

that handles railcars containing hazardous materials. Generally, the requirements of subparts C and E of part 228 are intended to provide covered-service employees an opportunity for rest free from the interruptions caused by noise under the control of the railroad.

The information collected under this rule is used by FRA to ensure railroads operating camp cars comply with all the requirements mandated in this regulation to protect the health and

safety of camp car occupants. FRA estimates that there is one railroad that may choose to use camp cars in the three-year period covered by this ICR. That estimate is unchanged from the last ICR submitted to OMB in 2021. Since March 2020, no railroads have used camp cars. However, camp cars were used by one railroad before the COVID-19 pandemic led to discontinuation of their use and it is possible the same railroad or another railroad may decide to again use camp cars in the next three

years. Therefore, in this 60-day notice, FRA makes no adjustments to the previously approved burden hours in the Office of Information and Regulatory Affairs (OIRA) inventory.¹

Type of Request: Extension without change of a currently approved collection.

Affected Public: Businesses.

Form(s): N/A.

Respondent Universe: 1 railroad.

Frequency of Submission: On occasion.

REPORTING BURDEN

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rate	Total cost equivalent in U.S. dollars (D = C * wage rates) ²
228.323(b)(4)—Water hydrants—Records of inspection.	1 railroad	740 inspection records	2 minutes	24.67	63.07	\$1,555.94
—Copy of records at central location	1 railroad	740 record copies	10 seconds	2.06	63.07	129.92
—(b)(6) Certification from State or local health authority.	1 railroad	666 certificates	1 hour	666.00	85.93	57,229.38
—Certification by laboratory	1 railroad	74 certificates	20 minutes	24.67	85.93	2,119.89
—Certification copies at central location	1 railroad	740 certificate copies	10 seconds	2.06	63.07	129.92
—(c)(4) Storage and distribution system—Flushing and draining—Records.	1 railroad	111 records	30 minutes	56.00	63.07	3,531.92
—(c)(6) Lab report copies	1 railroad	10 lab report copies	2 minutes	0.33	63.07	20.81
—(d) Signage (for non-potable water)	1 railroad	740 signs	3 minutes	30.83	63.07	1,944.45
228.331(d)—First aid and life safety—Modified emergency preparedness plan.	1 railroad	740 modified plans	15 minutes	185.00	85.93	15,897.05
—Modified emergency preparedness plan—copies.	1 railroad	1,560 plan copies	3 seconds	1.30	85.93	111.71
228.333—Remedial action—A good faith notice of needed repair.	1 car occupant/employee labor organization.	4 good faith notices	15 minutes	1.00	63.07	63.07
Total ³	1 railroad	6,125 responses	N/A	994	N/A	82,734

Total Estimated Annual Responses: 6,125.

Total Estimated Annual Burden: 994.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$82,734.

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,

Acting Deputy Chief Counsel.

[FR Doc. 2024–03479 Filed 2–20–24; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2024–0008]

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 April 22, 2024.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on *regulations.gov* to the docket, Docket No. FRA–2024–0008. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130–0632) in any correspondence submitted. FRA will summarize comments received in a subsequent 30-day notice and include them in its information collection submission to OMB.

FOR FURTHER INFORMATION CONTACT: Ms. Arlette Mussington, Information Collection Clearance Officer, at email: arlette.mussington@dot.gov or

¹ Changes to the total cost equivalent in U.S. dollars, a category not included in the OIRA inventory, are due to updated statistics from the 2022 Surface Transportation Board (STB) Full Year Wage A&B data Series.

² The dollar equivalent cost is derived from the 2022 STB Full Year Wage A&B data series using employee group 200: (Professional & Administrative) hourly wage rate of \$49.10 and employee group 600 (Transportation (Train & Engine)) hourly wage rate of \$36.04. The total

burden wage rate (straight time plus 75%) used for group 200 is \$85.93 (\$49.10 × 1.75 = \$85.93). The total burden wage rate used for group 600 is \$63.07 (\$36.04 × 1.75 = \$63.07).

³ Totals may not add up due to rounding.

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: Metrics and Minimum Standards for Intercity Passenger Train Operations.

OMB Control Number: 2130–0632.

Abstract: In November 2020, in connection with a Congressional mandate, FRA published a final rule titled Metrics and Minimum Standards for Intercity Passenger Train Operations. (49 CFR part 273). The final rule established metrics and a minimum standard for measuring the performance and service quality of intercity passenger train operations, including cost recovery, on-time performance and minutes of delay, ridership, on-board services, stations, facilities, equipment, and other services.¹

In this 60-day notice, FRA makes adjustments that will reduce the currently approved burden hours from 507 to 141 hours. The reduced burden hours are a result of 126 one-time start-up burden hours required by Amtrak to initially create a system to process,

prepare, and submit this data. Now that a system has been implemented, the estimated timeframe it takes to produce the data has been reduced and is reflected in the adjusted burden hours for each of the requirement that are being completed under the following sections:

§ 273.5(b) Ridership data—10-hour start-up burden.

§ 273.5(c) Certified schedule—26-hour start-up burden.

§ 273.5(f) Station performance—20-hour start-up burden.

§ 273.5(g) Host running time—40-hour start-up burden.

§ 273.11(b) Missed connections—10-hour start-up burden.

§ 273.11(c) Community access—10-hour start-up burden.

§ 273.11(d) Service availability—10-hour start-up burden.

Additionally, under § 273.5(c)(2), the estimated burden has been reduced from 300 to 60 hours to accurately reflect the number of anticipated responses for the next three-year information collection period, based on experience from the first three years this regulation was in effect.

Type of Request: Extension without change (with changes in estimates) of a currently approved collection.

Affected Public: Amtrak.

Form(s): N/A.

Respondent Universe: Amtrak and Host Railroad(s).

Frequency of Submission: Varied.

REPORTING BURDEN

CFR section	Respondent universe	Total annual responses	Average time per responses (hours)	Total annual burden hours	Wage rate ²	Total cost equivalent in U.S dollars
		(A)	(B)	(C = A * B)	(E)	(D = C * E)
273.5(a)—Customer on-time performance	1 railroad	4	1	4	\$85.93	\$343.72
273.5(b)—Ridership data	1 railroad	12	1	12	85.93	1,031.16
273.5(c)—Certified schedule	1 railroad	1	1	1	85.93	85.93
273.5(c)(2)—Monthly letter to U.S. Congress and other officials.	Amtrak and Host railroad	12	5	60	85.93	5,155.80
273.5(d)—Train delays	1 railroad	4	1	4	85.93	343.72
273.5(e)—Train delays per 10,000 train miles	1 railroad	4	1	4	85.93	343.72
273.5(f)—Station performance	1 railroad	4	1	4	85.93	343.72
273.5(g)—Host running time	1 railroad	4	1	4	85.93	343.72
273.7(a)—Customer satisfaction	1 railroad	4	1	4	85.93	343.72
273.7(b)—Amtrak personnel	1 railroad	4	1	4	85.93	343.72
273.7(c)—Information given	1 railroad	4	1	4	85.93	343.72
273.7(d)—On-board comfort	1 railroad	4	1	4	85.93	343.72
273.7(e)—On-board cleanliness	1 railroad	4	1	4	85.93	343.72
273.7(f)—On-board food service	1 railroad	4	1	4	85.93	343.72
273.9(a)—Cost recovery	1 railroad	4	1	4	85.93	343.72
273.9(b)—Avoidable operating costs covered by passenger revenue.	1 railroad	4	1	4	85.93	343.72
273.9(c)—Fully allocated core operating costs covered by passenger revenue.	1 railroad	4	1	4	85.93	343.72
273.9(d)—Average ridership	1 railroad	4	1	4	85.93	343.72
273.9(e)—Total ridership	1 railroad	4	1	4	85.93	343.72
273.11(a)—Connectivity	1 railroad	1	1	1	85.93	85.93
273.11(b)—Missed connections	1 railroad	1	1	1	85.93	85.93

¹ See 85 FR 72971.

REPORTING BURDEN—Continued

CFR section	Respondent universe	Total annual responses (A)	Average time per responses (hours) (B)	Total annual burden hours (C = A * B)	Wage rate ² (E)	Total cost equivalent in U.S dollars (D = C * E)
273.11(c)—Community access	1 railroad	1	1	1	85.93	85.93
273.11(d)—Service availability	1 railroad	1	1	1	85.93	85.93
Total ³	Amtrak and host railroad ..	93	N/A	141	12,116

Total Estimated Annual Responses: 93.

Total Estimated Annual Burden: 141 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: \$12,116.

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,

Acting Deputy Chief Counsel.

[FR Doc. 2024–03478 Filed 2–20–24; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2024–0019]

Coastwise Endorsement Eligibility Determination for a Foreign-Built Vessel: UNTETHERED (Sail); Invitation for Public Comments

AGENCY: Maritime Administration, DOT.

ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to issue coastwise endorsement eligibility determinations for foreign-built vessels which will carry no more than twelve passengers for hire. A request for such a determination has been received by MARAD. By this notice, MARAD seeks comments from interested parties as to any effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. Information about the requestor's vessel, including a brief

description of the proposed service, is listed below.

DATES: Submit comments on or before March 22, 2024.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD–2024–0019 by any one of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov>. Search MARAD–2024–0019 and follow the instructions for submitting comments.
- **Mail or Hand Delivery:** Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is U.S. Department of Transportation, MARAD–2024–0019, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific docket number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments, or to submit comments that are confidential in nature, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT: Patricia Hagerty, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23–461, Washington, DC 20590. Telephone: (202) 366–0903. Email: patricia.hagerty@dot.gov.

SUPPLEMENTARY INFORMATION: As described in the application, the intended service of the vessel UNTETHERED is:

—Intended Commercial Use of Vessel:

Requester intends to use for charters of six passengers or less.

—Geographic Region Including Base of Operations:

South Carolina. Base of Operations: Charleston, SC.

—Vessel Length and Type:

39' Sail Catamaran

The complete application is available for review identified in the DOT docket as MARAD 2024–0019 at <https://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 employment of the vessel in the coastwise trade to carry no more than 12 passengers will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, MARAD will not issue an approval of the vessel's coastwise endorsement eligibility. Comments should refer to the vessel name, state the commenter's interest in the application, and address the eligibility criteria given in section 388.4 of MARAD's regulations at 46 CFR part 388.

Public Participation

How do I submit comments?

Please submit your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. Be advised that it may take a few hours or even days for your comment to be reflected on the docket. In addition, your comments must be written in English. We encourage you to provide concise comments and you may attach additional documents as necessary. There is no limit on the length of the attachments.

Where do I go to read public comments, and find supporting information?

Go to the docket online at <https://www.regulations.gov>, keyword search MARAD–2024–0019 or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). We recommend that

² The dollar equivalent cost is derived from the 2022 Surface Transportation Board Full Year Wage A&B data series using employee group 200 (Professional & Administrative) hourly wage rate of \$49.10. The total burden wage rate (straight time plus 75%) used in the table is \$85.93 (\$49.10 × 1.75 = \$85.93).

³ Totals may not add up due to rounding.