

Class III rail carrier, will operate over the Line pursuant to an operating agreement with the Authority and has concurrently filed a verified notice of exemption to operate the Line in *North Shore Railroad Company—Operation & Trackage Rights Exemption—Lines of SEDA-COG Joint Rail Authority & Norfolk Southern Railway Company, Including Interchange Commitment*, Docket No. FD 36600.²

The Authority certifies that its projected annual revenues from this transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million. The Authority further states that the FSEA contains an interchange commitment that would limit future interchange with a third-party carrier other than NSR, and the Authority has provided additional information regarding the interchange commitment as required by 49 CFR 1150.33(h).³

The earliest this transaction may be consummated is April 23, 2022, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than April 15, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36602, should be filed with the Surface Transportation Board via e-filing on the Board's website. In addition, a copy of each pleading must be served on the Authority's representative, Peter A. Pfohl, Slover & Loftus LLP, 1224 Seventeenth Street NW, Washington, DC 20036.

According to the Authority, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: April 5, 2022.

²The Authority states that it is not seeking operating authority over the Line. However, a grant of acquisition authority provides the necessary authority to conduct operations and imposes an obligation to provide service upon reasonable request. See, e.g., *Norfolk & W. Ry.—Acquis. Exemption—Consol. Rail Corp.*, FD 32957, slip op. at 1, n.2 (STB served Aug. 15, 1996); *City of Austin—Acquis.—S. Pac. Transp. Co.*, FD 30861, slip op. at 1–2 (ICC served Nov. 4, 1986).

³A copy of the FSEA containing the interchange commitment was filed under seal with the verified notice. See 49 CFR 1150.33(h)(1).

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2022–07553 Filed 4–7–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2020–0611]

Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: FAA Advisory Circular 120–119, Voluntary Safety Management System for Other Regulated Entities Transporting Dangerous Goods by Air

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 8, 2021. The collection involves entities that voluntarily follow the guidance in FAA Advisory Circular (AC) 120–119, Voluntary Safety Management System (SMS) for Other Regulated Entities Transporting Dangerous Goods by Air, on how to use the SMS principles included in FAA regulations, as a basis to develop and implement a voluntary SMS program and how to submit such a voluntary program to the FAA's Office of Hazardous Materials Safety (AXH) for acceptance. Information received from the first collection will be used to determine consistency with FAA SMS regulations. With the exception of a one-time submission of an implementation plan, the data will not be submitted to the FAA. The records for Safety Policy, Safety Risk Management, and Safety Assurance processes, training, and communications are kept under Safety Promotion and will be kept by the organization and used in its SMS.

DATES: Written comments should be submitted by May 9, 2022.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and

Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to oir_submission@omb.eop.gov, or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT:

Andrea Giordani, Security and Hazardous Materials Safety, Office of Hazardous Materials Safety (AXH–002), Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; (202) 267–3770.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: To be determined.

Title: Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: FAA Advisory Circular 120–119, Voluntary Safety Management System for Other Regulated Entities Transporting Dangerous Goods by Air.

Form Numbers: N/A.

Type of Review: Clearance of a new information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 8, 2021 (86 FR 30514). Advisory Circular (AC) No. 120–119 provides information on how entities subject to the regulatory requirements of Title 49 of the Code of Federal Regulations (CFR) parts 171–180 (e.g., entities performing functions such as, but not limited to, handling or shipping of dangerous goods by air and hereinafter referred to as “other regulated entities”) may choose to implement voluntarily a Safety Management System (SMS) as described in Title 14 CFR, part 5—Safety Management Systems.

AC 120–119 addresses general SMS principles and explains certain regulatory requirements outlined in 14 CFR part 5. While part 5 does not apply

to voluntary SMS programs, it describes the general SMS framework and serves as a non-binding basis for the development and implementation of voluntary SMS programs. The AC provides guidance to organizations on how to use SMS principles included in part 5 as a basis to develop and implement a voluntary SMS program and how to submit such a voluntary program to the FAA's Office of Hazardous Materials Safety (AXH) for acceptance.

Each organization that implements a voluntary SMS program would collect and analyze safety data and maintain training and communications records for its SMS. Data and records are essential for an SMS. Any organization that volunteers for this process would maintain records of SMS outputs, training records, and communications materials used to promote safety. An organization may create a gap analysis to identify what already exists within that organization and what needs to be created to complete the SMS implementation plan. The organization's implementation plan is submitted once to FAA for approval. As needed, other information may be requested or submitted as part of ongoing SMS evaluation.

Respondents: The FAA estimates that a total of three companies will voluntarily implement an SMS.

Frequency: The FAA assumes that the implementation plan is a one-time burden that takes place over three (3) years for organizations that choose to comply.

Estimated Average Burden per Response: 6,680 hours reporting and 170 hours recordkeeping.

Estimated Total Annual Burden: 20,040 hours reporting and 510 hours recordkeeping.

For the estimated total annual burden, the prior notice contained a miscalculation of 6,120 hours of recordkeeping. This notice corrects that miscalculation to 510 hours of recordkeeping.

Issued in Washington, DC, on April 5, 2022.

Daniel Benjamin Supko,

Executive Director, FAA, Office of Hazardous Materials Safety.

[FR Doc. 2022-07574 Filed 4-7-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2022-0082]

Coastwise Endorsement Eligibility Determination for a Foreign-Built Vessel: **CALLIE MARIE (Motor); Invitation for Public Comments**

AGENCY: Maritime Administration, DOT.

ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to issue coastwise endorsement eligibility determinations for foreign-built vessels which will carry no more than twelve passengers for hire. A request for such a determination has been received by MARAD. By this notice, MARAD seeks comments from interested parties as to any effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. Information about the requestor's vessel, including a brief description of the proposed service, is listed below.

DATES: Submit comments on or before May 9, 2022.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD-2022-0082 by any one of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Search MARAD-2022-0082 and follow the instructions for submitting comments.
- *Mail or Hand Delivery:* Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of Transportation, MARAD-2022-0082, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific docket number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments, or to submit comments that are confidential in

nature, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT:

James Mead, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-459, Washington, DC 20590. Telephone 202-366-5723, Email James.Mead@dot.gov.

SUPPLEMENTARY INFORMATION: As described in the application, the intended service of the vessel CALLIE MARIE is:

- Intended Commercial Use of Vessel:* "Recreational passenger charters."
- Geographic Region Including Base of Operations:* "Florida, Tennessee". (Base of Operations: Nashville, TN)
- Vessel Length and Type:* 69' Motor

The complete application is available for review identified in the DOT docket as MARAD 2022-0082 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the employment of the vessel in the coastwise trade to carry no more than 12 passengers will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, MARAD will not issue an approval of the vessel's coastwise endorsement eligibility. Comments should refer to the vessel name, state the commenter's interest in the application, and address the eligibility criteria given in section 388.4 of MARAD's regulations at 46 CFR part 388.

Public Participation

How do I submit comments?

Please submit your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. Be advised that it may take a few hours or even days for your comment to be reflected on the docket. In addition, your comments must be written in English. We encourage you to provide concise comments and you may attach additional documents as necessary. There is no limit on the length of the attachments.

Where do I go to read public comments, and find supporting information?

Go to the docket online at <http://www.regulations.gov>, keyword search MARAD-2022-0082 or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). We recommend that you periodically check the Docket for