

through September 4, 2025, 11:59 p.m. local time, unless revoked.

A. Applicability of Exemption

This exemption is restricted to individuals employed by R.J. Corman and Cranemasters while driving CMVs to the site of an “unplanned event” which includes the following:

- A derailment;
- a rail failure or other report of a dangerous track condition;
- a track occupancy light;
- a disruption to the electric propulsion system;
- a bridge-strike;
- a disabled vehicle on the train tracks;
- a train collision;
- weather- and storm-related events, including fallen trees and other debris on the tracks, snow, extreme cold or heat, rock and mud slides, track washouts, and earthquakes; and
- a matter concerning national security or public safety, including a blocked grade crossing.

B. Terms and Conditions

1. When operating under this exemption, drivers and carriers:
 - May extend the 14-hour duty period in 49 CFR 395.3(a)(2) to no more than 17 hours;
 - May not exceed 11 hours of driving time, following 10 consecutive hours off duty;
 - May extend the 60- and 70-hour rule in 49 CFR 395.3(b) by no more than 6 hours; and
 - May not travel more than 300 air miles from the normal work-reporting location or terminal.
2. Drivers must comply with the applicable HOS limits after arriving at the site and drivers must record all time working to restore rail service as on duty, not driving time.
3. Drivers may take advantage of the Agency’s personal conveyance regulatory guidance when travelling between the unplanned event work site and nearby lodging or dining facilities (June 7, 2018; 83 FR 26377). If that guidance is not applicable to the trip, CMV drivers who have reached the HOS limits must be transported from the work site by an individual who is not subject to HOS restrictions or use a vehicle that does not meet FMCSA’s definition of a CMV (49 CFR 390.5) when they leave the site.
4. Drivers must complete the Driver Education Module 3 and the Driver Sleep Disorders and Management Module 8 of the North American Fatigue Management Program (NAFMP) (www.nafmp.org) prior to operating under the exemption; and

5. Motor carriers and drivers must comply with all other provisions of the Federal Motor Carrier Safety Regulations.

C. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation applicable to interstate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

D. Notification to FMCSA

R.J. Corman and Cranemasters must notify FMCSA within 5 business days of any accident (as defined in 49 CFR 390.5), involving any of the motor carrier’s CMVs operating under the terms of this exemption. The notification must include the following information:

1. Identifier of the Exemption: “R.J. Corman/Cranemasters”;
 2. Name of operating carrier and USDOT number;
 3. Date of the crash;
 4. City or town, and State, in which the accident occurred, or closest to the crash scene;
 5. Driver’s name and license number;
 6. Co-driver’s name (if any) and license number;
 7. Vehicle number and State license number;
 8. Number of individuals suffering physical injury;
 9. Number of fatalities;
 10. The police-reported cause of the crash, if provided by the enforcement agency;
 11. Whether the driver was cited for violation of any traffic laws, motor carrier safety regulations; and
 12. The total on-duty time accumulated during the 7 consecutive days prior to the date of the crash, and the total on-duty time and driving time in the work shift prior to the crash.
- Reports filed under this provision shall be emailed to MCPSD@DOT.GOV.

E. Termination

FMCSA does not believe the drivers covered by this exemption will experience any deterioration of their safety record. However, the exemption will be rescinded if: (1) R.J. Corman, Cranemasters, or the drivers operating under the exemption fail to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than

was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objects of 49 U.S.C. 31136(e) and 31315(b).

VI. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all persons interested in the application for an exemption renewal. All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Adrienne E. Camire,

Acting Administrator.

[FR Doc. 2025–03764 Filed 3–7–25; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2025–0016]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) summarized below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

DATES: Interested persons are invited to submit comments on or before May 9, 2025.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on www.regulations.gov to the docket, Docket No. FRA–2025–0016. All comments received will be posted without change to the docket, including

any personal information provided. Please refer to the assigned OMB control number (2130–0004) in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice, made available to the public, and include them in its information collection submission to OMB for approval. FRA will summarize comments received in response to this notice in a subsequent notice, made available to the public, and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Ms. Arlette Mussington, Information Collection Clearance Officer, at email: arlette.mussington@dot.gov or telephone: (571) 609–1285 or Ms. Joanne Swafford, Information Collection Clearance Officer, at email: joanne.swafford@dot.gov or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 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 to allow comment on information collection activities before seeking OMB approval of the activities. *See* 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) 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; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. *See* 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative

and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, comments received will advance three objectives: (1) reduce reporting burdens; (2) organize information collection requirements in a “user-friendly” format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. *See* 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Railroad Locomotive Safety Standards and Event Recorders.

OMB Control Number: 2130–0004.

Abstract: This notice includes revisions to a currently approved ICR for the Railroad Locomotive Safety Standards (LSS), and revisions to existing OMB Form FRA F 6180.49A, Locomotive Inspection and Repair Record. The LSS (49 CFR part 229) require locomotives and their appurtenances to be in proper condition and safe to operate in the service to which they are put and include specific inspection, repair, and maintenance requirements. Locomotive inspection, repair, and maintenance records are used to help ensure locomotives are safe to operate. Form FRA F 6180.49A is the main record used to collect required information from inspection, maintenance, and testing of each locomotive. The LSS also require collection of event recorder data. The data gathered from locomotive event recorders is used by the railroad industry to improve train handling and promote the safe and efficient operation of trains throughout the country. Locomotive event recorders also provide FRA and State railroad safety inspectors with verified data elements for use in their oversight responsibilities that show how trains are operated from lead locomotives.

This notice includes changes to Form FRA F 6180.49A recommended by the Association of American Railroads on behalf of its Locomotive Committee membership as detailed below:

- In Block #6—“Propelled by,” FRA has added four (4) new permissible values for the following propulsion technologies: Hydrogen Electric; Hydrogen Internal Combustion Engine (ICE); Battery Electric; and Natural Gas.

- In Block #15—“Items,” FRA has added new Item Code “8. Hand/Park Brake” to clarify and reference what is reported under the Test Type blocks for the block currently titled “Hand Brake 232.105(c)”. This block has also been updated to read “Hand/Park Brake 232.105(c)” for consistency.

Additionally, FRA has made multiple adjustments that increased the previously approved burden hours from 232,525 to 245,200 hours. While the edits to Form FRA F 6180.49A reduced the average time per response from 15 minutes to 13.5 minutes, the overall burden was increased by 12,675 hours. This increase, after a thorough review, is due to the aging fleet, a reduction of repair shops, and optimization of their services. In addition, because of an increase in remote control locomotives, as well as passenger and commuter services, there was a significant increase in the annual number of periodic inspections being performed.

For example, under § 229.23, the increase in the number of non-passenger and passenger locomotives requiring periodic inspections accounts for 85 percent of the annual burden hour increase. Relatedly, the increased use of event recorders and the required periodic inspections increased the annual burden by approximately 8 percent.

Furthermore, FRA determined that the burden hours reported under § 229.317(b) are for a recordkeeping requirement that is already accounted for under § 229.317(h). The burden has been updated accordingly to remove the duplication.

Type of Request: Revision of a currently approved collection.

Affected Public: Railroads.

Form(s): FRA F 6180.49A.

Respondent Universe: 745 railroads.

Frequency of Submission: On occasion.

REPORTING BURDEN

| CFR section | Respondent universe | Total annual responses (A) | Average time per response (B) | Total annual burden hours (A * B = C) | Wage rate ¹ (D) | Total cost equivalent U.S.D. (E = C * D) |
|---|---------------------|-------------------------------|----------------------------------|--|-------------------------------|---|
| 229.9 <i>Movement of non-complying locomotives:</i> —(3) Tagging to indicate “non-complying locomotive”. | 745 railroads | 1,886 | 1 minute | 31.43 | \$89.13 | \$2,801.36 |
| 229.15 <i>Remote control locomotives (RCL):</i> —(a)(11) Tagging to indicate in remote control mode. | 745 railroads | 3000 | 1 minute | 50 | 89.13 | 4,456.50 |

REPORTING BURDEN—Continued

| CFR section | Respondent universe | Total annual responses (A) | Average time per response (B) | Total annual burden hours (A * B = C) | Wage rate ¹ (D) | Total cost equivalent U.S.D. (E = C * D) |
|--|--|-------------------------------|----------------------------------|--|-------------------------------|---|
| 229.17 <i>Accident reports:</i> | | | | | | |
| The estimated paperwork burden for this regulatory requirement is covered under OMB control number 2130–0500, Accident Incident Reporting and Recordkeeping. | | | | | | |
| 229.20 <i>Electronic recordkeeping:</i> —(b) Design requirements for electronic record system. | Since railroads have already received agency approval for their electronic recordkeeping systems under waiver petitions, FRA estimates that there will be zero (0) requests to modify their electronic recordkeeping systems. Consequently, there is no burden associated with this requirement. | | | | | |
| —(c) Operational requirements—Automatic notice to railroads each time locomotive is due for inspection or maintenance (<i>Note:</i> This requirement does not apply to daily inspections). | 745 railroads | 40,000 | 1 second | 11.11 | 89.13 | 990.23 |
| 229.21 <i>Daily inspection:</i> —(a) Locomotive daily inspection reports | 745 railroads | 744,302 papers | 3 minutes | 37,215.10 | 89.13 | 3,316,981.86 |
| —(b) Written reports of MU locomotive daily inspections. | 9 railroads | 6,698,718 electronic | 1 minute | 111,645.30 | 89.13 | 9,950,945.59 |
| 229.23 <i>Periodic inspection: general:</i> —Inspection & Repair Record—Form FRA F 6180.49A. | 745 railroads | 1,317,650 | 3 minutes | 65,882.50 | 80.38 | 5,295,635.35 |
| 229.25 <i>Tests: Every periodic inspection:</i> 229.25(d)—Event recorder periodic inspections | 701 railroads | 71,428 non-passenger | 14.3 minutes | 15,714.16 | 80.38 | 1,263,104.18 |
| 229.46 <i>Brakes: general:</i> —(b)(4) Tagging | 36 railroads | 15,925 passenger | 14.3 minutes | 3,503.50 | 80.38 | 281,611.33 |
| 229.85 <i>High voltage markings: doors, cover plates, or barriers:</i> —Marking of all doors, cover plates, or barriers | 60 railroads | 6,549 records | 90 minutes | 9,823.50 | 89.13 | 875,568.56 |
| 229.113 <i>Warning notice, 229.114 Steam generator inspections and tests:</i> —Warning notice | 745 railroads | 2,483 | 1 minute | 41.38 | 80.38 | 3,326.12 |
| —Steam generator inspections and tests. | 745 railroads | 1,067 | 1 minute | 17.78 | 69.60 | 1,237.49 |
| There are currently no steam generators in use. FRA keeps these provisions just in case a railroad decides to use a steam generator. Consequently, there is no burden associated with these requirements. | | | | | | |
| 229.123 <i>Pilots, snowplows, end plates:</i> —(b)(1)—Marking/stenciling | 745 railroads | 22 | 4 minutes | 1.47 | 80.38 | 118.16 |
| 229.135 <i>Event recorders:</i> 229.135(e) Preserving locomotive event recorder accident data—reports. | The estimated paperwork burden for this regulatory requirement is covered under OMB control number 2130–0500. | | | | | |
| 229.303 <i>Applicability:</i> —(a)(5) Requests to FRA for on-track testing of products outside a facility. | 745 railroads | 5 | 1 hour | 5 | 89.13 | 445.65 |
| 229.307 <i>Safety analysis:</i> —Safety analysis for each product subject to this subpart—Document establishing minimum requirements. | 745 railroads | 3 | 240 hours | 720 | 89.13 | 64,173.60 |
| 229.309 <i>Safety-critical changes and failures:</i> 229.309(a)—Safety critical changes to product subject to this subpart—Notice to FRA. | 745 railroads | 5 | 8 hours | 40 | 89.13 | 3,565.20 |
| —(b)(c) Reports to product suppliers and private owners. | 3 manufacturers | 15 | 8 hours | 120 | 89.13 | 10,695.60 |
| 229.311 <i>Review of SAs:</i> 229.311(a)—Notice to FRA by railroad before placing product in service. | 745 railroads | 3 | 2 hours | 6 | 89.13 | 534.78 |
| —(d) Railroad maintenance of database of all safety relevant hazards encountered after product is placed in service. | 745 railroads | 3 | 2 hours | 6 | 89.13 | 534.78 |
| —(d)(1) Written report to FRA disclosing frequency of safety-relevant hazards for product exceeding threshold set forth in Safety Analysis. | 745 railroads | 1 | 1 hour | 2 | 89.13 | 178.26 |
| 229.315 <i>Operations and maintenance manual:</i> 229.315(c)—Configuration management control plan updates to FRA. | 745 railroads | 3 | 1 minute | 0.05 | 89.13 | 4.46 |
| 229.317 <i>Training and qualification program:</i> 229.317(a)—Training and qualification program—Establishment and implementation of training qualification program for products subject to this subpart. | 745 railroads | 5 | 1 minute | 0.08 | 89.13 | 7.13 |
| —(g) RR regular and periodic evaluation of effectiveness of its training program. | 745 railroads | 90 | 2 hours | 180 | 89.13 | 16,043.40 |
| —(h) RR record of individuals designated as qualified under this section. | 745 railroads | 11,000 | 1 minute | 183.33 | 89.13 | 16,340.50 |
| 229.319 <i>Operating personnel training:</i> | | | | | | |

REPORTING BURDEN—Continued

| CFR section | Respondent universe | Total annual responses (A) | Average time per response (B) | Total annual burden hours (A * B = C) | Wage rate ¹ (D) | Total cost equivalent U.S.D. (E = C * D) |
|---|--|-------------------------------|----------------------------------|--|-------------------------------|---|
| 229.319(a) and (b)—Operating Personnel Training. | The estimated paperwork burden for this regulatory requirement is covered under § 229.317. The burden for other persons who participate in the operation of a train using an onboard electronic locomotive control (conductors) is covered under OMB Control number 2130–0533. | | | | | |
| Appendix F to Part 229: Appendix F to Part 229—(c) Guidance for verification and validation of products—Third party assessments. | FRA anticipates zero railroad submissions during this 3-year ICR period. | | | | | |
| —Final report of assessment | FRA anticipates zero railroad submissions during this 3-year ICR period. | | | | | |
| Total ² | 745 railroads | 8,913,163 responses | | 245,200 | | 21,109,300 |

¹ The dollar equivalent cost is derived from the 2023 Surface Transportation Board Full Year Wage A&B data series using the employee group 200 (Professional & Administrative) hourly wage rate of \$50.93; group 400 (Maintenance of Equipment & Stores) hourly wage rate of \$39.77, and group 500 (Transportation (Other than Train & Engine) hourly wage rate of \$45.93. The total burden wage rate (Straight time plus 75%) used in the table is \$89.13 (\$50.93 × 1.75 = \$89.13), \$39.77 (\$39.77 × 1.75 = \$69.60), and \$45.93 (\$45.93 × 1.75 = \$80.38).

² Totals may not add due to rounding.

Total Estimated Annual Responses:
8,913,1634.

Total Estimated Annual Burden:
245,200 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$21,109,300.

FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,
Deputy Chief Counsel.

[FR Doc. 2025–03765 Filed 3–7–25; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD–2025–0004]

Request for U.S. Industry Input Regarding the Icebreaker Collaboration Effort (ICE) Pact

AGENCY: Maritime Administration (MARAD), Department of Transportation (DOT).

ACTION: Notice; request for information (RFI).

SUMMARY: This notice requests information from the public to assist MARAD in determining which shipyards in the United States have the capacity, capability, and readiness to construct ships capable of operating in ice conditions and determining what factors would be necessary to further develop icebreaker ships in the United States. The objectives of the request are to increase the capacity of the United States to design, produce, and maintain polar icebreakers through trilateral

collaboration while supporting each country's shipbuilding industrial base.

DATES: Comments must be received on or before April 9, 2025.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit all comments by only one of the following ways:

■ *Federal eRulemaking Portal:* Go to <https://www.regulations.gov> and follow the online instructions for submitting comments.

■ *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Ave. SE, W12–140, Washington, DC 20590–0001.

■ *Hand Delivery:* W12–140 of the Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9:00 a.m. and 5:00 p.m. E.T., Monday through Friday, except Federal Holidays. The telephone number is 202–366–9329.

■ *Instructions:* You must include the agency name and the docket number, MARAD–2025–0004, at the beginning of your comments. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

Note: Input submitted online via www.regulations.gov is not immediately posted to the site. It may take several business days before your submission is posted.

Privacy Act: Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

FOR FURTHER INFORMATION CONTACT: Mr. David Heller, 202–366–1850, or via email at david.heller@dot.gov; Associate Administrator for Business and Finance Development, Associate Administrator for Business and Finance Development, Room W21–318, MARAD, 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Electronic Access

A copy of this Notice, all comments received on this Notice, and all background material may be viewed online at <https://www.regulations.gov> using the docket number listed above as a search term. Electronic retrieval assistance and guidance are available at <https://www.regulations.gov>. An electronic copy of this document also may be downloaded from the Office of the Federal Register's website at <https://www.FederalRegister.gov> and the Government Publishing Office's database at www.GovInfo.gov.

Confidential Business Information

Submissions containing CBI should be sent directly to Mr. David Heller via email to david.heller@dot.gov, or by mail to David Heller, Associate Administrator for Business and Finance Development, Room W21–318, MARAD, 1200 New Jersey Avenue SE, Washington, DC 20590. Any comment submissions, including those with CBI, sent via the Federal eRulemaking Portal will be placed on the public docket without change.

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act