

Respondent Universe: Federal and State Safety Inspectors.

Frequency of Submission: On occasion.

Total Responses: 186 forms.

Estimated Total Annual Burden: 182 hours.

Status: Extension of a currently approved collection.

Title: Passenger Train Emergency Systems.

OMB Control Number: 2130-0576.

Abstract: The collection of information is due to passenger train emergency regulations set forth in 49 CFR 238 to further the safety of passenger train occupants through both enhancements and additions to FRA's existing requirements. The collection of information is used by FRA, railroad

employees, rescue workers, and the public. Emergency responders use the information collected to be able to quickly find and understand how to operate passenger cars' emergency windows, doors, and roof hatches so that they can successfully perform their jobs and save lives. The information collected is used by train passengers to: (1) Recognize and immediately report potential emergencies to train crew members; (2) recognize hazards; (3) recognize and know how and when to operate appropriate emergency-related features and equipment, such as fire extinguishers, train doors, and emergency exits; and (4) recognize the potential special needs of fellow passengers, such as children, the elderly, and disabled, during an

emergency; and (5) know how to quickly and safely evacuate the train in the event of an emergency, such as a collision, derailment, explosion, fire, or some other unanticipated occurrence. Luminescent or lighted emergency exit markings are used by train passengers and emergency responders to determine where the closest and most accessible emergency exit is located as well as how to operate the emergency exit mechanisms. Records of the inspection, maintenance, and repairs of emergency window and door exits and operational efficiency tests are used by FRA inspectors to monitor railroads' regulatory compliance with this Part.

Form Number(s): N/A.

Affected Public: Businesses.

Reporting Burden:

49 CFR 238	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
238.113—Emergency Window Exits—Markings	22 railroads	662 window markings	60 minutes/90 minutes/ 120 minutes	964
238.114—Rescue Access Windows	22 railroads	1,092 access window markings	45 minutes	819
238.121—Emergency Communications—Marked Intercom Locations	22 railroads	116 marked intercom locations	5 minutes	10
238.123—Emergency Road Access—Markings and Instructions	22 railroads	232 marked roof access locations	30 minutes	116
238.303—Exterior Calendar Day Mechanical Inspection of Equip	22 railroads	150 required replacement markings	20 minutes	50
—Rescue Access Exterior Markings/Signage/Instructions	22 railroads	150 records	2 minutes	5
—Records of Non-Compliance				
238.305—Interior Calendar Day Mechanical Inspection of Cars.				
—Written Notification to Train Crew of Non-compliant Car + Notice on Door	22 railroads	260 notifications + 260 notices	1 minute	9
—Inoperative PA system and Notification to Crew	22 railroads	300 notifications	1 minute	5
—Records of Non-complying Condition	22 railroads	300 records	2 minutes	10
238.307—Periodic Mechanical Inspection of Pass. Cars—Replacement Roof Access Markings	22 railroads	32 replacement markings	20 minutes	11

Respondent Universe: Businesses (railroads).

Frequency of Submission: On occasion.

Total Responses: 3,554.

Estimated Total Annual Burden: 1,999 hours.

Status: Extension of a currently approved collection.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), 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 unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC on October 13, 2010.

Kimberly Coronel,

*Director, Office of Financial Management,
Federal Railroad Administration.*

[FR Doc. 2010-26158 Filed 10-15-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. 2010-0092]

Marine Transportation System National Advisory Council

AGENCY: Maritime Administration, DOT.

ACTION: Request for applications.

SUMMARY: The Maritime Administration seeks applications for membership on the Marine Transportation System National Advisory Council (MTSNAC). This Committee advises and makes recommendations on impediments that

hinder the effective use and expansion of America's Marine Highways; waterways and ports, and their intermodal, road, rail, and marine high connections; and guidelines for the development of a national freight policy from a marine transportation perspective to the Secretary of Transportation via the Maritime Administrator.

DATES: Completed application forms should reach us on or before November 17, 2010.

ADDRESSES: Interested candidates may request an application form and submit a completed application by one of the following methods: E-mail:

nac.marad@dot.gov, subject line: MTSNAC Application Fax: 202-366-6988, ATTN: MTSNAC DFO, please provide name, mailing address and telephone and fax numbers to send application forms to. Mail: MARAD-MTSNAC Designated Federal Officer, Room W21-310, U.S. Department of Transportation, 1200 New Jersey Ave., SE., Washington, DC 20590, please provide name, mailing address and telephone and fax numbers to send application forms to: Internet: To download a PDF or MS-Word application form, visit MTSNAC Web site at <http://www.mtsnac.org>.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Lolich, MTSNAC Designated Federal Officer, Maritime Administration, 1200 New Jersey Ave., SE., Room W21-310, Washington, DC 20590, *Richard.Lolich@dot.gov*, Phone: 202-366-0704, Fax: 202-366-6988.

SUPPLEMENTARY INFORMATION: The MTSNAC is an advisory committee established in accordance with the provisions of the Federal Advisory Committee Act (FACA) 5 U.S.C. App. 1 (Pub. L. 92-463) and the Energy Independence and Security Act of 2007 (Pub. L. 110-140). The MTSNAC advises, consults with, reports to, and makes recommendations to the Secretary on matters relating to the Marine Transportation System. Such matters may include, but are not limited to:

Impediments that hinder the effective use and expansion of America's Marine Highways, and the expanded use of the marine transportation system for freight and passengers; Waterways and ports, and their intermodal road, rail, and marine highway connections and actions required to meet current and future national transportation system integration needs; Strategy, policy, and goals to ensure an environmentally responsible and safe system that improves the global competitiveness and national security of the U.S.;

Guidelines for the development of a national freight policy from a marine transportation Perspective, and; such other matters, related to those above, that the Secretary or sponsor may charge the Committee with addressing. The full Committee normally meets at least two to three times per fiscal year. Subcommittee meetings and teleconferences are held more frequently, as needed. It may also meet for extraordinary purposes.

Twenty-eight (28) positions will be filled. Organizations and companies with experience in one or more of the following sectors of the marine transportation industry are encouraged to apply: Ports and Terminal Operators, Shippers, Vessel Operators, Non-Marine Transportation Providers, Metropolitan Planning Organizations and State DOTs, Shipbuilders, Labor and Workforce Development, and Academia.

Registered lobbyists are not eligible to serve on Federal Advisory Committees. Registered lobbyists are lobbyists required to comply with provisions contained in the Lobbying Disclosure Act of 1995 (Pub. L. 110-81, as amended).

Each member serves for a term of two years. Members may serve consecutive terms. All members serve at their own expense and receive no salary. While attending meetings or when otherwise engaged in committee business, members will be reimbursed for travel and per diem expenses as permitted under applicable Federal travel regulations.

If you are interested in applying to become a member of the Committee, send a completed application to Mr. Richard Lolich, Designated Federal Officer (DFO) of the Marine Transportation System National Advisory Council. Send the application in time for it to be received by the DFO on or before November 17, 2010.

Dated: October 12, 2010.

By Order of the Maritime Administrator.

Christine Gurland,

Secretary, Maritime Administration.

[FR Doc. 2010-26092 Filed 10-15-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2010-03

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory; staying alert and situational awareness.

SUMMARY: FRA is issuing Safety Advisory 2010-03 to remind railroads and their employees of the importance of situational awareness and the need to stay alert whenever the job that is being performed changes, particularly in main track territory. This safety advisory contains various recommendations to railroads to ensure that these issues are addressed by appropriate policies and procedures.

FOR FURTHER INFORMATION CONTACT:

Ronald Hynes, Director, Office of Safety Compliance and Assurance, Office of Railroad Safety, FRA, 1200 New Jersey Avenue, SE., Washington, DC 20590, telephone (202) 493-6404; or Joseph St. Peter, Trial Attorney, Office of Chief Counsel, FRA, 1200 New Jersey Avenue, SE., Washington, DC 20590, telephone (202) 493-6052.

SUPPLEMENTARY INFORMATION: The overall safety of railroad operations has improved in recent years. However, a series of events over the past 24 months highlight the need to review current railroad procedures and practices. This safety advisory emphasizes the need for railroads to review and update their current procedures relating to situational awareness, alertness when working on or near main tracks, and job briefings whenever there is a change in situation.

Recent Incidents

The following is a discussion of the circumstances surrounding a recent fatal incident, and is based only on FRA's preliminary investigation. The accident is still under investigation by FRA and local authorities. The causes and contributing factors, if any, have not yet been established. Therefore, nothing in this safety advisory is intended to attribute a cause to the incident or place responsibility for the incident on the acts or omissions of any person or entity.

The fatal incident occurred on September 1, 2010, at approximately 6:50 a.m., in Coon Rapids, Minnesota, on the BNSF Railway's (BNSF) Twin Cities Division, Staples Subdivision, in double-main track territory. The incident occurred when a westbound BNSF track geometry train stopped on Main Track #1 just west of Egrett Boulevard, a public highway-rail grade crossing equipped with flashers and gates, to allow a BNSF roadmaster (track supervisor) to disembark from the geometry car. The roadmaster stepped off the rear (east) end of the geometry car on the field side of Main Track #1 and onto the highway-rail grade crossing. As the geometry train resumed movement west, the roadmaster walked