

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).

Issued in Washington, DC on May 29, 2008.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E8-12408 Filed 6-3-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2008-0047]

Petition for Waiver of Compliance; Correction

SUMMARY: The Federal Railroad Administration (FRA) published a document in the **Federal Register** on April 28, 2008 announcing receipt of a joint request for waiver of compliance from the City of Seattle, Washington and the BNSF Railway Company. This notice corrects that document by acknowledging that the request for waiver of compliance from a certain provision of 49 CFR Part 222 was solely filed by the City of Seattle, Washington.

FOR FURTHER INFORMATION CONTACT:

Ronald Ries, Office of Safety, FRA, 1200 New Jersey Avenue, SE., Washington, DC 20590 (telephone: 202-493-6299 or e-mail: Ronald.Ries@dot.gov); or Kathryn Shelton, Office of Chief Counsel, FRA, 1200 New Jersey Avenue, SE., Washington, DC 20590 (telephone: 202-493-6038 or e-mail: Kathryn.Shelton@dot.gov).

SUPPLEMENTARY INFORMATION: On April 28, 2008, FRA published a document announcing its receipt of a joint request for permanent waiver of compliance from a certain provision of 49 CFR Part 222 pertaining to the establishment of Pre-Rule Quiet Zones. However, BNSF Railway Company subsequently filed written correspondence asserting that it did not consent to the filing of the request for waiver of compliance that was allegedly submitted on its behalf by the City of Seattle, Washington. In light of this additional information, FRA will treat the request for waiver of compliance as having been solely filed by the City of Seattle, Washington.

Issued in Washington, DC on May 28, 2008.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E8-12410 Filed 6-3-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

Docket Number FRA-2008-0056

Applicant: Utah Transit Authority, Ms. Jennifer Rigby, General Counsel, 3600 South 700 West, P.O. Box 30810, Salt Lake City, Utah 84130.

The Utah Transit Authority (UTA) seeks relief from the requirements of the Rules, Standards, and Instructions, Title 49 CFR Part 236, Section 236.310, Signal governing approach to home signal, for its planned commuter rail system "FrontRunner", to the extent that UTA be permitted to utilize cab signals in place of wayside approach signals to home signals. The location of the request is the entire current and planned FrontRunner system. Phase 1 will be approximately 44 miles between Pleasant View, in Weber County, and Salt Lake City, Utah.

Applicant's justification for relief:

(1) The wayside portion of the automatic train control system continually monitors the track conditions ahead of a train. These conditions are continually transmitted to the train by the cab signals and impose the proper speed limit based upon the conditions that exist in advance of the train.

(2) There are 21 control points located on phase 1 of the FrontRunner system. There are no roadway signals in approach to these control point locations. Rather, the cab signal system will register the approach to a control point and display a cab signal to the operator. Visibility of cab signals is superior to that of roadway signals because the signal aspects are located within the operating cab in clear view

of the operator where visibility is not hampered by weather or debris. The cab signal system permits automatic enforcement of adherence to speed limits and to the proper approach to the home signal. If the operator does not respond to the cab signal appropriately, an irrevocable penalty brake application will be provided.

(3) The cab signal system design as implemented provides an equivalent, if not higher, level of safety than that required under Section 236.310 because the visibility of cab signals is superior to that of roadway signals. Moreover, the cab signal system continually monitors the adherence to the speed limit and automatically warns the operator when the limit is exceeded and implements a penalty brake application if the operator fails to take appropriate action. Accordingly, relief from the requirements of Section 236.310 is justified.

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.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and it shall contain a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning these proceedings should be identified by Docket Number FRA-2008-0056 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 within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications

concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://www.regulations.gov>.

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).

Issued in Washington, DC on May 29, 2008.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2008–0106]

NHTSA's Activities Under the United Nations Economic Commission for Europe 1998 Global Agreement; Electronic Stability Control

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Request for comments.

SUMMARY: NHTSA is issuing this notice to publish the schedule of upcoming meetings of WP.29 and its working parties of experts for the remainder of calendar year and to inform the public that a vote to establish a Global Technical Regulation (GTR) on Electronic Stability Control is planned for the June 2008 session of the World Forum for Harmonization of Vehicle Regulations (WP.29). In anticipation of this, NHTSA is requesting comment to inform its decision for the vote.

DATES: Written comments may be submitted to this agency by June 20, 2008.

ADDRESSES: You may submit comments [identified by DOT Docket No. NHTSA–2008–0106] by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. Telephone: 1–800–647–5527.

- *Fax:* 202–493–2251.

Instructions: All submissions must include the agency name and docket number for this proposed collection of information. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all 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 (65 FR 19477–78) or you may visit <http://DocketInfo.dot.gov>.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

FOR FURTHER INFORMATION CONTACT: Mr. Ezana Wondimneh, Division Chief, International Policy and Harmonization (NVS–133), National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; phone (202) 366–0846, fax (202) 493–2280.

SUPPLEMENTARY INFORMATION:

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- II. Electronic Stability Control

I. List of Meetings of WP.29 and Its Working Parties of Experts

The following lists meetings of WP.29 and its subsidiary working parties of experts for vehicle safety for the remainder of calendar year 2008. In addition to the below meetings, working parties of experts may schedule, if necessary, informal sessions outside their regular schedule in order to address technical matters specific to GTRs under consideration. The formation and timing of these groups are recommended by the sponsor and chair of the group and are approved by WP.29

and AC.3. The schedule and place of meetings are made available to interested parties in proposals and periodic reports which are posted on the Web site of WP.29. Note that this schedule supersedes the one published in the last **Federal Register** notice (71 FR 59582).

2008 Schedule of Meetings of WP.29 and Its Working Parties of Experts

June

23—Administrative Committee for the Coordination of Work (WP.29/AC.2) (97th session).

24–27—World Forum for Harmonization of Vehicle Regulations (WP.29) (145th session) and Administrative Committee of the 1958 Agreement (AC.1) (39th session) and Executive Committee of the 1998 Global Agreement (AC.3) (23rd session).

September

16–19—Working Party on Brakes and Running Gear (GRRF) (64th session).

29–Oct 1—Working Party on Lighting and Light Signaling (GRE) (60th session).

October

21–24—Working Party on General Safety Provisions (GRSG) (95th session).

November

10—Administrative Committee for the Coordination of Work (WP.2/AC.2) (98th session).

11–14—World Forum for Harmonization of Vehicle Regulations (WP.29) (146th session); Administrative Committee of the 1958 Agreement (AC.1) (40th session); Executive Committee of the 1998 Global Agreement (AC.3) (24th session).

December

10–12—Working Party on Passive Safety (GRSP) (44th session).

II. Electronic Stability Control

In early 2007, the United States proposed the development of a Global Technical Regulation (GTR) under the 1998 Agreement for Electronic Stability Control (ESC) systems. The proposal noted that studies from around the world indicate that ESC systems are very effective in reducing single-vehicle crashes involving light vehicles (such as passenger cars, multipurpose passenger vehicles, pickup trucks and mini buses weighing 4,536 kg or less). As an example, a study of ESC systems in the U.S. indicated that ESC systems could potentially reduce single-vehicle crashes of passenger cars by 34 per cent and single vehicle crashes of sport utility vehicles (SUVs) by 59 percent.