OPS is issuing integrity management program requirements in several steps. Because natural gas and hazardous liquids have different physical properties, pose different risks, and the configuration of the systems differ, and because OPS already possessed sufficient information about integrity management practices on hazardous liquid pipelines, OPS began the series of rules by issuing requirements pertaining to hazardous liquid operators. A final rule applying to hazardous liquid operators with 500 or more miles of pipeline was issued November 3, 2000, (65 FR 75378). This rule applies to pipelines that can affect high consequence areas (HCAs), which include populated areas defined by the Census Bureau as urbanized areas or places, unusually sensitive environmental areas, and commercially navigable waterways. A notice of proposed rulemaking applying to hazardous liquid operators with fewer than 500 miles of pipeline will be issued soon.

Day 1: Integrity Management Concepts for Gas Pipelines

OPS has been meeting with representatives of the gas pipeline industry, research institutions, and State pipeline safety agencies to gather the information needed for rulemakings pertaining to gas operators. Since January 2000, there have been nine meetings with State agencies, representatives of the Interstate Natural Gas Association of America (INGAA), the American Gas Association (AGA), Battelle Memorial Institute, the Gas Technology Institute (GTI), Hartford Steam Boiler Inspection and Insurance Company, and operators covered under 49 CFR part 192. (See DOT Docket #7666 for summaries of the meetings.) The purpose of these meetings was to develop integrity management concepts that could most effectively be applied to gas transmission pipelines. At the meetings, industry representatives presented their perspectives on a number of issues relating to integrity management. Presentations on each of these subject areas will be included in the public meeting agenda. They include:

- Considerations for defining HCAs affected by gas pipelines
- Evaluation of design factors currently used for gas transmission pipelines
- Evaluation of performance history and experience with the impact zone in gas transmission failures
- Integrity management best practices and relationship between incident causes and industry practices
- Options for various forms of direct assessment of the integrity of gas pipelines; their costs and effectiveness
- Basis for establishing test intervals
- Appropriateness of distinguishing between pipelines on basis of pressure
- Status of research activities
- Status of development of new national consensus standards

Day 2: Communications With the Public

Because communications with the public is an important part of a pipeline integrity management program, OPS is examining the need for standards for how operators are to communicate with State and local officials and the public about results of risk assessment processes and measures to prevent and mitigate damage to pipelines in case of a failure. OPS seeks comment on how State and local officials and the public could use and benefit from risk assessment information, how the consequences of potential pipeline failures should be characterized, how risk control actions should be described, and what operational information would be meaningful. To provide OPS input on both the content and optimal delivery of pipeline information, OPS formed the Integrity Management Communications Work Group. This nine-member group includes balanced representation of government, industry, and public interest stakeholders. At the public meeting, the Work Group will report the status of its discussions on the following topics:

- Proposed information to be communicated
- Expected utility of that information to the end user
- Feasibility of collecting/reporting that information
- Summary of any issues or debates concerning public access to that information

Presentations from members of the public will further explore communication needs and options.

Day 3: In-Depth Integrity Management Discussions

To ensure full consideration of all issues relating to gas pipeline integrity, attendees are invited to participate in a more in-depth and interactive treatment of topics raised on Day 1. These unstructured discussions will utilize an informal roundtable format.

Issued in Washington, DC, on December 28, 2000.

John Hess,

Acting Associate Administrator for Pipeline Safety.

[FR Doc. 01–237 Filed 1–3–01; 8:45 am]

BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33975]

Gulf & Ohio Railways, Inc., d/b/a Mississippi Delta Railroad—Lease and Operation Exemption—Lines of the County of Coahoma, Mississippi

Gulf & Ohio Railways, Inc., d/b/a Mississippi Delta Railroad (MSD), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease and operate approximately 18.6 miles of rail line owned by the County of Coahoma, Mississippi (Coahoma), from milepost 55.40 at or near Lula, MS, to milepost 74.00 at or near Lyon, MS (the Lula line). MSD also seeks to lease from Coahoma the lines extending from milepost 74.00 at or near Lyon, to milepost 79.00 at or near Clarksdale, Coahoma County, MS, and from milepost 76.54 at or near Clarksdale to milepost 104.00 at or near Swan Lake, Tallahatchie County, MS. In addition, Coahoma will assign MSD its rights to operate over 1.39 miles of incidental trackage rights extending from milepost 104.00 to milepost 105.39 at or near Swan Lake.[1] MSD originally acquired or leased the above lines from Illinois Central Railroad Company.[2] MSD certifies that its projected revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier.

This transaction is related to a simultaneously filed notice of exemption in STB Finance Docket No. 33977, *County of Coahoma, Mississippi—Acquisition Exemption—Line of Gulf & Ohio Railways, Inc., d/b/a Mississippi Delta Railroad,* wherein Coahoma seeks to acquire the Lula line from MSD.

MSD states that it has agreed to operate the above-described rail lines through June 30, 2001, in order to provide Coahoma time to locate a long-term operator. *See* STB Finance Docket No. 33977.

The transaction was scheduled to be consummated on or shortly after December 20, 2000.

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

[1] *See County of Coahoma, Mississippi—Acquisition Exemption—line of Illinois Central Railroad Company,* STB Finance Docket No. 33953 (STB served Dec. 7, 2000).

[2] *See Gulf & Ohio Railways, Inc.—Exemption From 49 U.S.C. 11301, 10901 and 11322,* Finance Docket No. 30683 (ICC served Nov. 6, 1985).

a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33975, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Rose-Michele Weinryb, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1300 19th Street, NW., Fifth Floor, Washington, DC 20036–1609.

Board decisions and notices are available on our website at http://WWW.STB.DOT.GOV.

Decided: December 28, 2000.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01–209 Filed 1–3–01; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33977]

County of Coahoma, Mississippi—Acquisition Exemption—Line of Gulf & Ohio Railways, Inc., d/b/a Mississippi Delta Railroad

The County of Coahoma, Mississippi (Coahoma), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire (by purchase) approximately 18.6 miles of rail line known as the Lula Line from the Gulf & Ohio Railways, Inc., d/b/a Mississippi Delta Railroad (MSD) extending from milepost 74.00 at Lyon, MS, to milepost 55.40 at Lula, MS.[1] According to Coahoma, it and MSD have negotiated and at the time of the filing of this notice were executing an Asset Purchase Agreement providing for Coahoma's acquisition of MSD's right, title and interest in the Lula line. Coahoma indicates that the Lula line connects at Lyon with another rail line, the Swan Lake line, previously owned by the Illinois Central Railroad Company (IC) and operated by MSD pursuant to a now-expired lease. *See* Finance Docket No. 30683. Coahoma has since acquired the Swan Lake line from IC which is also operated by MSD.[2] Coahoma certifies that its annual revenues will not exceed those that would qualify it as a Class III rail carrier and that its annual revenues are not projected to exceed $5 million.

This transaction is related to a simultaneously filed notice of exemption in STB Finance Docket No. 33975, *Gulf & Ohio Railways, Inc. d/b/a Mississippi Delta Railroad–Lease and Operation—Lines of the County of Coahoma, Mississippi,* wherein MSD seeks to lease and operate the line being acquired by Coahoma.

Coahoma states that, pursuant to an agreement, MSD has agreed to provide service on the Lula Line through June 30, 2001, or until the earlier of either Coahoma finding a long-term operator for the line or July 1, 2001, at which time MSD will cease its operations. Coahoma further states that MSD will seek the Board's approval for any authority needed in connection with its cessation of operations, or having in place Coahoma's long-term operator.

The transaction was expected to be consummated on or shortly after December 20, 2000.

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 automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33977, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on William C. Sippel, *Esq.*, Fletcher & Sippel LLC, Two Prudential Plaza, Suite 3125, 180 North Stetson Avenue, Chicago, IL 60601–6721.

Board decisions and notices are available on our website at *http://www.stb.dot.gov.*

Decided: December 28, 2000.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01–210 Filed 1–3–01; 8:45 am]

BILLING CODE 4915–00–P

[1] *See Gulf & Ohio Railways, Inc.—Exemption From 49 U.S.C. 11301, 10901 and 11322,* Finance Docket No. 30683 (ICC served Nov. 6, 1985).

[2] *See County of Coahoma, Mississippi—Acquisition Exemption—Line of Illinois Central Railroad Company,* STB Finance Docket No. 33953 (STB served Dec. 7, 2000).

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

December 18, 2000.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before February 5, 2001 to be assured of consideration.

Bureau of Alcohol, Tobacco and Firearms (BATF)

OMB Number: 1512–0045.

Form Number: ATF F 5130.10.

Recordkeeping Requirement ID Number: ATF REC 5130/2.

Type of Review: Extension.

Title: Letterhead Applications and Notices Filed by Brewers.

Description: The Internal Revenue Code requires brewers to file a notice of intent to operate a brewery. ATF Form 5130.10 is similar to a permit; and, when approved by ATF, is a brewer's authorization to operate. Letterhead applications and notices are necessary to identify brewery activities so that ATF may insure that proposed operations do not jeopardize Federal revenues.

Respondents: Business or other for-profit.

Estimated Number of Respondents: 1,750.

Estimated Burden Hours Per Respondent: ATF F 5310.10—3 hours; Notices and Applications—30 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 9,625 hours.

OMB Number: 1512–0387.

Recordkeeping Requirement ID Number: ATF REC 7570/2 and ATF REC 7570/3.

Type of Review: Extension.

Title: Records of Acquisition and Disposition, Collectors or Firearms.

Description: These records are used by ATF in criminal investigations and compliance inspections in fulfilling the Bureau's mission to enforce the gun control laws.

Respondents: Business or other for-profit.

Estimated Number of Recordkeepers: 172,250.

Estimated Burden Hours Per Recordkeeper: 3 hours.

Estimated Total Recordkeeping Burden: 559,791 hours.

OMB Number: 1512–0474.

Recordkeeping Requirement ID Number: ATF REC 5130/5.