

of a highway-rail grade crossing warning system's train detection circuit without the application of jumper wires, it is highly probable that the warning system will activate. This indicates to motorists that it is not safe to cross the railroad tracks when, in fact, no train is approaching the crossing. The integrity of the warning system would be compromised by the conveyance of false information to motorists, such that in the future, they would not necessarily comply with the warning system indications. Appropriate use of jumper wires or other safe means of circumventing the normal functioning of the system thus prevents the incorrect warning from being displayed to motorists. Safety is also maintained as long as measures are taken to provide for the safety of motorists and train operations.

Temporary removal from service of grade crossing warning devices and wayside signal systems—through the application of jumpers or other means—is a safe practice, when combined with protective measures for highway traffic and train operations. FRA has reviewed some of the safety procedures for disabling grade crossing warning devices and wayside signal systems that are in place on the major railroads to determine “best practices” that have been developed in the industry. We found that the most effective safety procedures include the following items: (1) Requirements for signal employees to obtain proper authority from the train dispatcher or other appropriate personnel responsible for the movement of trains through the territory before disabling a grade crossing warning or wayside signal system; (2) documentation of the authority to disable the grade crossing warning or wayside signal system; (3) a requirement that all disabled grade crossing warning and wayside signal systems must be properly inspected and tested to ensure proper operation before being restored to service; and (4) a procedure for signal employees to verify with the train dispatcher or other appropriate personnel responsible for the movement of trains through the territory that the grade crossing warning system or wayside signal system has been properly tested before being restored to service.

To mitigate the risks inherent with circumventing the normal functioning of a system, FRA believes it is important that individual railroads have standard procedures in place before interfering with the normal operation of a grade crossing warning or wayside signal system.

Recommended Actions

In recognition of the need to ensure safety, FRA strongly recommends that:

1. Each railroad responsible for the proper operation of a highway-rail grade crossing warning system or wayside signal system review and evaluate its specific railroadwide instructions for the proper method for temporary removal of these systems from service. These instructions should address the following items:

- a. The manner in which the deactivation is authorized.
- b. The personnel designated to authorize deactivation.
- c. The protocols for notifying appropriate persons, especially personnel responsible for the movement of trains, that a grade crossing warning system or wayside signal system has been temporarily removed from service.
- d. The appropriate methods of providing for the safety of train movements while the grade crossing warning system or wayside signal system is temporarily removed from service.
- e. The requirements necessary to perform an inspection and operational test of the pertinent system components before restoring the grade crossing warning system or wayside signal system to service.
- f. The protocols for documenting and notifying appropriate persons that the grade crossing warning system or wayside signal system has been properly tested and restored to service.

2. Each railroad provide regular periodic training to all affected employees to ensure their understanding of instructions for the proper procedures for the temporary removal from service of grade crossing warning or wayside signal systems, including the proper use of jumper wires.

FRA encourages railroad industry members to take actions that are consistent with the preceding recommendations, and to take other complementary actions to help ensure the safety of the Nation's railroad employees. FRA may modify this Safety Advisory 2013–04, issue additional safety advisories, or take other appropriate actions necessary to ensure the highest level of safety on the Nation's railroads, including pursuing other corrective measures under its rail safety authority.

Issued in Washington, DC, on May 28, 2013.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2013–13047 Filed 5–31–13; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. Marad 2013 0065]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intention to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before August 2, 2013.

FOR FURTHER INFORMATION CONTACT: Bill Kurfels, Maritime Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone: 202–366–2318 or Email: bill.kurfels@dot.gov. Copies of this collection also can be obtained from that office.

SUPPLEMENTARY INFORMATION:

Maritime Administration (MARAD)

Title of Collection: Voluntary Tanker Agreement.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133–0505.

Form Numbers: None.

Expiration Date of Approval: Three years from date of approval by the Office of Management and Budget.

Summary of Collection of Information: The collection consists of a request from the Maritime Administration (MARAD) that each participant in the Voluntary Tanker Agreement submit a list of the names of ships owned, chartered or contracted for by the participant, their size and flags of registry and other pertinent information. There is a recommended format for this information included as part of the application.

Need and Use of the Information: The collection of information is necessary to evaluate tanker capability and make plans for use of this capability to meet national emergency requirements. This information will be used by both

MARAD and Department of Defense to establish overall contingency plans.

Description of Respondents: Tanker companies that operate in international trade and who have agreed to participate in this agreement.

Annual Responses: 15 responses.

Annual Burden: 15 hours.

Comments: Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. Comments also may be submitted by electronic means via the Internet at <http://www.regulations.gov>. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EDT (or EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://www.regulations.gov>.

Privacy Act: Anyone is able to 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.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://www.regulations.gov>.

Authority: 49 CFR 1.93.

By Order of the Maritime Administrator.

Dated: May 20, 2013.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2013-13054 Filed 5-31-13; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2013-0062]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel ARRIVE DERCI; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before July 3, 2013.

ADDRESSES: Comments should refer to docket number MARAD-2013-0062. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel ARRIVE DERCI is:

Intended Commercial Use of Vessel: "Harbor Cruises/Burials at sea".

Geographic Region: "California, Oregon, Washington".

The complete application is given in DOT docket MARAD-2013-0062 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state

the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Privacy Act

Anyone is able to 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.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: May 23, 2013.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2013-13051 Filed 5-31-13; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2013 0064]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel CATTITUDE; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before July 3, 2013.

ADDRESSES: Comments should refer to docket number MARAD-2013-0064. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except