

Dated: May 10, 2013.

John F. Kerry,

Secretary of State.

[FR Doc. 2013-12613 Filed 5-24-13; 8:45 am]

BILLING CODE 4710-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for a Change in Use of Aeronautical Property and Long-Term Lease Approval at Harrisburg International Airport (MDT), Middletown, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public Comment.

SUMMARY: The Federal Aviation Administration is requesting public comment on the Susquehanna Area Regional Airport Authority's request to change 22 acres of airport property from aeronautical use to non-aeronautical use. The request also solicits approval for entering into a long-term lease for 2.893 acres within this area for a retail convenience store.

The parcel is located at Harrisburg International Airport (MDT) in Lower Swatara Township, Dauphin County, PA. The property is currently depicted on the Airport Layout Plan of record as airport property and consists of unimproved, undeveloped vacant land, which is partially paved and fenced. The land lies at the Northeast intersection of W. Harrisburg Pike (US Route 230) and Meade Avenue in Middletown, PA. The Parcel is further identified as Dauphin County identification parcels 36-023-008 and 009. The airport is proposing re-designating this 22-acre area as available for non-aeronautical use. The requested change is for the anticipated purpose of permitting the Airport Owner to enter into long-term lease agreements for commercial property development as a retail commercial center, consistent with the findings of The Highest and Best Use Study completed in 2011. A 2.893 acres sub parcel located within the subject area is ready to be developed. No land shall be sold as part of this land release request. This action will allow the re-designation of the 22-acre area, known as the "North 29", as land available for non-aeronautical use on the Airport Layout Plan (ALP). In addition, approval is sought by the Airport Authority to enter into a long-term lease agreement with a retail convenience store to be located on a 2.893 acre sub-plot located within the 22-acre plot. The documents reflecting

the Sponsor's request are available, by appointment only, for inspection at the Harrisburg International Airport, Executive Director's Office and the FAA Harrisburg Airport District Office in Camp Hill, PA.

DATES: Comments must be received on or before June 27, 2013.

ADDRESSES: Documents are available for review at the Susquehanna Area Regional Airport Authority Office located at Harrisburg International Airport: Timothy Edwards, Executive Director, Harrisburg International Airport, Susquehanna Area Regional Airport Authority, One Terminal Drive, Suite 300, Middletown, PA 17057, 717-948-3900, and at the FAA Harrisburg Airports District Office: Oscar D. Sanchez, Program Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011, (717) 730-2834.

FOR FURTHER INFORMATION CONTACT: Oscar D. Sanchez, Program Manager, Harrisburg Airports District Office (location listed above).

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to re-designate current aeronautical property at the Harrisburg International Airport as available for non-aeronautical use under the provisions of Section 47125(a) of Title 49 U.S.C.

The following is a brief overview of the request: The Susquehanna Area Regional Airport Authority (SARAA), that owns and operates Harrisburg International Airport (MDT), has requested the redesignation of a 22-acre parcel located on airport property, as available for non-aeronautical development. The 22-acre parcel is located in proximity to the Northeast intersection of W. Harrisburg Pike (US Route 230) and Meade Avenue in Middletown, PA. The Parcel is further identified as Dauphin County identification parcels 36-023-008 and 009. The request also solicits approval for entering into a long-term lease for 2.893 acres of this area for a retail convenience store. The Airport Authority has determined that it is in its best interest to encourage development under long-term leases of currently unused, vacant land assets as a means to diversify airport revenues. Due to the location of the property, the area known as the "North 29" serves no foreseeable aeronautical purpose and is available for non-aeronautical development. This land was conveyed to SARAA by the Commonwealth of Pennsylvania through its Department of Transportation by a deed dated 01/02/1998 and recorded in Dauphin County, Pennsylvania book 3008, page 425.

There are no known adverse impacts to the operation of the airport and the 22-acre parcel of land is not needed for future aeronautical development as shown on the Harrisburg International Airport approved Airport Layout Plan (ALP). There is to be no sale or transfer of property rights in connection with this Airport Layout Plan change. Any proceeds from the lease of the pending long-term commercial retail lease agreement or other future non-aeronautical development are to remain on the airport for capital development and to cover the operating costs of the Airport.

Any person may inspect the request by appointment at the FAA office address listed above.

Interested persons are invited to comment on the proposed change in use of the property. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, May 17, 2013.

Lori K. Pagnanelli,

Manager, Harrisburg Airports District Office.

[FR Doc. 2013-12617 Filed 5-24-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2012-0309]

Agency Information Collection Activities; Approval of a New Information Collection Request: Driver and Carrier Surveys Related to Electronic Onboard Recorders (EOBRs), and Potential Harassment Deriving From EOBR Use

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. The purpose of this new ICR is to broadly examine, by the collection of survey data, the issue of driver harassment and determine the extent to which Electronic Onboard Recorders (EOBRs) used to document drivers' hours of service (HOS) could be used by motor carriers or enforcement personnel to harass drivers or monitor driver productivity. The survey will collect information on the extent to which respondents believe that the use

of EOBRs may result in coercion of drivers by motor carriers, shippers, receivers, and transportation intermediaries. The proposed surveys for drivers and carriers collect information related to issues of EOBR harassment of drivers by carriers. FMCSA plans to publish a supplemental notice of proposed rulemaking on EOBRs. Prior to the issuance of a final rule, FMCSA will consider the survey results.

DATES: Please send your comments by June 27, 2013. OMB must receive your comments by this date in order to act on the ICR.

ADDRESSES: All comments should reference Federal Docket Management System (FDMS) Docket Number FMCSA-2012-0309. Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/Federal Motor Carrier Safety Administration, and sent via electronic mail to oir_submission@omb.eop.gov, faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Mr. Albert Alvarez, Research Division, Office of Analysis, Research and Technology, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave. SE., Washington, DC 20590. Telephone: (202) 385-2387; email albert.alvarez@dot.gov. Requests for additional information or copies of the information collection instrument and instructions should be directed to Gene Bergoffen, Principal, Maine Way Services, PO Box 166, Fryeburg, ME 04037. Telephone: 207 935-7948; email bergoffen@roadrunner.com.

SUPPLEMENTARY INFORMATION:

Title: Driver and Carrier Surveys Related to Electronic Onboard Recorders (EOBRs), and Potential Harassment Deriving from EOBR Use.

OMB Control Number: 2126-XXXX.

Type of Request: New ICR.

Respondents: Commercial motor vehicle (CMV) drivers and carriers.

Estimated Number of Respondents: 1,039 [(2 carrier in-depth interviews + 20 carrier pre-test Web interviews + 400 carrier main survey Web interviews + 100 carrier non-response telephone followup interviews) + [7 driver in-depth interviews + 510 driver intercept interviews) = 1,039].

Estimated Time per Response: The estimated average time per responses are as follows: 30 minutes for Form 5877, "In-Depth Interview With Carriers," Form 5878, "In-Depth Interview With Carriers Recruitment Questionnaire," and Form MCSA-5881, "In-Depth Interview With Drivers Recruitment Questionnaire;" 20 minutes for Form 5879, "Web Survey With Carriers," Form MCSA-5880, "In Depth Interview With Drivers Main Questionnaire," and Form MCSA-5881, "In Depth Interview With Drivers Recruitment Questionnaire;" and 10 minutes for Form MCSA-5885, "Intercept Survey With Carriers."

Expiration Date: N/A.

Frequency of Response: Once.

Estimated Total Annual Burden: 110.5 hours [(2 carrier in-depth interviews × 30 minutes/60 minutes) + (20 carrier pre-test Web interviews × 20 minutes/60 minutes) + (400 carrier main survey Web interviews × 20 minutes/60 minutes) + (100 carrier non-response telephone followup interviews × 10 minutes/60 minutes) + (7 driver in-depth interviews × 30 minutes/60 minutes) + (510 driver intercept interviews × 20 minutes/60 minutes)/3 year approval = 110.5].

Background

Motor carrier management and oversight of drivers' HOS is one of FMCSA's fundamental concerns. Motor carriers began to look to automated methods of recording drivers' record of duty status (RODS) in the mid-1980s as a way to save drivers' time and improve the efficiency of their compliance assurance procedures. In April 1985, the Federal Highway Administration (FHWA), the predecessor agency to FMCSA within the U.S. Department of Transportation (USDOT), granted the first of 10 waivers to allow use of onboard computers in lieu of requiring drivers to complete handwritten RODS.

After conducting notice-and-comment on the rulemaking regarding automated methods of recording RODS, the Agency issued a final rule on September 30, 1988. The rule revised part 395 of the Federal Motor Carrier Safety Regulations (FMCSRs) by allowing motor carriers the flexibility to equip CMVs with an automatic onboard recording device (AOBRD) in lieu of requiring drivers to complete handwritten RODS. The term "automatic onboard recording device" was defined under § 395.2 as follows:

an electric, electronic, electromechanical, or mechanical device capable of recording driver's duty status information accurately and automatically as required by § 395.15. The device must be integrally synchronized

with specific operations of the commercial motor vehicle in which it is installed. At a minimum, the device must record engine use, road speed, miles driven, the date, and time of day.

On April 5, 2010, FMCSA published a final rule to incorporate new performance standards for electronic onboard recorders (EOBRs) installed in CMVs manufactured on or after June 4, 2012 (75 FR 17208). The new rule required installation of EOBRs meeting the new performance standards in CMVs operated by motor carriers found by the Agency to have serious HOS noncompliance. EOBRs would have been required to record the CMVs location automatically at each change of duty status and at intervals while the CMV is in motion. Currently, onboard recorders are not required to do this. To ensure a smooth transition from AOBRDs to EOBRs, the final rule would have required that for CMVs manufactured on or after June 4, 2012, devices installed by a manufacturer or motor carrier would need to have met the requirements of § 395.16. CMVs manufactured prior to June 4, 2012, could be equipped with an HOS recording device that met the requirements of either § 395.15 (AOBRD) or § 395.16.

The 2010 EOBR rule was challenged in court based in part on concerns that EOBRs could be used to harass drivers. *Owner-Operators Independent Drivers Association v. U.S. Department of Transportation*, 656 F.3d 580 (7th Cir. 2011). At the time, a new rulemaking by FMCSA had been started that proposed to require certain motor carriers operating CMVs in interstate commerce to use EOBRs to document their drivers' HOS (76 FR 5537, February 1, 2011). Based on issues raised in the litigation on the April 2010 final rule, FMCSA published a notice requesting public comment on the harassment issue on April 13, 2011 (76 FR 20611). The Agency sought and received comments on the following items:

- Experiences drivers have had regarding harassment, including coercion by carriers to evade the HOS regulations;
- Whether such carrier activity would be permitted as productivity monitoring or would be barred by other statutory or regulatory provisions;
- Whether use of EOBRs would impact the ability of carriers, shippers, and other parties to harass or coerce drivers to violate HOS requirements;
- The effectiveness of mechanisms currently available under 49 CFR 392.3, 49 CFR part 395 and 49 U.S.C. 31105(a) to protect against carrier coercion; and

• Whether additional regulations or guidance from FMCSA are necessary to ensure that EOBR devices are not used to harass vehicle operators.

On August 26, 2011, the U.S. Court of Appeals for the Seventh Circuit vacated the Agency's April 2010 final rule on the use of EOBRs. The court stated that contrary to statutory requirements, the Agency failed to address the issue of driver harassment, including how EOBRs could potentially be used to harass drivers and ways to ensure that EOBRs were not used to harass drivers. The basis for the court's decision was FMCSA's failure to directly address a requirement in 49 U.S.C. 31137(a).

As a result of the court's ruling, carriers relying on electronic devices to monitor HOS compliance are currently governed by the rules that address the use of AOBRDs as in effect immediately before the court's ruling (49 CFR 395.15). On May 14, 2012, FMCSA rescinded the April 5, 2010, final rule, as amended September 13, 2010, in response to the court's decision to vacate the rulemaking. FMCSA had previously announced its intent to move forward with a proposal on EOBRs with a supplemental notice of proposed rulemaking (SNPRM) [77 FR 7562 (February 13, 2012)]. Congress subsequently mandated that the Secretary of Transportation adopt regulations requiring that CMVs involved in interstate commerce and operated by drivers who are required to keep records of duty status (RODS) be equipped with "electronic logging devices" (MAP-21, Pub. L. 112-141, § 32301(b), 126 Stat. 405, 786-788 [July 6, 2012], amending 49 U.S.C. 31137). MAP-21 retained the requirement that regulations ensure such devices not be used to harass drivers of CMVs and also required that certain regulations governing CMV safety ensure that drivers of CMVs are not coerced into operating in violation of regulations to be promulgated [Pub. L. 112-141, § 32911, 126 Stat. at 818 (amending 49 U.S.C. 31136(a))].

The objectives of the proposed driver and carrier surveys through this ICR are to broadly examine the issue of driver harassment and coercion and determine the extent to which EOBRs could be used to either harass and/or monitor driver productivity. These surveys will explore the relevant issues from the point of view of both drivers and carriers toward the use of EOBRs. The survey results will inform FMCSA in its ongoing rulemaking on EOBRs, including potential countermeasures or best practices that could ensure that EOBRs are not used to harass or coerce CMV drivers. The purpose of these

surveys is, in part, to respond to the court's suggestion that the Agency research the issue of driver harassment based on use of the device.

Comments From the Public

General Summary

The FMCSA received 36 comments to the 60-day **Federal Register** notice published December 13, 2012 (77 FR 74267), regarding the Agency's Information Collection Activities; Approval of a New Information Collection Request: Driver and Carrier Surveys Related to Electronic Onboard Recorders (EOBRs), and Potential Harassment Deriving from EOBR Use. There were no requests from commenters to receive copies of the survey and the documents associated with the survey that were available upon request as stated in the **Federal Register** notice. Of the 36 comments received three directly related to the survey. The remaining comments focused directly or indirectly on the effects of EOBRs in-truck operations.

Commenters included industry associations, motor carriers, and individual CMV drivers. The three commenters directly referencing the survey notice were the American Trucking Association (ATA), Owner-Operator Independent Drivers Association (OOIDA), and Trans Products & Tran Services.

Five comments from trucking companies addressed the use of EOBRs in their operations. One company had a neutral comment, one had a negative comment, and three had positive comments.

Twenty-six separate comments from CMV drivers generally opposed the use of EOBRs in truck operations according to the following four categories:

- One opposed the use of EOBRs and their intrusion into driver's rest and personal time;
- Twenty-one objected to the impact of EOBRs on driver fatigue/HOS given the unreasonable demands of carriers to exceed their legal driving time;
- Two opposed the excessive costs for small carriers in the purchase and maintenance of EOBRs; and
- Two said the use of EOBRs would be an invasion of privacy.

Four individual commenters supported EOBRs. Their reasoning was that EOBRs will enable CMV drivers to be accountable for ensuring they do not run over the legal HOS limits and, by the use of EOBRs, carriers will not be able to force drivers to drive beyond their HOS.

None of these commenters provided substantive information resulting in

changes to the proposed survey or its associated documents. However, FMCSA does appreciate all these comments and will consider them when reviewing the findings of the survey project.

ATA wrote a supportive letter for the use of EOBRs and the survey project goals. It stated "ATA supports laws and regulations mandating the use of electronic logging devices (ELDs)—often called electronic onboard recorders or EOBRs—for recording drivers' compliance with Federal hours-of-service regulations. ATA also supports the FMCSA plan to survey drivers and carriers on how ELDs can be used to monitor productivity and their potential use as a tool to harass drivers."

OOIDA commented that it "support[s] the goals of the proposed survey." It further stated "OOIDA submits these comments to encourage the Agency to design this effort in a way that collects information on the wide range of pertinent driver experiences."

Trans Products & Tran Services, which offers trucking regulation support and education, opposed the plan survey stating:

We feel this survey will be inadequate and will not fairly represent the entire industry that will be potentially affected by a final rule requiring all commercial motor carriers to have EOBRs as a way to record driver hours of service. Furthermore we do not feel that the data retrieved and recorded will significantly reduce crashes.

FMCSA Response

ATA

FMCSA agrees with ATA on the need for the survey, the findings, and the survey's potential importance to the trucking industry.

TRANS PRODUCTS & TRAN SERVICES

The commenter raised two concerns related to the survey process. First, the commenter stated that the survey will not represent the proper pool of affected drivers. FMCSA plans to randomly survey drivers at truck stops and will sample an adequate sample of drivers who actually use EOBRs. But the first questions being asked will be tested with a random sample of drivers contacted through a telephone survey. FMCSA believes that this sample strategy will be generally representative of the universe of drivers that currently use and will be potentially required to use EOBRs.

Second, this commenter raised a concern that drivers will not feel free to comment because of the fear of intimidation by their superiors. In response, no surveys conducted at truck stops will identify the driver or the

company for which he/she works for, and the data will be aggregated and not associated with any individual or fleet.

OOIDA

FMCSA understands that OOIDA supports the goals of the proposed survey but raises questions as to whether the survey process will reflect concerns of drivers. The OOIDA comments also suggest some content for the surveys.

OOIDA raised concerns about the composition of the research team and question whether drivers are adequately represented at this stage. In response, given the contentious nature of this issue, FMCSA selected a team of

consultants and academic researchers with expertise in the motor carrier industry and survey design. Nonetheless, we look forward to working with OOIDA, as well as other parties from the driver and carrier community, to optimize the effectiveness of this survey.

The following table notes FMCSA's reply to OOIDA's suggestions in response to four questions in the notice of December 13, 2012. Additionally, it is important to note that the surveys were developed after intensive review of OOIDA's earlier submissions including comments relating to potential EOBR regulations. The FMCSA also reviewed

the complete docket of comments, which includes driver input from public listening sessions held in 2012. In addition, FMCSA considered public input provided at a subcommittee meeting of FMCSA's Motor Carrier Safety Advisory Committee, of which an OOIDA official is a member.

As part of the survey development there will be interviews of randomly selected drivers and fleets on the survey instruments. The purpose is to test the survey before it is provided to drivers and fleet carriers.

Responses to OOIDA's concerns are provided in regular text in the chart below.

Page/reference of OOIDA comment	
6; III-A-2	<p><i>OOIDA commented: Without knowing the number of questions and the scope of the discussions that FMCSA interviewers intend to conduct, it is difficult to judge whether the estimated time burden in the notice is accurate.</i></p> <p>Reply: The truck drivers' intercept survey is estimated to have a burden of 20 minutes per interview. A series of questions focuses on 14 different interactions between drivers and their supervisors. Drivers are asked the following about them: the frequency with which they occur; which, if any, they consider harassment; which, if any, they see as coming from the existence of an EOBR (if their truck has one); and which, if any, are rooted in other truck functionality. In addition, information is gathered about coercion and management reactions to driver's reluctance to obey management's instructions. The draft list of interactions is as follows:</p> <p>Schedules:</p> <ul style="list-style-type: none"> A. Ask you to meet a customer load schedule you viewed as unrealistic. B. Ask a customer to adjust a load schedule so it was realistic for you. <p>Fatigue:</p> <ul style="list-style-type: none"> C. Ask you to operate when you judged you were fatigued. D. Ask that you shut down if you felt fatigued. <p>Logging and breaks:</p> <ul style="list-style-type: none"> E. Ask you to log inaccurately to get more work time or delay a break. F. Ask you to log accurately when you could have had more work time or delayed a break by being inaccurate. G. Change your log record after it was made to give you more work time or delay a break. H. Ask you to take sufficient time off duty to recover from fatigue. <p>Communications:</p> <ul style="list-style-type: none"> I. Interrupt your off-duty time with a message that woke you up. J. Contact you promptly about a new job task so you didn't have to wait without pay. <p>Paid and Unpaid Time:</p> <ul style="list-style-type: none"> K. Pay you for customer delays in picking up or delivering freight. L. Require you to wait for customer delays for more than 2 hours without pay. M. Arrange your loads so you had little delay time between loads. N. Require you to wait between loads for more than 2 hours without pay.
6; III-A-3-a	<p><i>OOIDA commented: FMCSA would enhance the quality, usefulness, and clarity of the information collected if it: a) collected sufficient data from drivers who operated an EOBR rather than just a random sample.</i></p> <p>Reply: We are aware that a minority of truck drivers use EOBRs. The plan for intercepts is designed to limit the number of truck drivers without EOBRs in order to oversample truck drivers with EOBRs. Quotas will be established throughout day-parts in order to ensure that drivers with and without EOBRs will be interviewed through the course of the day, limiting day-part bias.</p>
6; III-A-3-b	<p><i>OOIDA commented: FMCSA would enhance the quality usefulness, and clarity of the information collected if it: b) asked drivers whether they had experienced each of the examples of the type of harassment outlined in these comments.</i></p> <p>Reply: As noted above, drivers will be handed a list of interactions with their carriers, asked whether they have experienced them, and asked whether or not they consider them harassment.</p>
6; III-A-3-c	<p><i>OOIDA commented: FMCSA would enhance the quality, usefulness, and clarity of the information collected if it: c) guaranteed drivers' confidentiality to ensure candor without fear of retaliation or enforcement actions.</i></p> <p>Reply: Promises of confidentiality are made at the beginning of the survey. The language currently reads as follows: "All responses to this collection of information are voluntary and confidentiality will be provided to the extent allowed by law."</p>
7; III-A-3-d	<p><i>OOIDA commented: FMCSA would enhance the quality, usefulness, and clarity of the information collected if it: d) ensured the survey was broad enough to inquire to the types of harassment described in these comments.</i></p> <p>Reply: Please see the list of interactions listed above.</p>
7; III-A-4	<p><i>OOIDA commented: The burden of the survey would be reduced if drivers were asked whether they had specifically been harassed, rather than asking driver broad, nonspecific questions.</i></p> <p>Reply: We agree and believe the list of interactions is specific.</p>
14	<p><i>OOIDA commented: Include law enforcement use or non-use of EOBRs.</i></p>

Page/reference of OOIDA comment	
	<p>Reply: Regarding law enforcement use (or non-use) of EOBRs, members of law enforcement are currently not included in the survey plan as respondents, but drivers' experiences with them are. Drivers with EOBRs are asked the following two questions:</p> <p>Have you ever had a problem producing your electronic hours-of-service records for a law enforcement officer? If so, was this problem big enough that you felt harassed by the request to see your records?</p> <p>Carriers are not asked this pair of questions.</p>

OOIDA also expressed a concern regarding measures to prevent carriers from harassing drivers through the use of EOBRs. The qualitative questionnaires for both carriers and drivers ask participants what could be done to prevent this, either through the technology itself or in processes surrounding EOBR usage. Additionally, the issue is addressed in the quantitative surveys. Carriers and drivers are asked to identify (from a list) actions which they think are "good ideas" to prevent carriers from harassing their drivers. In addition, carriers and drivers are asked what FMCSA actions would be appropriate in response to carrier harassment. For specific examples of relevant questions regarding mitigation see: Qualitative, Carriers: 18b, 19; Qualitative, Drivers: 18; Quantitative, Carriers: 26, 27; and Quantitative, Drivers: 32, 33.

No party requested a copy of the survey instruments and associated documents before their submission. These documents were, however, available upon request as stated in the 60-day notice (77 FR 74267, Dec. 13, 2012). Should FMCSA receive a request for these instruments or documents, FMCSA will post them in the docket for this ICR to ensure broad public access.

FMCSA will publish a SNPRM on EOBRs and will consider survey results concerning the EOBR use by motor carriers to ensure that EOBRs are not used by carriers to harass or coerce drivers prior to the issuance of a final rule.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including the following: (1) Whether the proposed collection is necessary for FMCSA to perform its functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and 4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued on: May 20, 2013.

Dr. G. Kelly Leone,

Associate Administrator, Office of Research and Information Technology and Chief Information Officer.

[FR Doc. 2013-12564 Filed 5-24-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2013-0002-N-12]

Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking re-approval of the following information collection activities that were previously approved by OMB under Emergency Clearance Procedures. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Comments must be received no later than July 29, 2013.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 17, Washington, DC 20590, or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-____." Alternatively, comments may be transmitted via facsimile to (202) 493-6216 or (202) 493-6497, or via email to Mr. Brogan at Robert.Brogan@dot.gov, or

to Ms. Toone at Kim.Toone@dot.gov. Please refer to the assigned OMB control number and the title of the information collection in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Safety, RRS-21, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 17, Washington, DC 20590 (telephone: (202) 493-6292) or Ms. Kimberly Toone, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Ave. SE., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6132). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Public Law 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval of such activities by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic