

§ 387.309.) Form BMC-40 is the application used by carriers to apply for self-insurance authority.

On January 6, 2025, FMCSA published a 60-day notice in the **Federal Register** (90–FR 720) with a 60-day public comment period to announce its intention to submit this ICR to OMB for the proposed revision. FMCSA received two comments in response to the published notice. One of the comments was not related to this ICR and was removed from the docket because it contained possible personally identifiable information.

The second commenter opposed the Broker and Freight Forwarder Responsibility rule, stating that the \$75,000 financial responsibility requirement imposes a financial burden on smaller brokers and freight forwarders. Additionally, the comment implied that the rule would impose 49,722 burden hours on the participants.

In response, FMCSA notes that the minimum amount of financial responsibility is set by statute and the Agency has no discretion to change it (see 49 U.S.C. 13906(b)(3)).

The commenter's calculation of burden hours is inaccurate, as it represents the annual burden of hours for all 11 forms included in this ICR, not just the three forms updated here.

The commenter did not address whether the proposed collection is necessary for the accuracy of the estimated burden; nor the ways the burden could be minimized without reducing the quality of the collected information.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

Kenneth Riddle,

Acting Associate Administrator, Office of Research and Registration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2010–0181]

Notice of Petition for Extension of Waiver of Compliance

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

ACTION: Notice.

SUMMARY: This document provides the public notice that Durbin & Greenbrier Valley Railroad, Inc. (DGVR) petitioned FRA for an extension of relief from certain regulations concerning stenciling of rail cars.

DATES: FRA must receive comments on the petition by May 30, 2025. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: John Brahaney, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–6134, email: john.brahaney@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated February 12, 2025, DGVR petitioned FRA to extend a special approval pursuant to 49 CFR part 215 (Railroad Freight Car Safety Standards), and to extend a waiver of compliance from certain provisions of the Federal railroad safety regulations contained in part 215. The relevant Docket Number is FRA–2010–0181.

Specifically, DGVR requests to extend the previous special approval pursuant to § 215.203, *Restricted cars*, in this docket for 15 cars (DGVR 1–15) that are

(1) more than 50 years from the dates of original construction, and (2) equipped with a component listed in part 215, appendix A (K Style Air Brake). DGVR also seeks to extend relief from § 215.303, *Stenciling of restricted cars*. In its petition, DGVR explains that the cars will be used in excursion service and will be operated at a maximum speed of 10 miles per hour.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by May 30, 2025 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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