

FOR FURTHER INFORMATION CONTACT: Mr. Mark Meza, Project Manager, Port and Environmental Management Division (G-MOR-1), (202) 267-0421, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001.

SUPPLEMENTARY INFORMATION: Congress passed, as part of the Oil Pollution Act of 1990, the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (the Act), 33 U.S.C. 2732, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of terminal facilities and crude-oil tankers.

Sub-section 2732(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the terminal facilities in Prince William Sound, instead of a council of the type specified in sub-section 2732(d), if certain conditions are met. The Act requires that the group enter into a contract to ensure annual funding, and that it receive annual certification by the President to the effect that it fosters the general goals and purposes of the Act and is broadly representative of the community and interests in the vicinity of the terminal facilities. Accordingly, in 1991, the President granted certification to the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC). He later delegated the authority to certify alternative advisory groups to the Commandant of the Coast Guard, who redelegated it to the Assistant Commandant for Marine Safety and Environmental Protection.

On May 22, 1997, in the **Federal Register**, the Coast Guard announced the availability of the application for recertification that it received from the PWSRCAC and requested comments (62 FR 28099). It received thirteen comments.

Discussion of Comments

All of the comments received by the Coast Guard supported recertification of the PWSRCAC. One of the comments recommended a change in PWSRCAC operations to ensure consistent presentation of PWSRCAC official positions. It is the Coast Guard's position that this comment as well as the other more general comments be forwarded to PWSRCAC for their review and appropriate action. Since none of the comments received opposed the recertification, the Coast Guard has determined that recertification of the PWSRCAC in accordance with the Act is appropriate.

Recertification: By letter dated July 8, 1997, the Assistant Commandant for Marine Safety and Environmental Protection certified that the RCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on June 30, 1998.

Dated: July 27, 1997.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33430]

CBEC Railway, Inc.—Trackage Rights Exemption—Great Western Railway Company of Iowa, L.L.C.

Great Western Railway Company of Iowa, L.L.C. (GWRI), has agreed to grant overhead trackage rights to CBEC Railway, Inc. (CBEC), over GWRI's trackage between milepost 1.72 and milepost 2.12, in the vicinity of Council Bluffs, IA.¹

The trackage rights agreement was expected to be executed on or about July 10, 1997,² but the transaction is not expected to be consummated until September 1997, when construction and rehabilitation of CBEC's line is completed and rail operations are commenced over CBEC's track. The purpose of the trackage rights is to improve operational efficiencies between CBEC and GWRI and to eliminate duplicative facilities by connecting two segments of CBEC track and right-of-way on either end of GWRI's Wabash Rail Yard.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction

¹ The track is adjacent to GWRI's Wabash Rail Yard and connects track owned by CBEC.

² Concurrent with the filing of the notice of exemption, CBEC filed a motion for protective order pursuant to 49 CFR 1104.14, with respect to the trackage rights agreement between CBEC and GWRI. CBEC submitted the trackage rights agreement under seal stating that it is a confidential agreement that prohibits any party from disclosing the material terms to the public without the prior written consent of the other party. By decision served July 28, 1997, CBEC's motion for protective order was granted.

involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

This notice is filed under 49 CFR 1180.2(d)(7). If the 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 stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33430, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas W. Wilcox, Donelan, Cleary, Wood & Maser, P.C., 1100 New York Avenue, N.W., Suite 750, Washington, DC 20005.

Decided: July 29, 1997.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-383 (Sub-No. 3X)]

Wisconsin & Southern Railroad Co.—Discontinuance of Service

Exemption—in Milwaukee and Waukesha Counties, WI

The Wisconsin & Southern Railroad Co. (WSOR) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments and Discontinuances* to discontinue service over a 3.0-mile line of railroad known as the Menomonee Falls Branch, owned by the State of Wisconsin Department of Transportation,¹ between milepost 101.1 in Granville and milepost 104.05 in Menomonee Falls, WI. The line traverses United States Postal Service Zip Codes 53224 and 53051.²

¹ The involved line segment is part of a group of former Chicago, Milwaukee, St. Paul and Pacific Railroad (MILW) rail lines that were purchased by the State of Wisconsin under section 5(b)(2) of the Milwaukee Railroad Restructuring Act (MRR). See *State of Wisconsin—Acquisition of Certain Lines of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company*, Finance Docket No. 29237, (ICC served Feb. 1, 1980). WSOR was authorized to operate this branch line as well as other former MILW lines in *Wisconsin and Southern Railroad Co.—Lake, Columbia, Milwaukee, Washington, Waukesha, and Winnebago Counties, WI*, Finance Docket No. 29375 (ICC served Nov. 5, 1980).

² Under 49 CFR 1152.50(d)(2), the railroad must file a verified notice with the Board at least 50 days