of a highway-rail grade crossing warning system’s train detection circuit without the application of jumper wires, it is highly probable that the warning system will activate. This indicates to motorists that it is not safe to cross the railroad tracks when, in fact, no train is approaching the crossing. The integrity of the warning system would be compromised by the conveyance of false information to motorists, such that in the future, they would not necessarily comply with the warning system indications. Appropriate use of jumper wires or other safe means of circumventing the normal functioning of the system thus prevents the incorrect warning from being displayed to motorists. Safety is also maintained as long as measures are taken to provide for the safety of motorists and train operations.

Temporary removal from service of grade crossing warning devices and wayside signal systems—through the application of jumpers or other means—is a safe practice, when combined with protective measures for highway traffic and train operations. FRA has reviewed some of the safety procedures for disabling grade crossing warning devices and wayside signal systems that are in place on the major railroads to determine “best practices” that have been developed in the industry. We found that the most effective safety procedures include the following items: (1) Requirements for signal employees to obtain proper authority from the train dispatcher or other appropriate personnel responsible for the movement of trains through the territory before disabling a grade crossing warning or wayside signal system; (2) documentation of the authority to disable the grade crossing warning or wayside signal system; (3) a requirement that all disabled grade crossing warning and wayside signal systems must be properly inspected and tested to ensure proper operation before being restored to service; and (4) a procedure for signal employees to verify with the train dispatcher or other appropriate personnel responsible for the movement of trains through the territory that the grade crossing warning system or wayside signal system has been properly tested before being restored to service.

To mitigate the risks inherent with circumventing the normal functioning of a system, FRA believes it is important that individual railroads have standard procedures in place before interfering with the normal operation of a grade crossing warning or wayside signal system.

**Recommended Actions**

In recognition of the need to ensure safety, FRA strongly recommends that:

1. Each railroad responsible for the proper operation of a highway-grade crossing warning system or wayside signal system review and evaluate its specific railroadwide instructions for the proper method for temporary removal of these systems from service. These instructions should address the following items:
   a. The manner in which the deactivation is authorized.
   b. The personnel designated to authorize deactivation.
   c. The protocols for notifying appropriate persons, especially personnel responsible for the movement of trains, that a grade crossing warning system or wayside signal system has been temporarily removed from service.
   d. The appropriate methods of providing for the safety of train movements while the grade crossing warning system or wayside signal system is temporarily removed from service.
   e. The requirements necessary to perform an inspection and operational test of the pertinent system components before restoring the grade crossing warning system or wayside signal system to service.

2. Each railroad provide regular periodic training to all affected employees to ensure their understanding of instructions for the proper procedures for the temporary removal from service of grade crossing warning or wayside signal systems, including the proper use of jumper wires.

3. The protocols for documenting and notifying appropriate persons that the grade crossing warning system or wayside signal system has been properly tested and restored to service.

FRA encourages railroad industry members to take actions that are consistent with the preceding recommendations, and to take other complementary actions to help ensure the safety of the Nation’s railroad employees. FRA may modify this Safety Advisory 2013–04, issue additional safety advisories, or take other appropriate actions necessary to ensure the highest level of safety on the Nation’s railroads, including pursuing other corrective measures under its rail safety authority.
MARAD and Department of Defense to establish overall contingency plans.

**Description of Respondents:** Tanker companies that operate in international trade and who have agreed to participate in this agreement.

**Annual Responses:** 15 responses.

**Annual Burden:** 15 hours.

**Comments:** Comments 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 W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. Comments also may be submitted by electronic means via the Internet at http://www.regulations.gov. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. EDT (or EST), Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at http://www.regulations.gov.

**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 at the docket number that appears at the top of this document is available on the Federal Register published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78). Comments may also be 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).

**FOR FURTHER INFORMATION CONTACT:**


**SUPPLEMENTARY INFORMATION:**

As described by the applicant the intended service of the vessel ARRIVE DERCI is: “Intended Commercial Use of Vessel: ‘Harbor Cruises/Burials at sea’.”

**For Further Information Contact:**


**DEPARTMENT OF TRANSPORTATION**

**Maritime Administration**

**[Docket No. MARAD–2013–0062]**

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel ARRIVE DERCI; Invitation for Public Comments

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before July 3, 2013.

**ADDRESSES:** Comments should refer to docket number MARAD–2013–0062. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at http://www.regulations.gov. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal Holidays.

**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 (Volume 65, Number 70; Pages 19477–78).

By Order of the Maritime Administrator.

Dated: May 23, 2013.

Julie P. Agarwal, Secretary, Maritime Administration.

[FR Doc. 2013–13051 Filed 5–31–13; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Maritime Administration**

**[Docket No. MARAD–2013 0064]**

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel CATTITUDE; Invitation for Public Comments

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before July 3, 2013.

**ADDRESSES:** Comments should refer to docket number MARAD–2013–0064. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at http://www.regulations.gov. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal Holidays.

**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 (Volume 65, Number 70; Pages 19477–78).

By Order of the Maritime Administrator.

Dated: May 23, 2013.

Julie P. Agarwal, Secretary, Maritime Administration.

[FR Doc. 2013–13051 Filed 5–31–13; 8:45 am]

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