

expressed or are known to have interest in this proposal. A series of Public Meetings were held at various locations in Shreveport in December 2011 and December 2012 to discuss the four build alternatives under consideration. An additional round of Public Meetings will be held in early 2014 to present the new build alternative along with the four original build alternatives. A Public Hearing will also be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the Public Hearing. A formal scoping meeting was held at NLCOG on October 18, 2011, when the project was approved to move forward as an Environmental Assessment. On December 1 2011, FHWA determined the required class of action to comply with the NEPA process as an Environmental Impact Statement. Additional public scoping was conducted during the Public Meetings held in December 2011.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: November 8, 2013.

Charles W. Bolinger,
Division Administrator, Baton Rouge,
Louisiana.

[FR Doc. 2013-27788 Filed 11-19-13; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[NHTSA-2013-0117]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget

(OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before January 21, 2014.

ADDRESSES: Direct all written comments to U.S. Department of Transportation Dockets, 1200 New Jersey Ave. SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: David Bonelli, Office of Chief Counsel, NCC-110, telephone (202) 366-1834, fax (202) 366-3820; NHTSA, 1200 New Jersey Ave. SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information:

Title: Designation of Agent for Service of Process.

OMB Control Number: 2127-0040.

Requested Expiration Date of Approval: Three years from the approval date.

Type of Request: Extension of previously approved collection.

Affected Public: Business or other for-profit.

Form Number: N/A.

Abstract: This collection of information applies to motor vehicle and motor vehicle equipment manufacturers located outside of the United States ("foreign manufacturers"). Section 110(e) of the National Traffic and Motor Vehicle Safety Act of 1966 (49 U.S.C. § 30164) requires a foreign manufacturer offering a motor vehicle or motor vehicle equipment for importation into the United States to designate a permanent resident of the United States as its agent upon whom service of notices and processes may be made in administrative and judicial proceedings. These designations are required to be filed with NHTSA. NHTSA requires this information in case it needs to advise a foreign manufacturer of a safety related defect in its products so that the manufacturer can, in turn, notify purchasers and correct the defect. This information also enables NHTSA to serve a foreign manufacturer with all administrative and judicial processes, notices, orders, decisions and requirements.

When NHTSA amended the regulation implementing that statutory requirement, codified at 49 CFR part 551, subpart D, NHTSA included an appendix containing a suggested designation form for use by foreign manufacturers and their agents. The purpose of the suggested designation format was to simplify the information collection and submission process, and thereby reduce the burden imposed on each covered manufacturer by 49 CFR Part 551, subpart D. To further streamline the information collection process, NHTSA has set up a customer Web site that may be accessed at <http://www.nhtsa.dot.gov/cars/rules/manufacture/agent/customer.html>.

Estimated Annual Burden: 120 hours.

Estimated Number of Respondents: 240 respondents.

The Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection

techniques or other forms of information technology.

David Bonelli,

Attorney Advisor, Legislation and General Law.

[FR Doc. 2013–27805 Filed 11–19–13; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2013–0254; Notice No. 13–09]

Federal Railroad Administration

[Safety Advisory 2013–07]

Safety and Security Plans for Class 3 Hazardous Materials Transported by Rail

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA) and Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory.

SUMMARY: PHMSA and FRA are issuing this safety advisory as a follow-up to the agencies' joint safety advisory published on August 7, 2013 and FRA's Emergency Order No. 28 published that same day, both of which relate to the July 6, 2013, catastrophic accident in Lac-Mégantic, Quebec. In this safety advisory, PHMSA and FRA are reinforcing the importance of proper characterization, classification, and selection of a packing group for Class 3 materials, and the corresponding requirements in the Federal hazardous materials regulations for safety and security planning. In addition, we are reinforcing that we expect offerors by rail and rail carriers to revise their safety and security plans required by the Federal hazardous materials regulations, including the required risk assessments, to address the safety and security issues identified in FRA's Emergency Order No. 28 and the August 7, 2013, joint Safety Advisory.

FOR FURTHER INFORMATION CONTACT: Ben Supko, Standards and Rulemaking Division, PHMSA, 1200 New Jersey Ave. SE., Washington, DC 20590–0001, telephone (202) 366–8553; or Karl Alexy, Staff Director, FRA Hazardous Materials Division, 1200 New Jersey Ave. SE., Washington, DC 20590–0001, telephone (202) 493–6245.

SUPPLEMENTARY INFORMATION: On July 6, 2013, a catastrophic railroad accident occurred in Lac-Mégantic, Quebec, Canada when an unattended freight

train containing hazardous materials rolled down a descending grade and subsequently derailed. The derailment resulted in multiple explosions and subsequent fires, which caused the confirmed death of forty-two people and presumed death of five more, extensive damage to the town center, clean-up costs, and the evacuation of approximately 2,000 people from the surrounding area. While the Transportation Safety Board of Canada (TSB) is still investigating the cause of the Lac-Mégantic accident, the catastrophic consequences of the accident and the known increase over the last several years in the rail transportation of Class 3 hazardous materials has made clear the need to review existing regulations and industry practices related to such transportation. PHMSA and FRA have worked closely to take a number of actions intended to prevent similar incidents from occurring in the United States and the agencies will continue to do so.

This Safety Advisory is intended to follow-up on PHMSA and FRA's actions to date to address the safety and security of the rail transportation of Class 3 hazardous materials, including FRA's Emergency Order No. 28 (78 FR 48218 (EO 28)); the agencies' Joint Safety Advisory published on August 7, 2013 (78 FR 48224) (First Joint Advisory); the initiation of a comprehensive review of operational factors that affect the transportation of hazardous materials by rail (78 FR 42998); the referral of safety issues related to EO 28 and the First Joint Advisory to FRA's Railroad Safety Advisory Committee (78 FR 48931); and the publication of an advance notice of proposed rulemaking responding to eight petitions for rulemaking related to the transportation of hazardous materials by rail (78 FR 54849). In this Safety Advisory, PHMSA and FRA are once again reinforcing the importance of proper characterization, classification, and selection of a hazardous materials packing group as required by the Federal hazardous materials law (49 U.S.C. 5101–5128) and Hazardous Materials Regulations (HMR; 49 CFR parts 171–180). The agencies are also emphasizing that offerors of hazardous materials by rail and rail carriers should have reviewed and revised, as appropriate, their safety and security plans required under Subpart I of Part 172 of the HMR, including the required risk assessments, to address the safety and security issues identified in EO 28 and the First Joint Advisory.

I. Safety and Security Plans as They Pertain to Class 3 Materials

Each person who offers for transportation in commerce or transports in commerce certain hazardous materials, including Class 3, packing group (PG) I or II materials that are offered for transportation or transported in a large bulk quantity, must develop and adhere to a transportation safety and security plan that conforms to the requirements of the HMR. *See* 49 CFR part 172, subpart I. A large bulk quantity, is defined in § 172.800(b), for a Class 3, PG I or II material as a quantity of 792 gallons (3,000 liters) or more in a single bulk packaging (e.g., cargo tank motor vehicle, portable tank, tank car, or other bulk container).

A safety and security plan must include components addressing personnel security, unauthorized access, and en route security. *See* 49 CFR 172.802. The HMR set forth general requirements for a safety and security plan's components rather than a prescriptive list of specific items that must be included. The HMR establish a performance standard providing offerors and rail carriers with the flexibility necessary to develop safety and security plans addressing their individual circumstances and operational environments. Accordingly, each safety and security plan may differ because it will be based on an offeror's or a carrier's individual assessment of the safety and security risks associated with the specific hazardous materials it ships or transports and its unique circumstances and operational environment.

II. Responsibilities of Offerors of Hazardous Materials and Rail Carriers

As stated above, PHMSA and FRA expect that as a result of EO 28 and the First Joint Advisory, hazmat offerors by rail and railroad carriers have reviewed and revised, as appropriate, their safety and security plans, including the required underlying risk assessments, to address the safety and security issues identified in FRA's Emergency Order No. 28 and the First Joint Advisory.

A. Offerors

As applied to offerors of hazardous materials by rail, PHMSA and FRA expect that in light of EO 28 and the First Joint Advisory, offerors have reviewed their safety and security plans to ensure that all materials subject to the regulatory requirement are, in fact, properly classified, described, and packaged in accordance with the HMR. The HMR require offerors of hazardous