2023–18318 Filed 8–24–23; 8:45 am]

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**SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36707]

**Washington, Idaho & Montana Railway LLC—Operation Exemption—BLPI RR LLC**

Washington, Idaho & Montana Railway LLC (WIM), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.31 to operate approximately 43.744 miles of rail line owned by the BLPI RR LLC (BLPI RR)<sup>1</sup> in the County of Latah, Idaho, from milepost 3.32 (Washington/Idaho state line) to milepost 47.06 at Bovill, Idaho (the Line).

According to the verified notice, WIM has entered into an operating agreement with BLPI RR. WIM further states that it will interchange with the Spokane, Spangle & Palouse Railway (SS&P) at SS&P's connection with the Line at the Washington/Idaho state line or at another location near Palouse, Wash., as WIM and SS&P may agree.

This transaction is related to a concurrently filed verified notice of exemption in *Howell—Continuance of Control Exemption—Washington, Idaho & Montana Railway*, Docket No. FD 36708, in which the John Howell seeks to continue in control of WIM upon WIM's becoming a Class III rail carrier.

WIM certifies that its annual projected revenues as a result of the transaction will not exceed those that would qualify it as a Class III carrier and will not exceed \$5 million. WIM also states that the operation agreement does not involve a provision or agreement that would limit future interchange with a third-party connecting carrier.

The effective date of this exemption is September 8, 2023 (30 days after the verified notice was filed).<sup>2</sup> WIM indicates in the verified notice that it and BLPI RR seek to commence service on the Line as soon as possible. The parties are reminded that WIM may not consummate the transaction described in this notice until after the effective date of the related continuance in

<sup>1</sup> See *BLPI RR L.L.C.—Acquis. & Operation Exemption—Palouse River & Coulee City R.R.*, FD 36706 (STB served July 7, 2023).

<sup>2</sup> WIM initially submitted its verified notice on August 4, 2023, but supplemented it by letter on August 9, 2023. The date of WIM's supplement will be considered the filing date for purposes of calculating the effective date of this exemption.

<sup>1</sup> Public Law 108–173.

control exemption in Docket No. FD 36708.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than September 1, 2023 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36707, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on WIM's representative, John K. Fiorilla, Dyer & Peterson, PC, 605 Main Street, Suite 104, Riverton, NJ 08077-1440.

According to WIM, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: August 21, 2023.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2023-18270 Filed 8-24-23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2022-1711]

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) Monitoring, Reporting, and Verification (MRV) Program

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a renewed information collection. The **Federal Register** Notice with a 60-day comment period soliciting

comments on the following collection of information was published on January 25, 2023. FAA received two comments to this notice. The collection involves a request that airplane operators subject to the applicability of Annex 16, Volume IV of the Convention on Civil Aviation (hereinafter the "Chicago Convention") submit electronically an Emissions Monitoring Plan (EMP), an annual Emissions Report (ER), and an optional annual ER CORSIA Eligible Fuels Annex (CEFA) to the FAA. The information to be collected is necessary because FAA will use the information to fulfill the United States' responsibilities under the Chicago Convention.

**DATES:** Written comments should be submitted by September 25, 2023.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Kevin Partowazam by email at: [Kevin.Partowazam@faa.gov](mailto:Kevin.Partowazam@faa.gov); phone: 202-267-3563.

#### **SUPPLEMENTARY INFORMATION:**

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

*OMB Control Number:* 2120-0790.

*Title:* CORSIA Monitoring, Reporting, and Verification (MRV) Program.

*Form Numbers:* 1. Emissions Monitoring Plan (EMP) Template; 2. Emissions Report (ER) Template; 3. ER CORSIA Eligible Fuels Annex (CEFA).

*Type of Review:* Clearance of a renewal of an information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 25, 2023 (88 FR 4878). FAA received two comments in response to this notice.

The CORSIA MRV Program is a voluntary program for certain U.S. air carriers and commercial operators (collectively referred hereinafter as "operators") to submit certain airplane CO<sub>2</sub> emissions data to the FAA to enable

the United States to establish uniformity with ICAO Standards And Recommended Practices (SARPs) for CORSIA, which were adopted in June 2018, as Annex 16, Volume IV to the Chicago Convention. The United States supported the decision to adopt the CORSIA SARPs based on the understanding that CORSIA is the exclusive market-based measure applying to international aviation, and that CORSIA will ensure fair and reciprocal commercial competition by avoiding a patchwork of country- or regionally-based regulatory measures that are inconsistently applied, bureaucratically costly, and economically damaging. Furthermore, continued U.S. support for CORSIA assumes a high level of participation by other countries, particularly by countries with significant aviation activity, as well as a final CORSIA package that is acceptable to, and implementable by, the United States.

Under CORSIA, all ICAO Member States whose airplane operators undertake international flights were required to develop an MRV system for CO<sub>2</sub> emissions from those international flights starting January 1, 2019. The FAA's CORSIA MRV Program is intended to be the United States' MRV system for monitoring, reporting, and verification of U.S. airplane operator CO<sub>2</sub> emissions from international flights. Operators that are subject to the applicability of CORSIA will submit their EMPs, ERs, and optional ER CFAs electronically.<sup>1</sup>

Each document use Microsoft Excel-based templates and can be transmitted via email. EMPs that are submitted by operators will be used as a collaborative tool between the operator and FAA to document a given operator's chosen fuel use monitoring procedures. FAA will retain a copy of the EMP and will share with ICAO a list of operators that submit EMPs. FAA will not submit any specific EMPs from U.S. operators to ICAO. Large operators, *i.e.*, those emitting 500,000 metric tons or more of CO<sub>2</sub> per

<sup>1</sup> CORSIA applies to airplane operators that produce annual CO<sub>2</sub> emissions greater than 10,000 tonnes (*i.e.*, 10,000 metric tons) from international flights, excluding emissions from excluded flights. The following activities are excluded CORSIA:

- Domestic flights;
- Humanitarian, medical, and firefighting operations, including flight(s) preceding or following a humanitarian, medical, or firefighting flight provided such flight(s) were conducted with the same airplane, were required to accomplish the related humanitarian, medical, or firefighting activities or to reposition thereafter the airplane for its next activity;
- Operations using an airplane with a maximum certificated take-off mass equal to or less than 5,700 kg;
- Operations on behalf of the military.