

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration**

[FTA Docket No. FTA 2001-10120]

Agency Information Collection Activities; Announcement of OMB Approval; Major Capital Investment Projects**AGENCY:** Federal Transit Administration, DOT.**ACTION:** Notice.

SUMMARY: The Federal Transit Administration (FTA) is announcing that the collection of information required under 49 CFR part 611, Major Capital Investment Projects, has been approved by the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1995.

FOR FURTHER INFORMATION CONTACT: John Day, Office of Policy Development (TBP-10), Federal Transit Administration, 400 7th Street SW., Washington, DC 20590, (202) 366-1671.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of July 16, 2001 (66 FR 37088), FTA announced that the proposed information collection had been submitted to OMB for review and clearance under 44 U.S.C. 3507. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. OMB has now approved the information collection and has assigned OMB control number 2132-0561. The approval expires on August 31, 2004.

Issued: October 23, 2001.

Jennifer L. Dorn,
Administrator.

[FR Doc. 01-27272 Filed 10-29-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Maritime Administration**

[Docket No: MARAD-2001-10903]

Commercial War Risk Hull and Protection and Indemnity Insurance on Title XI Mortgaged Vessels Operated Exclusively on the Inland Rivers and Intercoastal Waterways of the United States and on the Great Lakes**AGENCY:** Maritime Administration, Transportation.**ACTION:** Policy Review with request for comments.

DATES: Interested parties are requested to submit comments on or before November 13, 2001.

FOR FURTHER INFORMATION CONTACT:

Edmond J. Fitzgerald, U.S. Department of Transportation, Maritime Administration, Director, Office of Insurance and Shipping Analysis, Telephone (202) 366-2400, Room 8117, 400 Seventh Street, SW., Washington, DC 20590.

Comments regarding this policy review should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. {Due to current U.S. Postal Service (U.S.P.S.) delivery problems in Washington, DC, commenters are urged to use one of the following: mail via non-U.S.P.S. delivery service (e.g. FedEx, UPS, DHL etc.); or fax their comment to MARAD at 202/366-9206; or use electronic filing as explained below}. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EST, Monday through Friday, except Federal holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

SUPPLEMENTARY INFORMATION: Some experts are predicting a possible marine threat, either as a means or as a target or both, if another terrorist attack were to occur against the U.S. In light of this and the September 11th events, the Maritime Administration (MARAD, we, our, or us) believes it should revisit the existing inland/Great Lakes war risk insurance waiver policy and requests public comment on whether we should change our current waiver policy. We have the authority to rescind or revise the existing waiver policy and to impose the full war risk cover on all Title XI vessels if we determine that it is now necessary.

Currently, we waive the Security Agreement requirement for commercial war risk hull and Protection and Indemnity insurance on Title XI mortgaged vessels, which are operated exclusively on the inland rivers and intercoastal waterways of the United States and on the Great Lakes. This policy was approved by the Assistant Secretary of Commerce for Maritime Affairs on June 30, 1971, and has remained in effect ever since. Most Title XI companies operating exclusively inland or on the Great Lakes have taken advantage of this waiver. MARAD estimates that approximately 20 companies with over 500 vessels

(including a large number of inland barges) are not insured for war risks.

The standard war risk insurance policy covers a number of non-marine perils risks, including warlike operations, strikes, civil unrest and acts of terrorism. The basic underlying assumption for the war risk waiver for inland/Great Lakes was that the threat of attack within the continental 48 states or Great Lakes was very slight. Events of September 11, 2001, have called this basic assumption into question.

As a consequence, we may begin to require that some or all of the inland Title XI vessels have war risk cover. We may not require war risk cover for all inland Title XI vessels because significant groups or fleets of inland barges are widely dispersed on the inland waters at any point in time. This wide distribution limits our inland/Great Lakes Title XI exposure. Therefore, the risk of a significant loss from any one event or target may be relatively small.

Dated: October 25, 2001.

By Order of the Acting Deputy Maritime Administrator.

Joel C. Richard,*Secretary, Maritime Administration.*

[FR Doc. 01-27276 Filed 10-29-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Surface Transportation Board**

[STB Docket No. AB-511 (Sub-No. 2X)]

Central Railroad Company of Indianapolis—Discontinuance Exemption—in Grant County, IN

On October 10, 2001, the Central Railroad Company of Indianapolis (CERA) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to discontinue service over a 5.22-mile line of railroad, known as the Marion Branch, between milepost TS-152.22, near Marion, and milepost TS-157.44, near West Marion Belt, in Grant County, IN.¹ The discontinuance includes 0.3 miles of trackage rights over Pennsylvania Lines LLC (PL) between PL milepost MP-78.3 and milepost MP-78.6.² The line traverses U.S. Postal Service Zip Codes 46952 and 46953. It

¹ The line is owned by Norfolk Southern Railway Company (NSR) and was operated under lease by CERA. NSR will replace CERA and provide service on the line.

² The PL mileposts equate to NSR mileposts TS-153.1 and TS-153.4, respectively.