

November 17, 2015, the USITC announced that it was instituting an investigation of the likely impact of the TPP Agreement on the U.S. economy as a whole and on specific industry sectors and the interests of U.S. consumers.

2. Employment Impact Review

Section 105(d)(2) of the Act directs the President to “(A) review the impact of future trade agreements on United States employment, including labor markets, modeled after Executive Order No. 13141 (64 FR 63169) to the extent appropriate in establishing procedures and criteria; and (B) submit a report on such reviews to the Committee on Ways and Means of the House of Representatives and the Committee on Finance of the Senate at the time the President submits to Congress a copy of the final legal text of an agreement pursuant to section 106(a)(1)(E).” USTR and DOL are conducting the employment impact review through the TPSC.

Comments may be submitted on potentially significant sectoral or regional employment impacts in the United States as well as other likely labor market impacts of the TPP Agreement. Persons submitting comments should provide as much detail as possible in support of their submissions.

3. Requirements for Submissions

Persons submitting written comments must do so in English and must identify (on the first page of the submission) “TPP Employment Impact Review.”

In order to ensure the timely receipt and consideration of comments, USTR strongly encourages commenters to make on-line submissions, using the www.regulations.gov Web site. To submit comments via www.regulations.gov, enter docket number USTR-2015-0012 on the home page and click “search.” The site will provide a search-results page listing all documents associated with this docket. Find a reference to this notice and click on the link entitled “Comment Now!” (For further information on using the www.regulations.gov Web site, please consult the resources provided on the Web site by clicking on “How to Use This Site” on the left side of the home page.)

The www.regulations.gov Web site allows users to provide comments by filling in a “Type Comment” field, or by attaching a document using an “Upload File” field. USTR prefers that comments be provided in an attached document. If a document is attached, it is sufficient to type “See attached” in the “Type Comment” field. USTR prefers

submissions in Microsoft Word (.doc) or Adobe Acrobat (.pdf). If the submission is in an application other than those two, please indicate the name of the application in the “Type Comment” field.

For any comments submitted electronically containing business confidential information, the file name of the business confidential version should begin with the characters “BC.” Any page containing business confidential information must be clearly marked “BUSINESS CONFIDENTIAL” on the top of that page. Filers of submissions containing business confidential information must also submit a public version of their comments. The file name of the public version should begin with the character “P.” The “BC” and “P” should be followed by the name of the person or entity submitting the comments. Filers submitting comments containing no business confidential information should name their file using the name of the person or entity submitting the comments.

Please do not attach separate cover letters to electronic submissions; rather, include any information that might appear in a cover letter in the comments themselves. Similarly, to the extent possible, please include any exhibits, annexes, or other attachments in the same file as the submission itself, not as separate files.

As noted above, USTR strongly urges submitters to file comments through www.regulations.gov, if at all possible. Any alternative arrangements must be made with Yvonne Jamison in advance of transmitting the comment. Ms. Jamison should be contacted at (202) 395-3475. General information concerning USTR is available at www.ustr.gov.

Comments will be placed in the docket and open to public inspection, except business confidential information. Comments may be viewed on the www.regulations.gov Web site by entering the relevant docket number in the search field on the home page.

Edward Gresser,

Acting Chair, Trade Policy Staff Committee.

[FR Doc. 2015-32294 Filed 12-24-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2015-0007-N-33]

Agency Request for Emergency Processing of Collection of Information by the Office of Management and Budget

AGENCY: Federal Railroad Administration (FRA), United States Department of Transportation (USDOT).

ACTION: Notice.

SUMMARY: FRA hereby gives notice that it is submitting the following Information Collection request (ICR) to the Office of Management and Budget (OMB) for Emergency Processing under the Paperwork Reduction Act of 1995. FRA requests that OMB authorize the collection of information identified below seven days after publication of this Notice for a period of 180 days.

FOR FURTHER INFORMATION CONTACT: A copy of this individual ICR, with applicable supporting documentation, may be obtained by telephoning FRA’s Office of Safety Information Collection Clearance Officer, Robert Brogan (tel. (202) 493-6292), or FRA’s Office of Administration Clearance Information Collection Officer, Kimberly Toone (tel. (202) 493-6132); these numbers are not toll-free; or by contacting Mr. Brogan via facsimile at (202) 493-6216 or Ms. Toone via facsimile at (202) 493-6497, or via email by contacting Mr. Brogan at Robert.Brogan@dot.gov; or by contacting Ms. Toone at Kim.Toone@dot.gov. Comments and questions about the ICR identified below should be directed to OMB’s Office of Information and Regulatory Affairs, Attn: FRA OMB Desk Officer.

SUPPLEMENTARY INFORMATION: The recently enacted Positive Train Control Enforcement and Implementation (PTCEI) Act and The Fixing America’s Surface Transportation (FAST) Act (collectively, the “Acts”) amend certain portions of 49 U.S.C. 20157 relating to positive train control (PTC) system implementation. Most notably, the provisions within these Acts extend the implementation deadline originally established by the Rail Safety Improvement Act of 2008 (RSIA) and require covered railroads to each submit a revised PTC Implementation Plan (PTCIP) with additional information to meet its new deadline.

The Federal Railroad Administration (FRA) is proposing to provide a revised PTCIP template to assist each railroad pursuant to the new law. More specifically, each railroad may

voluntarily opt to use FRA's proposed template to concisely organize and present certain quantitative (i.e. measurable) data relating to its PTC implementation efforts, and its projected timeframe for completing PTC implementation. Although some of this information may have been provided by each railroad in the past, the Acts now require submission of specific measurable data as part of each railroad's revised PTCIP. This information includes, but is not limited to:

- The calendar year(s) when wireless spectrum required for PTC operation will be acquired and available for use;
- The total amount of PTC hardware the railroad must install (broken down by each major hardware category);
- The total amount of PTC hardware the railroad must install by the end of each

calendar year (broken down by each major hardware category);

- The total number of employees the railroad must train; and
- The total number of employees that will receive training by the end of each calendar year.

FRA believes that providing a template will serve as guidance to railroads by reducing confusion as to the necessarily level of detail required. Further, the template will help to expedite the conveyance of this information, and FRA's review for statutory and regulatory compliance, particularly for those railroads that may not have been tracking these details previously. FRA intends to provide the template on its Web site for use by all interested parties.

As provided under 49 CFR 1320.13, FRA is requesting Emergency processing

for this new collection of information as specified in the Paperwork Reduction Act of 1995 and its implementing regulations. FRA cannot reasonably comply with normal clearance procedures since they would be reasonably likely to disrupt the collection of information. Each railroad is required to submit its revised PTCIP by January 27, 2016. FRA cannot wait the typical 90-day period for public comment. Therefore, FRA is requesting OMB approval as soon as possible (i.e., 7 days after publication of this Notice) for this collection of information.

The associated collection of information is summarized below.

Title: PTC Implementation Plan (PTCIP) Template.

Reporting Burden:

PTCIP Template	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Form FRA F 6180.164	38 Railroads	38 Forms 0	50 hours	1,900 hours.

Form Number(s): FRA F 6180.164.
Respondent Universe: 38 Railroads.
Frequency of Submission: One-time; on occasion.
Total Estimated Responses: 38.
Total Estimated Annual Burden: 1,900 hours.
Status: Emergency Review.
 Pursuant to 44 U.S.C. 3507(a) and 5 CFR 320.5(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 December 22, 2015.
Corey Hill,
Acting Executive Director.
 [FR Doc. 2015–32617 Filed 12–24–15; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35979]

R.J. Corman Railroad Company/ Carolina Lines, LLC—Modified Certificate of Public Convenience and Necessity—Horry County, S.C.

On November 25, 2015, R.J. Corman Railroad Company/Carolina Lines, LLC (RJCS), a Class III rail carrier, filed a notice for a modified certificate of

public convenience and necessity, pursuant to 49 CFR pt. 1150 subpart C—*Modified Certificate of Public Convenience and Necessity*, to operate approximately 11.5 miles of rail line owned by Horry County, S.C., and located between RJCS's line at Station 9+34.65 (milepost 336.18) in the City of Conway, S.C., and the beginning of the concrete bridge deck on the Conway side of the Pine Island Bascule Bridge over the Intracoastal Waterway at Station 609+91 (milepost 347.55) (the Line).

The Line was authorized for abandonment by the Board's predecessor, the Interstate Commerce Commission, in *Seaboard System Railroad Inc.—Abandonment—in Horry County, S.C.*, AB–55 (Sub-No. 107) (ICC served Sept. 12, 1984). According to RJCS, Horry County, a political subdivision of the State of South Carolina, purchased the Line in 1984 pursuant to 49 CFR 1150.22 after it was abandoned by the Seaboard System Railroad.¹

Pursuant to a Lease Agreement entered into between R.J. Corman

Railroad Company, LLC (R.J. Corman), and Horry County, dated September 16, 2015, R.J. Corman will lease and maintain the Line for an initial term of 15 years with the option to renew the agreement for up to an additional 15 years. The Lease Agreement grants Horry County the right to cancel the lease upon 180-days written notice.

In a Lease Addendum and Assignment Agreement, dated November 6, 2015, R.J. Corman assigned its rights and obligations under the Lease Agreement to RJCS, with the written consent of Horry County. According to RJCS, under the terms of the agreement, RJCS has the exclusive right and responsibility to provide common carrier rail freight service on the Line to both existing and prospective customers that have facilities served by sidetracks or other connections to the Line. RJCS states that it must rehabilitate the Line before it can safely provide service and hopes that rehabilitation of the Line will be completed in January of 2016.

The Line qualifies for a modified certificate of public convenience and necessity. *See Common Carrier* and 49 CFR 1150.22. RJCS states that it will receive no subsidies in connection with its operations and that there will be no preconditions that shippers must meet to receive service.

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service

¹ The Waccamaw Coast Line Railroad (WCLR), a division of the Baltimore and Annapolis Railroad Company, previously operated the Line pursuant to a modified certificate of public convenience and necessity obtained in 2001. *See Waccamaw Coast Line R.R.—Modified Rail Certificate*, FD 34064 (STB served July 13, 2001). WCLR provided notice to terminate its service on the Line on December 11, 2013, which became effective on February 9, 2014. *See Waccamaw Coast Line R.R.—Modified Rail Certificate*, FD 34064 et al., slip op. at 1 (STB served Jan. 31, 2014).