

stations, power facilities, and maintenance facilities to support HSR operations.

TCR is a Texas-based company formed in 2009 to bring HSR to Texas as a private-sector venture. Working closely with Central Japan Railway Company (JRC), TCR proposes the deployment of JRC's N700-I Bullet System based on the world's safest, most reliable, lowest emission, electric-powered, HSR systems, called the Tokaido Shinkansen System (Shinkansen). Developed and operated by JRC and the former Japan National Railways, the Shinkansen has operated safely for almost 50 years and carries over 400,000 daily passengers. The most current generation Shinkansen train, the N700, runs at speeds up to 186 miles per hour.

The EIS will describe an analysis of HSR alternatives in the study area and evaluate the environmental impacts of reasonable alternatives using a combination of Geographic Information System (GIS) data, field investigations and site visits/sampling where necessary. The primary environmental resources located within the study area that may be affected are: agricultural, residential, commercial, and industrial properties; streams and floodplains; wetlands and wildlife habitat; and open space. FRA and TxDOT will work with TCR to develop alternatives that avoid and minimize impacts to these resources, as well as cultural resources and protected lands. Minimization and mitigation measures will be identified within the EIS where appropriate.

In accordance with the NEPA, the FRA and TxDOT invite comments and suggestions regarding the scope of the EIS from all interested parties to ensure that all issues are addressed related to this proposal and any significant impacts are identified. Letters describing the EIS and soliciting comments will be sent to appropriate federal, state, and local agencies, Native American tribes, and private organizations who might have previously expressed or who are known to have an interest in the Proposed Action. Federal agencies with jurisdiction by law or special expertise with respect to potential environmental issues will be requested to act as a Cooperating Agency in accordance with 40 CFR 1501.16.

TxDOT will lead the outreach activities beginning with scoping meetings (dates to be determined). Public involvement initiatives including public meetings, project Web site, and outreach will continue throughout the EIS process. Opportunities for public participation will be announced through

mailings, notices, advertisements, press releases and an EIS Web page, accessible at <http://www.fra.dot.gov/Page/P0700>. One or more public hearings will be held after the Draft EIS is released and made available for public and agency review. Public notice will be given for the time and place of public hearings.

Comments or questions concerning this Proposed Action and the scope of the EIS are invited from all interested parties and should be directed to the FRA at the address provided above.

**Authority:** National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 *et. seq.*)

Issued in Washington, DC, on June 19, 2014.

**Michael M. Johnsen,**

*Acting Division Chief, Environment and Systems Planning.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2011-0093]

#### Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a letter dated May 14, 2014, Peninsula Terminal Railway (PT) has petitioned the Federal Railroad Administration (FRA) for an extension of its waiver of compliance from certain provisions of the Federal hours of service laws contained at 49 U.S.C. 21103(a)(4). FRA assigned the petition Docket Number FRA-2011-0093.

In its petition, PT seeks relief from 49 U.S.C. 21103(a)(4) that in part requires a train employee to receive 48 hours off duty after initiating an on-duty period for 6 consecutive days. Specifically, PT seeks a waiver to allow a train employee to initiate an on-duty period, each day, for 6 consecutive days followed by 24 hours off duty. In support of its request, PT explained that it has five train and engine service employees covered by the waiver, and these employees have set hours, set days off, and do not lay over at away-from-home locations. PT provided work schedules for the employees covered by the waiver, which shows them working Monday through Friday, reporting at 7:00 a.m., and working an average of 8 hours, with a crew occasionally working on Sunday for 4 hours or less. PT also explained that all employees covered by the waiver work well below the Federal 276-hour monthly limit. Finally, PT

stated that all employees covered by the waiver were provided information about the waiver extension petition, and that there were no objections to the waiver extension by these employees.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov) and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

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.

All communications concerning these proceedings should identify the appropriate docket number 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 by August 11, 2014 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

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.). See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Issued in Washington, DC, on June 20, 2014.

**Ron Hynes,**

*Director, Office of Safety Assurance and Compliance.*

[FR Doc. 2014-14826 Filed 6-24-14; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number MARAD-2013-0022]

#### Final Policy: Cruise Vessel Security and Safety Training Provider Certification

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

**ACTION:** Final policy.

**SUMMARY:** This notice serves to inform interested parties and the public of the Maritime Administration's (MARAD) new policy on certification of cruise vessel security and safety training providers. As required by the Cruise Vessel Security and Safety Act of 2010, Public Law 111-207 (July 27, 2010) (codified at 46 U.S.C. sections 3507-08) (CVSSA), the U.S. Coast Guard (USCG), in consultation with the Federal Bureau of Investigation (FBI), and MARAD developed training standards and curricula (the "Model Course") to allow for the certification of passenger vessel security personnel, crewmembers, and law enforcement officials on the appropriate methods for the prevention, detection, evidence preservation and reporting of criminal activities in the international maritime environment. In addition, the CVSSA provided the Maritime Administrator with the discretionary authority to certify organizations in the United States and abroad that offer the curriculum for training and certification. On May 23, 2013, the agency published a notice in the **Federal Register** seeking public comment on a draft policy under which such certification would be carried out (78 FR 30956). In response, the agency received four separate comments to which it provides its responses below. The agency is now announcing its voluntary certification program for training providers to assure the general public that passenger cruise vessel security and safety personnel have received training that is in strict compliance with the CVSSA mandated Model Course. MARAD certification will serve to assist the cruise industry in identifying and obtaining qualified training services.

**DATES:** This policy will become effective once the Office of Management and

Budget approves a current information collection control number. (See also Paperwork Reduction Act section.)

**ADDRESSES:** The complete file for this policy is available for inspection with the Docket Clerk, Docket Management Facility, U.S. Department of Transportation, 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. You may also view the comments submitted to the docket via the Federal eRulemaking Portal at <http://www.regulations.gov> by following search instructions using DOT Docket Number MARAD-2013-0022.

Organizations and individuals desiring to submit comments on the collection of information requirements should direct them to the Office of Management and Budget, Office of Information and Regulatory Affairs, Washington DC 20503, Attention: MARAD Desk Officer. Comments may also be sent via email to the Office of Management and Budget at the following address: [oir-submissions@omb.eop.gov](mailto:oir-submissions@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** You may contact T. Mitchell Hudson, Jr., Office of Chief Counsel, Maritime Administration, at (202) 366-9373. You may send mail to Mr. Hudson at Maritime Administration, 1200 New Jersey Avenue SE., MAR 225, W24-220, Washington, DC 20590-0001. You may send electronic mail to [Mitch.Hudson@dot.gov](mailto:Mitch.Hudson@dot.gov). If you have questions on viewing the Docket, call Cheryl Collins, Program Manager, Docket Operations, telephone: (800) 647-5527.

**SUPPLEMENTARY INFORMATION:** Following the enactment of the CVSSA, the USCG, MARAD, and the FBI, as directed under the Act, developed the Model Course. Published in July of 2011, the "Model Course CVSSA 11-01 Crime Prevention, Detection, Evidence Preservation and Reporting" set the standards for security personnel training. The CVSSA training requirements are applicable to passenger vessels that carry at least 250 passengers; have onboard sleeping facilities for each passenger; are on a voyage that embarks and disembarks passengers in the United States; and are not engaged on a coastwise voyage. Since July 27, 2011, passenger vessels have been required to certify to the USCG, before entering a United States port on a voyage or voyage segment on which a United States citizen is a passenger, that they have at least one crewmember on board who is properly trained on prevention, detection, evidence preservation, and reporting

requirements of criminal activities in the international maritime environment.

MARAD's voluntary training provider certification program will help assure the general public that passenger vessel security and safety personnel have received proper training consistent with the Model Course and will assist the industry in obtaining quality training services. Training providers seeking to be certified by MARAD are required to submit training plans and supporting information for review. If the training provider's plans meet the Model Course criteria, the agency will offer its certification subject to the training provider entering into an agreement which, in addition to other terms, will subject the organization to program audits. The MARAD application procedure and program details are also available to the public on its Web site [www.marad.dot.gov/cvssa](http://www.marad.dot.gov/cvssa).

#### Comments on the Proposed Policy

In response to the agency's **Federal Register** notice seeking public comment on its proposed CVSSA trainer certification policy, a total of four separate comment submissions were made by the following entities: the International Cruise Victims Association, Inc. (ICV); the Cruise Lines International Association (CLIA); the American Association for Justice (AAJ); and a private citizen. The agency responds below to all comments, which have been organized under four general topic areas—Statutory Authority, Program Administration, Public Information and Trainer/Applicant Requirements.

#### Statutory Authority

(1) Comments submitted by ICV questioned the efficacy of a voluntary certification program, rather than a mandatory program, in order to "provide a standardized training format for certification."

For several reasons, MARAD chose a voluntary program implemented through policy rather than issuing a formal rulemaking to establish a mandatory requirement. First, because the CVSSA provides the Administrator with discretionary authority, the law allows for the implementation of a voluntary program. Second, based on the agency's successful experience implementing a voluntary program under the authority provided by Section 109 of the Maritime Transportation Security Act of 2002, the agency is confident that voluntary programs can be successful at achieving proper oversight and ensuring regulatory compliance. Third, MARAD anticipates the cruise lines will recognize the