

*Intended Commercial Use of Vessel:* “Day and overnight charter”.

*Geographic Region:* “Florida”.

The complete application is given in DOT docket MARAD-2015-0065 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 issuance of the waiver will have an unduly adverse effect on a U.S. vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD’s regulations at 46 CFR part 388.

#### 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 19, 2015.

**Thomas M. Hudson, Jr.,**

*Acting Secretary, Maritime Administration.*

[FR Doc. 2015-12727 Filed 5-26-15; 8:45 am]

BILLING CODE 4910-81-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket Number NHTSA-2015-0049]

#### Reports, Forms, and Record Keeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below will be forwarded to the Office of Management and Budget (OMB) for

review and comment. The ICR describes the nature of the information collections and their expected burden.

**DATES:** Comments must be received on or before June 26, 2015.

**ADDRESSES:** Send comments within 30 days to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Gary R. Toth, Office of Data Acquisition (NVS-410), Room W53-505, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. Toth’s telephone number is (202) 366-5378 and his email address is [gary.toth@dot.gov](mailto:gary.toth@dot.gov).

**SUPPLEMENTARY INFORMATION:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). In compliance with these requirements, this notice announces that the following information collection request has been forwarded to OMB. A **Federal Register** Notice with a 60-day comment period was published on Monday, September 29, 2014 (Volume 79, Number 188, pages 58402 and 58403). NHTSA did not receive any comments.

*Title:* Crash Report Sampling System (CRSS).

*Type of Request:* New information collection.

*OMB Control Number:* None.

*Abstract:* Under both the Highway Safety Act of 1966 and the National Traffic and Motor Vehicle Safety Act of 1966, the National Highway Traffic Safety Administration (NHTSA) has the responsibility to collect crash data that support the establishment and enforcement of motor vehicle regulations and highway safety programs. These regulations and programs are developed to reduce the severity of injury and the property damage associated with motor vehicle crashes. In the late 1970s, NHTSA’s National Center for Statistics and Analysis (NCSA) devised a multidisciplinary approach to meet the data needs of our end users that utilizes an efficient combination of census, sample-based, and existing State files to provide nationally representative traffic crash data on a timely basis. NCSA operates data programs consisting of records-based systems that include the Fatality Analysis Reporting System (FARS) and the National Automotive Sampling System General Estimates System (NASS-GES); and detailed crash investigation-based systems which

include the National Automotive Sampling System Crashworthiness Data System (NASS-CDS) and the Special Crash Investigations (SCI) program. NASS-CDS focused on the crashworthiness of passenger cars, light trucks, and vans involved in crashes and damaged enough to be towed. NASS-GES, on the other hand, collected limited data on other highway crashes in order to produce general estimates.

Recognizing the importance as well as the limitations of the current National Automotive Sampling Systems, NHTSA is undertaking a modernization effort to upgrade our data systems by improving the information technology infrastructure, updating the data we collect and reexamining the sample sites. The goal of this overall modernization effort is to develop new crash data systems that meet current and future data needs. The new systems will be designed to collect record-based information and investigation-based information. The redesigned records-based acquisition process will identify highway safety problem areas and provide general data trends and will be referred to as the Crash Report Sampling System (CRSS).

CRSS will obtain data from a nationally representative probability sample selected from police-reported motor vehicle traffic crashes. Specifically, crashes involving at least one motor vehicle in transport on a trafficway that result in property damage, injury or a fatality will be included in the CRSS sample. The crash reports sampled will be chosen from selected areas that reflect the geography, population, miles driven, and the number of crashes in the United States. No additional data beyond the selected crash reports will be collected. Once the crash reports are received they will be coded and the data will be entered into the CRSS database.

CRSS will acquire national information on fatalities, injuries and property damage only directly from existing State police crash reports. CRSS data quality reviews will be conducted to determine whether the data acquired are responsive to the total user population needs. The user population includes Federal and State agencies, automobile manufacturers, insurance companies, and the private sector. Annual changes in the sample parameters are minor in terms of operation and method of data collection, and do not affect the reporting burden of the respondent (CRSS data coders will utilize existing State crash files).

*Affected Public:* Federal and State agencies and the private sector.

*Estimated Annual Burden:* 7,280 hours.

*Requested Expiration Date of Approval:* Three (3) years from the approval date. Please note that this period was incorrectly stated as five (5) years in the 60 day notice.

*Estimated Number of Responses:* 840.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

**Authority:** The Paperwork Reduction Act of 1995, 44 U.S.C. chap. 35; 49 U.S.C. 30181–83.

Under authority delegated in 49 CFR 1.95.

**Terry T. Shelton,**

*Associate Administrator, National Center for Statistics and Analysis.*

[FR Doc. 2015–12679 Filed 5–26–15; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. AB 55 (Sub-No. 740X)]

#### CSX Transportation, Inc.— Abandonment Exemption—in Niagara Falls, Niagara County, NY

CSX Transportation, Inc. (CSXT) has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments* to abandon approximately a 0.48-mile rail line on its Northern Region, Albany Division, Niagara Subdivision, between milepost QDD 173.81 (south of Lafayette Avenue) and the end of the track at milepost QDD 173.33 (north of University Drive) in Niagara Falls, Niagara County, NY (the Line).<sup>1</sup> The Line traverses United States Postal Service Zip Code 14305. CSXT states that the Niagara Falls station at OPSL 40730 and FSAC 17780 serves the Line, but will not be closed as a result of the proposed abandonment.

<sup>1</sup> CSXT states that, following abandonment, it plans to salvage the track and materials and sell or lease the real estate.

CSXT has certified that: (1) No freight traffic has moved over the Line for at least two years; (2) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line is either pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (3) the requirements at 49 CFR 1105.7(c) (environmental report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on June 26, 2015, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>2</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>3</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by June 8, 2015. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by June 16, 2015, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to CSXT's representative: Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

<sup>2</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>3</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

CSXT has filed environmental and historic reports that address the effects, if any, of the abandonment on the environment and historic resources. OEA will issue an environmental assessment (EA) by June 1, 2015. Interested persons may obtain a copy of the EA by writing to OEA (Room 1100, Surface Transportation Board, Washington, DC 20423–0001) or by calling OEA at (202) 245–0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at (800) 877–8339. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Line. If consummation has not been effected by CSXT's filing of a notice of consummation by May 27, 2016, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at “[WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).”

Decided: May 21, 2015.

By the Board, Rachel D. Campbell,  
Director, Office of Proceedings.

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2015–12819 Filed 5–26–15; 8:45 am]

**BILLING CODE 4915–01–P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

**AGENCY:** Department of the Treasury.

**ACTION:** Notice.

The Department of the Treasury will submit the following information collection request to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104–13, on or after the date of publication of this notice.

**DATES:** Comments should be received on or before June 26, 2015 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, to