

(OMB) control number 1652-0051, abstracted below that we will submit to OMB for renewal in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The collection involves the submission of contact information of Rail Security Coordinators (RSCs) and alternate RSCs from freight railroad carriers; shippers and receivers of certain hazardous materials; passenger railroad carriers, including each carrier operating light rail or heavy rail transit service on track that is part of the general railroad system of transportation and rail transit systems. Also, these persons are required to report significant security concerns, including security incidents, suspicious activity, and any threat information. In addition, freight railroad carriers and the affected shippers and receivers of hazardous materials are required to document the transfer of custody of certain hazardous materials.

DATES: Send your comments by July 14, 2014.

ADDRESSES: Comments may be emailed to TSAPRA@dhs.gov or delivered to the TSA PRA Officer, Office of Information Technology (OIT), TSA-11, Transportation Security Administration, 601 South 12th Street, Arlington, VA 20598-6011.

FOR FURTHER INFORMATION CONTACT: Christina A. Walsh at the above address, or by telephone (571) 227-2062.

SUPPLEMENTARY INFORMATION:

Comments Invited

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The ICR documentation is available at <http://www.reginfo.gov>. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological

collection techniques or other forms of information technology.

Information Collection Requirement

TSA collects and uses contact information for rail security officials under 49 CFR part 1580 (the Rail Transportation Security Rule) to enhance the security of the Nation's rail systems. The Rail Transportation Security Rule requires freight railroad carriers, certain rail hazardous materials shipper and receiver facilities, passenger railroad carriers, and rail mass transit systems to designate and submit contact information for a RSC and at least one alternate RSC to TSA.

Section 1580.103 of the Rail Transportation Security Rule requires freight railroad carriers, shippers, and receivers in a High Threat Urban Area (HTUA) that handle certain categories and quantities of hazardous materials set forth in sec. 1580.100(b), known as "rail security-sensitive materials" (RSSM), to provide location and shipping information on rail cars under their physical custody and control to TSA upon request. The specified categories and quantities of RSSM cover explosive materials, materials poisonous by inhalation, and radioactive materials.

The Rail Transportation Security Rule requires a secure chain of physical custody for rail cars containing RSSM which, in turn, requires freight railroad carriers and certain hazardous materials shippers, and receivers of RSSM to document the transfer of custody of certain rail cars in writing or electronically and to retain these records for a minimum of 60 days. Specifically, 49 CFR 1580.107 requires documentation of the secure exchange of custody of rail cars containing RSSM between: A rail hazardous materials shipper and a freight railroad carrier; two separate freight railroad carriers, when the transfer of custody occurs within an HTUA or outside of an HTUA but the rail car may subsequently enter an HTUA; and a freight railroad carrier and a rail hazardous materials receiver located within an HTUA. The documentation must uniquely identify that the rail car was attended during the transfer of custody, including car initial and number; identification of individuals who attended the transfer (names or uniquely identifying employee number); location of transfer; and date and time the transfer was completed.

This Rail Transportation Security Rule also requires freight railroad carriers, certain rail hazardous materials shipper and receiver facilities, passenger railroad carriers, and rail mass transit systems to report to TSA

significant security concerns, which include security incidents, suspicious activities, and threat information. See 49 CFR 1580.105 and 1580.203.

The total burden for this collection is approximately 54,023 hours.

Issued in Arlington, Virginia, on May 8, 2014.

Christina A. Walsh,

TSA Paperwork Reduction Act Officer, Office of Information Technology.

[FR Doc. 2014-10996 Filed 5-13-14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Intent To Request Renewal From OMB of One Current Public Collection of Information: Critical Facility Information of the Top 100 Most Critical Pipelines

AGENCY: Transportation Security Administration, DHS.

ACTION: 60-Day notice.

SUMMARY: The Transportation Security Administration (TSA) invites public comment on one currently approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652-0050, abstracted below that we will submit to OMB for renewal in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The Implementing Recommendations of the 9/11 Commission Act of 2007 (9/11 Act) required TSA to develop and implement a plan to inspect critical pipeline systems.

DATES: Send your comments by July 14, 2014.

ADDRESSES: Comments may be emailed to TSAPRA@dhs.gov or delivered to the TSA PRA Officer, Office of Information Technology (OIT), TSA-11, Transportation Security Administration, 601 South 12th Street, Arlington, VA 20598-6011.

FOR FURTHER INFORMATION CONTACT: Christina Walsh at the above address, or by telephone (571) 227-2062.

SUPPLEMENTARY INFORMATION:

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In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control

number. The ICR documentation is available at <http://www.reginfo.gov>. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Information Collection Requirement

OMB Control Number 1652-0050; *Critical Facility Information of the Top 100 Most Critical Pipelines: The 9/11 Act* specifically tasked TSA to develop and implement a plan for inspecting critical facilities of the 100 most critical pipeline systems. (See sec. 1557 of the 9/11 Act (Pub. L. 110-53 codified at 6 U.S.C. 1207)). Pipeline operators determined their critical facilities based on guidance and criteria set forth in the TSA Pipeline Security Guidelines published in April 2011.

TSA intends to continue visiting critical pipeline facilities and collecting site-specific information from pipeline operators on facility security policies, procedures, and physical security measures. This collection is voluntary. TSA will collect information obtained during the visits using a Critical Facility Security Review (CFSR) Form. The CFSR differs from a Corporate Security Review (CSR) conducted by TSA in that a CSR looks at corporate or company-wide security management plans and practices while the CFSR will look at individual pipeline facility security measures and procedures.¹ TSA is seeking OMB approval to continue utilizing the CFSR document during critical facility reviews in order to collect facility security information. Information collected from the reviews will be analyzed and used to determine strengths and weaknesses at the nation's critical pipeline facilities, areas to target for risk reduction strategies, pipeline industry implementation of the voluntary guidelines, and the need for

regulations in accordance with the 9/11 Act provisions previously cited. TSA anticipates visiting 90 critical facilities each year.

TSA is also seeking OMB approval to continue its follow up procedure with pipeline operators on their implementation of security improvements and recommendations made during facility visits. During critical facility visits, TSA documents and provides recommendations to improve the security posture of the facility. TSA intends to continue to follow up with pipeline operators via email on their status toward implementation of the recommendations made during the critical facility visits. The follow up will be conducted between approximately 12 and 24 months after the facility visit.

TSA will use the information collected to determine to what extent the pipeline industry is implementing the 2011 guidance document and security improvement recommendations made during critical facility visits. The information provided by owners or operators for each information collection is Sensitive Security Information (SSI), and it will be protected in accordance with procedures meeting the transmission, handling, and storage requirements of SSI set forth in 49 CFR parts 15 and 1520.

The annual burden for the approval of the information collection related to the Critical Facility Review Form is estimated to be 360 hours. A maximum of 90 facility reviews will be conducted each year with each review taking approximately 4 hours (90 × 4).

The annual burden for the approval of the information collection related to the follow up on the recommendations made to facility operators is estimated to be 450 hours. TSA estimates each operator will spend approximately 5 hours to submit a response to TSA regarding its implementation of security recommendations made during critical facility visits. If a maximum of 90 critical facilities are reviewed each year, and TSA follows up with each facility operator between approximately 12 and 24 months following the visit, the total annual burden is 450 (90 × 5) hours.

The estimated number of respondents will be 90 for the critical facility review form and 90 for the recommendations follow-up, for a total of 180 respondents. The total estimated burden is 810 hours annually, 360 hours for the critical facility review form, plus 450 hours for the recommendations follow-up procedure.

Dated: May 8, 2014.

Christina Walsh,

TSA Paperwork Reduction Act Officer, Office of Information Technology.

[FR Doc. 2014-10997 Filed 5-13-14; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[FWS-R2-ES-2014-N004;
FXES1113010000C4-123-FF01E00000]

Endangered and Threatened Wildlife and Plants; 5-Year Status Reviews of Little Colorado Spinedace, Sentry Milk-Vetch, Siler Pincushion Cactus, Slender Rush-Pea, and Yuma Clapper Rail in the Southwest Region

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Notice of initiation of reviews; request for information.

SUMMARY: We, the U.S. Fish and Wildlife Service, are initiating 5-year status reviews under the Endangered Species Act of 1973, as amended (Act), of the threatened Little Colorado spinedace (*Lepidomeda vittata*), endangered sentry milk-vetch (*Astragalus cremnophylax* var. *cremnophylax*), threatened Siler pincushion cactus (*Pediocactus* (= *Echinocactus*, = *Utahia*) *sileri*), endangered slender rush-pea (*Hoffmannseggia tenella*), and the endangered Yuma clapper rail (*Rallus longirostris yumanensis*). A 5-year review is based on the best scientific and commercial data available at the time of the review; therefore, we are requesting submission of any such information that has become available since our original listing of these five species or since the last 5-year review.

DATES: To ensure consideration, we are requesting submission of new information no later than July 14, 2014. However, we will continue to accept new information about any listed species at any time.

ADDRESSES: For how to submit information, see Request for Information and "How Do I Ask Questions or Provide Information?" in the **SUPPLEMENTARY INFORMATION** section.

FOR FURTHER INFORMATION CONTACT: For information on a particular species, contact the appropriate person or office listed in the table in the **SUPPLEMENTARY INFORMATION** section.

SUPPLEMENTARY INFORMATION:

¹ See OMB Control No. 1652-0056 for the PRA approval of information collection for pipeline CSRs.