

practices to analyzing, assessing, and controlling risks to protect the public, the environment, and company employees and assets. The meeting is designed for all pipeline stakeholders to learn more about how risk management would work in the pipeline industry and the effect it would have on the environment, human safety, and all stakeholders. The benefits the meeting offers are: (1) Learning about risk management processes and tools pipeline companies are using, (2) contributing ideas on the technical standard, regulatory framework, and baseline safety performance measures for the risk management demonstration program, and (3) considering whether a company would like to compete to conduct a demonstration program.

## II. Risk Management Public Meeting

A risk management drama will highlight the challenges OPS, State pipeline regulators, the pipeline industry, and the public will face when risk management demonstration projects are conducted. At the April 15 and 15 meeting, speakers, panel members, and the risk management drama cast will include: representatives from OPS Headquarters and Regions, State pipeline safety offices, fire fighting and hazardous material response officers, the public, pipeline trade associations, and companies including Chevron, Shell, Tenneco, Natural Gas Pipe Line, American Natural Resources, Enron, and Mapco.

Key topics include technical standards, a risk management regulatory framework, effective risk communication, risk management demonstration projects, safety performance measures, how to measure program effectiveness, how state and federal regulators could interact with industry, and how much information companies will have to share with OPS. Sponsoring the April 14 and 15, 1996, meeting are the Office of Pipeline Safety (OPS), the American Petroleum Institute (API), the Association of Oil Pipe Lines (AOPL), the American Gas Association (AGA), the Gas Research Institute (GRI), the Interstate Natural Gas Association of America (INGAA), the American Public Gas Association (APGA), NACE International, and the National Association of Regulatory Utility Commissioners (NARUC).

Participants will get the latest information on the Risk Management Quality Team's work and public comments on the Federal Register notice outlining a draft regulatory framework for risk management demonstration projects. Break out sessions will allow participants to help

design program elements needed for the risk management demonstration projects and will address questions from the November meeting.

For information on the April 14 and 15 meeting, please contact Melanie Barber, OPS; John Erickson, A.G.A., 1515 Wilson Blvd., Arlington, VA 22209-2469, o: (703) 841-8450, fax: 841-8492, e-mail: jerick06.reach.com; Michele Joy, AOPL, 1101 Vermont Ave., N.W., Washington, D.C. 20005-3521, o: (202) 408-7970, fax: 408-7983; Marty Matheson, API, 1220 L St., N.W., Washington, D.C. 20005, o: (202) 682-8192, fax: (202) 682-8222, e-mail: matheson@api.org; Bob Cave, APGA, Suite 102, 11094-D Lee Highway, Fairfax, VA 22030, o: (703) 352-3890, fax: 352-1271; Tina Thomas, GRI, Suite 730 North, 1331 Pennsylvania Ave., N.W., Washington, D.C. 20004, o: (202) 662-8937, fax: 347-6925, e-mail: cthomas@gri.org; Terry Boss, INGAA, Suite 300 West, 555 Thirteenth St., N.W., Washington, D.C. 20004, o: (202) 626-3234, fax: 626-3249, e-mail: tboss@ingaa.org; Shelley Leavitt Nadel, NACE International, P.O. Box 21834, Houston, TX 77218-8340, e-mail: shelley@mail.nace.org; or Rick Marini, NARUC, NH Public Utilities Commission, 8 Old Suncook RD, Concord, NH 03301, o: (603) 271-2443, fax: (603) 271-3878.

Issued in Washington, DC, on March 21, 1996.

Richard B. Felder,

*Associate Administrator for Pipeline Safety.*

[FR Doc. 96-7289 Filed 3-25-96; 8:45 am]

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## Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (96-2)]

### Quarterly Rail Cost Adjustment Factor

**AGENCY:** Surface Transportation Board.

**ACTION:** Approval of rail cost adjustment factor.

**SUMMARY:** The Board has approved a second quarter 1996 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The second quarter RCAF (Unadjusted) is 1.063. The second quarter RCAF (Adjusted) is 0.769, a decrease of 1.7% from the first quarter 1996 RCAF (Adjusted).

**EFFECTIVE DATE:** April 1, 1996.

**FOR FURTHER INFORMATION CONTACT:** H. Jeff Warren, (202) 927-6243. TDD for the hearing impaired: (202) 927-5721.

**SUPPLEMENTARY INFORMATION:**

Additional information is contained in

the Board's decision. To purchase a copy of the full decision write to, call, or pick up in person from: DC NEWS & DATA, INC., Room 2229, 1201 Constitution Avenue, N.W., Washington, DC 20423, or telephone (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: March 19, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,

*Secretary.*

[FR Doc. 96-7240 Filed 3-25-96; 8:45 am]

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## Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 32799]

### Economic Development Rail Corporation and Economic Development Rail II Corporation—Exemption—Common Control

Economic Development Rail Corporation (EDRC) and Economic Development Rail II Corporation (EDR-II), non-profit quasi-public entities, have jointly filed a notice of exemption for common control because both entities own active rail lines that are managed by the same group of trustees and directors.<sup>2</sup> EDRC owns a rail line in and around Youngstown, OH, that is operated by the Youngstown and Austintown Railroad, and EDR-II owns a rail line in and around Warren, OH,

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This decision notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323.

<sup>2</sup> Petitioners state that they neglected to file a notice of exemption for common control upon EDR-II's reactivating an abandoned rail line from CSX Transportation, Inc., in 1993. Petitioners seek to correct that omission by filing this notice of exemption. In addition, in a filing made by EDR-II in Finance Docket No. 32798 contemporaneous with the filing of this notice of exemption, EDR-II is requesting an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10902 for EDR-II to acquire certain rail lines in the Warren, OH area from Consolidated Rail Corporation (Conrail). The lines to be acquired from Conrail cross, but do not connect with lines already owned by EDR-II.