

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]

**BILLING CODE 4915-01-P**

## 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.

year, will gather data through a “fuel use monitoring method.” Small operators, *i.e.*, those emitting less than 500,000 metric tons of CO<sub>2</sub> per year, can use a simplified monitoring method. Annual ERs that are submitted to FAA by operators and verifiers will be used to document each operators’ international emissions. FAA will use the ERs, and optional ER CEFAs, to calculate aggregated emissions data for all U.S. operators. FAA will submit the aggregated emissions data to ICAO to demonstrate U.S. implementation of CORSIA.

**Respondents:** Respondents will be airplane operators subject to the applicability of Annex 16, Volume IV of the Chicago Convention. FAA expects between 42 and 50 operators to submit an EMP and ER. Some additional operators could submit an EMP and ER over time based on their international aviation activities.

**Frequency:** An EMP is a one-time submission. An ER and optional ER CEFA is an annual submission.

**Estimated Average Burden per Response:**

—For an EMP (one-time submission), FAA expects that filling and submitting an EMP could on average take approximately 28.6 hours.

—For an ER (annual submission), FAA expects that the reporting burden could be approximately 68 hours per operator using a Fuel Use Monitoring Method, inclusive of approximately 8 hours per operator that chooses to voluntarily submit an optional ER CEFA. FAA expects the reporting burden could be approximately 21.5 hours per operator for operators using a simplified Monitoring Method, inclusive of approximately 4 hours per operator that chooses to voluntarily submit an optional ER CEFA.

**Estimated Total Annual Burden:** Based on the above, FAA expects that the annual submission of an EMP and ER, including optional ER CEFA, could take approximately 37.5 to 115.5 hours for each of the 42–50 operators.

Issued in Washington, DC, on August 21, 2023.

**Julie Marks,**

*Executive Director (Acting), Office of Environment and Energy.*

[FR Doc. 2023–18319 Filed 8–24–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2023–0185]

#### Commercial Driver’s License: State of Hawaii; Application for Exemption

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

**ACTION:** Notice of application for exemption; request for comments.

**SUMMARY:** FMCSA announces that it has received an application from the state of Hawaii to exempt specified portions of the CDL skills test for drivers on the islands of Lanai and Molokai due to the lack of highway infrastructure to allow completion of the full skills test. Regulations require a CDL applicant to possess and demonstrate specific on-road safe driving skills, including the ability to choose a safe gap for changing lanes, passing other vehicles, and crossing or entering traffic and the ability to signal appropriately when changing direction in traffic. The state of Hawaii proposes to issue a restricted CDL to drivers who pass a limited CDL skills test in which the driver would not be required to demonstrate the ability to perform those on-road skills. FMCSA requests public comment on the applicant’s request for exemption.

**DATES:** Comments must be received on or before September 25, 2023.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System (FDMS) Number FMCSA–2023–0185 by any of the following methods:

- **Federal eRulemaking Portal:** [www.regulations.gov](http://www.regulations.gov). See the Public Participation and Request for Comments section below for further information.

- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building, Ground Floor, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. E.T., Monday through Friday, except Federal holidays.

- **Fax:** (202) 493–2251.

Each submission must include the Agency name and the docket number (FMCSA–2023–0185) for this notice. Note that DOT posts all comments received without change to [www.regulations.gov](http://www.regulations.gov), including any personal information included in a comment. Please see the Privacy Act heading below.

**Docket:** For access to the docket to read background documents or

comments, go to [www.regulations.gov](http://www.regulations.gov) at any time or visit the ground level of the West Building, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

**Privacy Act:** In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov). As described in the system of records notice DOT/ALL 14–FDMS, which can be reviewed at <https://www.transportation.gov/privacy>, the comments are searchable by the name of the submitter.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Clemente, Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards, FMCSA, at (202) 366–2722 or [richard.clemente@dot.gov](mailto:richard.clemente@dot.gov). If you have questions on viewing or submitting material to the docket, contact Dockets Operations at (202) 366–9826.

#### SUPPLEMENTARY INFORMATION:

##### I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

##### Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2023–0185), indicate the specific section of this document to which the comment applies, and provide a reason for suggestions or recommendations. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to [www.regulations.gov](http://www.regulations.gov) and put the docket number “FMCSA–2023–0185” in the keyword box, and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, click the “Comment” button, and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit. If you submit your