

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****[Docket No. FRA–2000–7257; Notice No. 75]****Railroad Safety Advisory Committee;
Notice of Emergency Meeting****AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).**ACTION:** Announcement of Railroad Safety Advisory Committee (RSAC) Emergency Meeting.

SUMMARY: FRA announces the forty-ninth meeting of the RSAC, a Federal Advisory Committee that develops railroad safety recommendations through a consensus process. The topic of the RSAC meeting will be the July 6, 2013, derailment involving an unattended freight train containing hazardous materials that rolled down a descending grade and subsequently derailed in Lac-Mégantic, Quebec, Canada. At this time, it is estimated that this accident resulted in 42 fatalities, and 5 persons are still reported to be missing. Remarks will be given by the FRA Administrator, Committee members will be briefed on the preliminary findings of the accident, and discussions will involve the safety issues related to the July 6 accident.

DATES: The RSAC meeting is scheduled to commence at 9:00 a.m. on Thursday, August 29, 2013, and will adjourn by 4:30 p.m.

ADDRESSES: The RSAC meeting will be held at the National Housing Center, 1201 15th Street NW., Washington, DC 20005. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign and oral interpretation can be made available if requested 10 calendar days before the meeting.

FOR FURTHER INFORMATION CONTACT: Larry Woolverton, RSAC Administrative Officer/Coordinator, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493–6212; or Robert Lauby, Deputy Associate Administrator for Regulatory and Legislative Operations, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC. 20590, (202) 493–6474.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463), FRA is giving notice of a meeting of the RSAC. The RSAC was established to provide advice and recommendations to FRA on railroad safety matters. The RSAC is composed of 54 voting representatives from 32 member organizations, representing various rail

industry perspectives. In addition, there are non-voting advisory representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico, the National Transportation Safety Board, and the Federal Transit Administration. The diversity of the Committee ensures the requisite range of views and expertise necessary to discharge its responsibilities. See the RSAC Web site for details on prior RSAC activities and pending tasks: <http://rsac.fra.dot.gov/>. Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740), for additional information about the RSAC.

At the August 29 meeting, FRA intends to address the safety requirements that were issued in FRA Emergency Order No. 28 (EO 28) and the recommendations made in Safety Advisory 2013–06. FRA also plans to discuss the safety implications and potential costs and benefits of the requirements contained in Transport Canada's emergency directives, and safety-related initiatives, including possible new RSAC tasks to implement such initiatives.

FRA requests that both freight and passenger railroads be prepared to discuss Transport Canada's directive requiring that two-person crews operate trains carrying hazardous materials on main track. FRA believes that initiatives to require a minimum of two crewmembers for over-the-road trains (including both passenger and freight trains) could enhance safety. FRA expects to discuss formulating a task statement about appropriate train crew size for an RSAC working group to consider.

FRA also requests that RSAC representatives be specifically prepared to discuss two other requirements contained in EO 28. First, FRA intends to discuss the appropriate types and quantities of hazardous materials and the circumstances under which trains transporting such materials should not be left unattended on main track and sidings. EO 28 specifies certain types and quantities of hazardous materials that trigger requirements about train attendance and securement procedures, but FRA, in conjunction with the Pipeline and Hazardous Materials Safety Administration, would like to explore these issues in more detail. This will include a discussion of the various criteria and evaluation processes railroads have used, or intend to use, to formulate plans that they may choose to adopt to identify locations and circumstances where it is safe and suitable to leave trains unattended and

secured on main track or sidings outside of yards or terminals.

Robert C. Lauby,*Deputy Associate Administrator for
Regulatory and Legislative Operations.*

[FR Doc. 2013–19471 Filed 8–9–13; 8:45 am]

BILLING CODE 4910–06–P**DEPARTMENT OF TRANSPORTATION****Surface Transportation Board****[Docket No. AB 290 (Sub-No. 337X)]****Norfolk Southern Railway Company—
Abandonment Exemption—in Lucas
County, Ohio**

Norfolk Southern Railway Company (NSR) has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon approximately 1.0 miles of rail line extending between milepost XK 299.3 (to the south of the intersection of Woodstock Ave. and Nebraska Ave.) and milepost XK 300.3 (near the intersection of Douglas Rd. and Dorr St.) in Toledo, Lucas County, Ohio (the Line). The Line traverses United States Postal Service Zip Codes 43606 and 43607.

NSR has certified that: (1) No local traffic has moved over the Line for at least two years; (2) no overhead traffic has moved over the Line for at least two years, and if there were any, it could be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this

exemption will be effective on September 11, 2013, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 22, 2013. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by September 3, 2013, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to NSR's representative: Robert A. Wimbish, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

NSR has filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by August 16, 2013. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling OEA at (202) 245–0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at (800) 877–8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), NSR shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by NSR's filing of a notice of consummation by August 12, 2014, and there are no legal or regulatory barriers

to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at “WWW.STB.DOT.GOV.”

Decided: August 7, 2013.

By the Board, Rachel D. Campbell,

Director, Office of Proceedings.

Derrick A. Gardner,

Clearance Clerk.

[FR Doc. 2013–19433 Filed 8–9–13; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Joint notice and request for comment.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC (the agencies) may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The agencies, under the auspices of the Federal Financial Institutions Examination Council (FFIEC), have approved the publication for public comment of proposed revisions to regulatory capital components and ratios portion of Schedule RC–R, Regulatory Capital, in the Consolidated Reports of Condition and Income (Call Report or FFIEC 031 and FFIEC 041) and to the Risk-Based Capital Reporting for Institutions Subject to the Advanced Capital Adequacy Framework (FFIEC 101). The proposed revisions to the Call Report and the FFIEC 101 are consistent with the revised regulatory capital rules approved by the agencies during July 2013 (revised regulatory capital rules).¹

¹ See <http://www.occ.treas.gov/news-issuances/news-releases/2013/nr-occ-2013-110.html>, July 9, 2013 (OCC); <http://www.federalreserve.gov/newsevents/press/bcreg/20130702a.htm>, July 2,

Institutions subject to the advanced approaches risk-based capital rules (advanced approaches banking organizations) that are not savings and loan holding companies would begin reporting on the proposed revised FFIEC 101 and, if applicable, proposed revised Call Report Schedule RC–R effective March 31, 2014. Advanced approaches banking organizations that are savings and loan holding companies and that are subject to the revised regulatory capital rules would begin reporting on the proposed revised FFIEC 101 effective March 31, 2015. All other institutions that are required to file the Call Report would begin reporting on proposed revised Call Report Schedule RC–R effective March 31, 2015.

At the end of the comment period, the comments and recommendations received will be analyzed to determine the extent to which the FFIEC and the agencies should modify the proposed reporting revisions prior to giving final approval. The agencies will then submit the proposed reporting revisions to OMB for review and approval.

In connection with the revised regulatory capital rules, published elsewhere in today's **Federal Register**, the Board proposes to make corresponding revisions to the Consolidated Financial Statements for Holding Companies (FR Y–9C) and to collect consolidated regulatory capital data from savings and loan holding companies with total consolidated assets of less than \$500 million that are subject to the revised regulatory capital rules on the Parent Company Only Financial Statements for Holding Companies (FR Y–9SP).

DATES: Comments must be submitted on or before October 11, 2013.

ADDRESSES: Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the OMB control number(s), will be shared among the agencies.

OCC: Because paper mail in the Washington, DC, area and at the OCC is subject to delay, commenters are encouraged to submit comments by email if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557–0081 and 1557–0239, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465–4326 or by electronic mail to regs.comments@occ.treas.gov. You may personally inspect and photocopy

2013 (Board); and <http://www.fdic.gov/news/news/press/2013/pr13060.html>, July 9, 2013 (FDIC).

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 L.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).