

IX, Pub. L. 116–94), as amended (the Act), and codified in 22 U.S.C. 2680b, I hereby delegate to the Under Secretary of State for Management, to the extent authorized by law, the authority to designate “another foreign country” for purposes of the definition of “Covered Employee,” “Covered Individual,” and “Qualifying Injury”, as provided in subsections (e)(2), (e)(3)(A), (e)(4)(A)(i), (e)(4)(B)(i), and (f) of § 901, as amended (22 U.S.C. 2680b(e)(2); 22 U.S.C. 2680b(e)(3)(A); 22 U.S.C. 2680b(e)(4)(A)(i); 22 U.S.C. 2680b(e)(4)(B)(i); and 22 U.S.C. 2680b(f)).

Any act, regulation, or procedure subject to, or affected by, this delegation shall be deemed to be such act, regulation, or procedure as amended from time to time.

The Secretary, the Deputy Secretary, and the Deputy Secretary for Management and Resources, may also exercise the authorities delegated herein. Nothing in this delegation shall be deemed to supersede or modify any other delegation of authority. This document shall be published in the **Federal Register**.

Dated: January 17, 2023.

Antony J. Blinken,
Secretary of State.

[FR Doc. 2023–01482 Filed 1–24–23; 8:45 am]

BILLING CODE 4710–10–P

DEPARTMENT OF STATE

[Public Notice 11976]

Notice of a Public Meeting in Preparation for the International Maritime Organization FAL 47 Meeting

The Department of State will conduct a public meeting at 10:00 a.m. on Tuesday, March 7, 2023, both in-person at the offices of ABSG Consulting in Washington, DC, and via teleconference. The primary purpose of the meeting is to prepare for the forty-seventh session of the International Maritime Organization’s (IMO) Facilitation Committee (FAL 47) to be held at IMO Headquarters in London, United Kingdom from Monday, March 13, 2023, to Friday, March 17, 2023.

Members of the public may participate in-person or up to the capacity of the teleconference phone line, which can handle 500 participants. To RSVP, participants should contact the meeting coordinator, Mr. James Bull, by email at James.T.Bull@uscg.mil. The meeting location will be the offices of ABSG Consulting at 80 M Street SE, Suite 480, Washington, DC 20003, and

the teleconference line will be provided to those who RSVP.

The agenda items to be considered at this meeting mirror those to be considered at FAL 47, and include:

- Opening of the session
- Adoption of the agenda; report on credentials
- Decisions of other IMO bodies
- Consideration and adoption of amendments to the Convention
- Review and update of the Explanatory Manual to the FAL Convention
- Application of single window concept
- Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions
- Consideration of descriptions of Maritime Services in the context of e-navigation
- Development of guidelines for harmonized communication and electronic exchange of operational data for port calls
- Development of guidelines on Port Community Systems
- Unsafe mixed migration by sea
- Consideration and analysis of reports and information on persons rescued at sea and stowaways
- Measures to address Maritime Autonomous Surface Ships (MASS) in the instruments under the purview of the Facilitation Committee
- Introduction of the API/PNR concept in maritime transport
- Analysis of possible means of auditing compliance with the Convention on Facilitation of International Maritime Traffic
- Technical cooperation activities related to facilitation of maritime traffic
- Relations with other organizations
- Application of the Committee’s procedures on organization and method of work
- Work program
- Election of Chair and Vice-Chair for 2024
- Any other business
- Consideration of the report of the Committee on its forty-seventh session

Please note: The Committee may, on short notice, adjust the FAL 47 agenda to accommodate the constraints associated with the meeting format. Although no changes to the agenda are anticipated, if any are necessary, they will be provided to those who RSVP.

Those who plan to participate may contact the meeting coordinator, Mr. James Bull, by email at James.T.Bull@uscg.mil or in writing at 2703 Martin Luther King Jr. Ave. SE, Stop 7501, Washington, DC 20593–7501. Members

of the public needing reasonable accommodation should advise Mr. James Bull not later than February 28, 2023. Requests made after that date will be considered, but might not be possible to fulfill.

Additional information regarding this and other IMO public meetings may be found at: <https://www.dco.uscg.mil/IMO>.

(Authority: 22 U.S.C. 2656 and 5 U.S.C. 552)

Emily A. Rose,

Coast Guard Liaison Officer, Office of Ocean and Polar Affairs, Department of State.

[FR Doc. 2023–01442 Filed 1–24–23; 8:45 am]

BILLING CODE 4710–09–P

DEPARTMENT OF STATE

[Delegation of Authority No. 479–1]

Re-Delegation; Authority To Invoke the Deliberative-Process Privilege

By virtue of the authority vested in Department of State Legal Adviser by Delegation of Authority 479, dated December 17, 2019, and to the extent authorized by law, I hereby re-delegate the authority to assert the deliberative-process privilege in judicial and administrative proceedings to the Deputy Legal Advisers.

The guidelines and exclusions contained in Delegation of Authority 479 apply to this re-delegation.

This delegation does not repeal or modify any delegation of authority currently in effect. This delegation does not rescind or disapprove of any of the Department’s prior invocations of the deliberative-process privilege.

This delegation of authority shall be published in the **Federal Register**.

Dated: January 16, 2023.

Richard C. Visek,

Acting Legal Adviser, U.S. Department of State.

[FR Doc. 2023–01485 Filed 1–24–23; 8:45 am]

BILLING CODE 4710–08–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2022–17111]

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 Office of Management and Budget (OMB) approval to renew an information collection. 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) to the FAA. Airplane operators may also submit an optional ER CORSIA Eligible Fuels Annex (CEFA) to the FAA if they want to receive credit for their use of CORSIA Eligible Sustainable Aviation Fuel (SAF) or Lower Carbon Aviation Fuel (LCAF). 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 March 27, 2023.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field).

By mail: Kevin Partowazam, Federal Aviation Administration, AEE-5, 800 Independence Ave. SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Kevin Partowazam by email at: 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. The agency will summarize and/or include your comments in the request for OMB’s clearance of this information collection.

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 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 CO₂ 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 will have needed to develop an MRV system for CO₂ 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 CO₂ emissions from international flights.

Operators that are subject to the applicability of CORSIA will submit their EMPs, ERs, and ER CEFA’s electronically.¹

Each document uses Microsoft Excel-based templates and can be transmitted via email or uploaded to a web portal. EMPs that are submitted by operators will be used as a collaborative tool between the operator and FAA to

¹ CORSIA applies to airplane operators that produce annual CO₂ 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.

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 CO₂ per year, will gather data through a “fuel use monitoring method.” Small operators, i.e., those emitting less than 500,000 metric tons of CO₂ per year, can use a simplified monitoring method. Annual ERs and optional ER CEFA’s that are submitted to FAA by operators and verifiers will be used to document each operators’ international emissions. FAA will use the ERs and ER CEFA’s 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. Since the CORSIA MRV Program was originally launched, FAA received 30 EMPs from participating operators, along with an annual ER from each. 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: FAA expects that filling and submitting an EMP could take an average of approximately 28.6 hours per operator. FAA expects that for operators using a Fuel Use Monitoring Method, the reporting hour burden could be approximately 47.5 hours per operator, per year. For operators using a simplified Monitoring Method, the reporting hour burden could be approximately 16 hours per operator, per year.

Estimated Total Annual Burden: Based on the above, FAA expects that the average annual submission of an ER could take approximately 49.4 hours per operator, per year. For operators using a Fuel Use Monitoring Method, this includes 60 hours per operator, per year for filling and reporting an ER and an additional potential 8 hours for filling and reporting the ER CEFA. For operators using simplified Monitoring Methods, this includes 17.5 hours per operator, per year for filling and reporting an ER and an additional potential 4 hours for filling and reporting the ER CEFA.

Issued in Washington, DC, on January 19, 2023.

Kevin Welsh,

Executive Director, Office of Environment and Energy.

[FR Doc. 2023-01405 Filed 1-24-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2009-0074]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated October 31, 2022, Canadian National Railway Company (CN), the Transportation Division of the International Association of Sheet Metal, Air, Rail, and Transportation Workers, and the Brotherhood of Locomotive Engineers and Trainmen collectively petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the hours of service laws contained at title 49 United States Code (U.S.C.) section 21103(a). The relevant FRA Docket Number is FRA-2009-0074.

Specifically, petitioners requested an extension of the existing relief from the provisions of 49 U.S.C. 21103(a)(4), which in part, provides that a train employee may not be required or allowed to remain or go on duty after that employee has initiated an on-duty period each day for 6 consecutive days, unless that employee has had at least 48 hours off duty at the employee's home terminal. In support of the request, petitioners explained that CN has operated these schedules of 6 consecutive on-duty periods followed by 24 hours off duty successfully since 2002 and that the relief is "very unlikely to have had any impact on any recent safety trends." Petitioners further state that CN's recent internal review of human factor-caused accidents has determined that "the absence of human factors incidents involving persons covered under this waiver demonstrates that continued operation under the waiver has not caused a problem with safety."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

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 and a public hearing, 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 at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by March 27, 2023 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to 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>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety Chief Safety Officer.

[FR Doc. 2023-01450 Filed 1-24-23; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2023-0004]

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System

Under part 235 of title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by letter dated January 9, 2023, Union Pacific Railroad Company (UPRR) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2023-0004.

Specifically, UPRR requests a suspension of block signals between CP Reynard (F 417) and CP Phil (F 430) on the Winnemucca Subdivision, near Gerlach, Nevada. UPRR explains that this suspension would be temporary, and UPRR would later request to "remove [Centralized Traffic Control (CTC)] limits and replace with [Track Warrant Control (TWC)] limits through the same area." In support of its request, UPRR states that its dispatching software cannot grant track warrants through the subject area, but when they can grant track warrants, UPRR will notify FRA prior to implementation of TWC limits. UPRR requests the suspension of block signals for up to six months from the date of approval. UPRR explains that the reason for the proposed suspension is that UPRR "has an incurable situation with contaminated track conditions that will not allow the signal system to function properly."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

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 and a public hearing, 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 at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications received by February 24, 2023 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable. FRA notes that it may consider the application before the end of this comment period, but any final action would be contingent on subsequent consideration of any comments that may be received in this docket.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to