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In addition, electronic versions of the
Draft EIS and appendices are available
through FRA's Web site at <http://www.fra.dot.gov/rpd/freight/3002.shtml>
and the MDOT Web site at <http://www.gomdot.com/Home/Projects/Studies/Northern/TupeloRailroadRelocation/Home.aspx>.

Issued in Washington, DC, on July 8, 2011.

Mark E. Yachmetz,

*Associate Administrator for Railroad Policy
& Development.*

[FR Doc. 2011–17684 Filed 7–13–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2011–0052]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that by a document dated June 14, 2011, the Norfolk Southern Railway Corporation (NS) has petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR Part 236. FRA assigned the petition Docket Number FRA–2011–0052.

NS seeks a waiver from compliance with cab signal system requirements found in 49 CFR 236.566 *Locomotive of each train operating in train stop, train control, or cab signal territory; equipped*. Specifically, NS seeks relief to operate non-equipped locomotives in the following locations:

- Operations on the Pittsburgh Line, Harrisburg Division from control point (CP) Cannon at milepost (MP)–PT 118.9 near Duncannon, Pennsylvania to CP Harrisburg at MP–PT 105.1 near Harrisburg, PA.

- Operations on the Pittsburgh Line, Pittsburgh Division from CP Cannon at MP–PT 118.9 near Duncannon, PA to CP Solomon at MP–PT 352.5 near Pittsburgh, PA, with the condition that an absolute block be established in advance of each movement of foreign

trains and engines between CP Bloom at MP–PT 351.6 near Pittsburg, PA and CP Solomon.

- Operations on the Fort Wayne Line, Pittsburgh Division from CP Rochester at MP–PC 29.5, near East Rochester, PA to CP Alliance at MP–PC 83.2.

- Operations on the Conemaugh Line, Pittsburgh Division from CP Conpit at MP–LC 0.0, near Bolivar, PA to CP Kiski at MP–LC 47.8, near Freeport, PA.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at <http://www.regulations.gov> and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave., SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

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, 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 by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by August 29, 2011 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to 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 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

online at <http://www.dot.gov/privacy.html>.

Issued in Washington, DC on July 7, 2011.

Robert C. Lauby,

*Deputy Associate Administrator for
Regulatory & Legislative Operations.*

[FR Doc. 2011–17681 Filed 7–13–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2009–0052]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that by a document dated June 3, 2011, the Norfolk Southern Corporation (NS) has petitioned the Federal Railroad Administration (FRA) for an extension of the relief previously granted under Docket Number FRA–2009–0052. The original request granted conditional approval on September 29, 2009, for relief from requirements of the Rules, Standards and Instructions, Title 49 CFR Part 236, 236.586—Daily or after trip test.

NS requested a waiver from compliance with § 236.586 Daily or after trip test in its entirety for locomotives equipped with UltraCab equipment.

Applicant's justification for the extension: Over the past 19 months, NS has not seen any notable increase or decrease in locomotive shoppings as a result of not performing a daily or after-trip test while operating locomotives in cab signal territory.

NS further request that they be allowed to conduct the currently required quarterly performance review on a semi-annual basis, with all other conditions of the September 29, 2009, letter to be abided with.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at <http://www.regulations.gov> and in person at the Department of Transportation's Docket Operations Facility, 1200 New Jersey Ave., SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

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, 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 by any of the following methods:

- **Web site:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.
- **Hand Delivery:** 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by August 29, 2011 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to 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 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 online at <http://www.dot.gov/privacy.html>.

Issued in Washington, D.C. on July 7, 2011.

Robert C. Lauby,

*Deputy Associate Administrator for
Regulatory & Legislative Operations.*

[FR Doc. 2011-17680 Filed 7-13-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Mazda

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

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the Mazda Motor Corporation (Mazda) petition for an exemption of the CX-5 vehicle line in accordance with 49 CFR Part 543, *Exemption from the Theft Prevention Standard*. This petition is

granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts marking requirements of the Theft Prevention Standard (49 CFR Part 541).

DATES: The exemption granted by this notice is effective beginning with the 2013 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Carlita Ballard, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, West Building, W43-439, 1200 New Jersey Avenue, SE., Washington, DC 20590. Ms. Ballard's telephone number is (202) 366-5222. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: In a petition dated April 7, 2011, Mazda requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for its MY 2013 CX-5 vehicle line.

The petition requested an exemption from parts-marking pursuant to 49 CFR Part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for the entire vehicle line.

Under § 543.5(a), a manufacturer may petition NHTSA to grant exemptions for one vehicle line per model year. In its petition, Mazda provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the new vehicle line. Mazda will install a passive transponder-based, electronic immobilizer antitheft device as standard equipment on its CX-5 vehicle line beginning with MY 2013. Major components of the antitheft device will include a powertrain control module, an immobilizer control module, a security light, coil antenna, transmitter with transponder, LF antenna and a FR receiver. The device will not provide any visible or audible indication of unauthorized vehicle entry (*i.e.*, flashing lights or horn alarm).

Mazda stated that activation of the immobilization device occurs when the ignition is turned to the "OFF" position and since the transponder is integrated into the immobilizer device, any inadvertent activation of the device is prevented. Additionally, Mazda stated that when the ignition is turned to the "ON" position, a code is transmitted from the transponder to the immobilizer control module. Mazda further stated that if the code from the transponder matches with the code programmed in the immobilizer control unit, the vehicle's engine can be started, and if

the codes do not match, the engine will be disabled. Mazda also stated that it is very difficult to defeat this type of electronic engine immobilizer device because there are no moving parts and there is a separate battery located in the key. Additionally, Mazda stated that the immobilizer device will incorporate a LED indicator that will provide information about the "set" and "unset" condition of the device. Mazda stated that when the ignition is turned to the "ON" position, the LED illuminates continuously for 3 seconds to indicate the "unset" state of the device and when the ignition is in the "OFF" position, the flashing LED indicates the "set" state of the device confirming that the vehicle is protected by the immobilizer. Mazda's submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6.

In addressing the specific content requirements of § 543.5, Mazda provided a detailed list of the tests conducted and believes that the device is reliable and durable since the device complied with its specified requirements for each test. Specifically, Mazda stated that the components of the immobilization device were tested in climatic, mechanical and chemical environments, and for its immunity to various electromagnetic radiation and electric conduction. Mazda stated that the antitheft device and operation of the electronic engine immobilizer system makes conventional theft methods ineffective, (*i.e.*, hot-wiring and attacking the ignition lock cylinder). Mazda also stated that there is no way to start the vehicle by mechanically overriding the device and that successful key duplication would be virtually impossible.

Mazda provided data on the effectiveness of other similar antitheft devices installed on vehicle lines in support of its belief that its device will be at least as effective as those comparable devices. Specifically, Mazda stated that this device was installed on certain MY 1996 Ford vehicles as standard equipment, (*i.e.*, all Ford Mustang GT, Cobra, Taurus LX, SHO and Sable LS models). In MY 1997, Mazda installed its immobilizer device on the entire Ford Mustang vehicle line as standard equipment. When comparing 1995 model year Mustang vehicle thefts (without immobilizers) with MY 1997 Mustangs vehicle thefts (with immobilizers), Mazda referenced the National Crime Information Center's (NCIC) theft information which showed that there was a 70% reduction in theft