

Application No.	Applicant	Reason for delay	Estimated date of completion
14096-M .....	United States Enrichment Corporation (USEC), Paducah, KY .....	4	04-30-2006
11924-M .....	Wrangler Corporation, Auburn, ME .....	4	05-31-2006
11903-M .....	Comptank Corporation, Bothwell, ON .....	4	06-30-2006
11241-M .....	Rohm and Haas Co., Philadelphia, PA .....	1	05-31-2006

**NEW EXEMPTION APPLICATIONS**

13266-N .....	Luxfer Gas Cylinders, Riverside, CA .....	4	05-31-2006
14138-N .....	INO Therapeutics, Inc., Port Allen, LA .....	4	06-30-2006
14163-N .....	Air Liquide America L.P., Houston, TX .....	4	05-31-2006
14228-N .....	Goodrich Corporation, Colorado Springs, CO .....	1	05-31-2006
14212-N .....	Clean Harbors Environmental Services, Inc., North Andover, MA .....	4	05-31-2006
14209-N .....	ABB Power Technologies AB, Alamo, TN .....	4	05-31-2006
14221-N .....	U.S. Department of Energy, Washington, DC .....	4	05-31-2006
14218-N .....	Air Logistics of Alaska, Inc., Fairbanks, AK .....	4	05-31-2006
14197-N .....	GATX Rail Corporation, Chicago, IL .....	4	05-31-2006
14199-N .....	RACCA, Plymouth, MA .....	4	05-31-2006
14184-N .....	Global Refrigerants, Inc., Denver, CO .....	4	05-31-2006
14167-N .....	Trinityrail, Dallas, TX .....	4	04-30-2006
14263-N .....	U.S. Department of Energy (DOE), Washington, DC .....	4	05-31-2006
14257-N .....	Origin Energy American Samoa, Inc., Pago Pago, AS .....	4	06-30-2006
14252-N .....	Hobo Incorporated, Lakeville, MN .....	4	04-30-2006
14237-N .....	Advanced Technology Materials, Inc. (ATMI), Danbury, CT .....	1	05-31-2006
14239-N .....	Marlin Gas Transport, Inc., Odessa, FL .....	1	05-31-2006
14233-N .....	U.S. Department of Energy (DOE), Richland, WA .....	4	05-31-2006
14232-N .....	Luxfer Gas Cylinders—Composite, Cylinder Division, Riverside, CA .....	4	05-31-2006
14229-N .....	Senex Explosives, Inc., Cuddy, PA .....	4	05-31-2006
14141-N .....	Nalco Company, Naperville, IL .....	4	06-30-2006
14038-N .....	Dow Chemical Company, Midland, MI .....	1	05-31-2006
13999-N .....	Kompozit-Praha s.r.o. Dysina u Plzne, Czech Republic, CZ .....	1	05-31-2006
13582-N .....	Linde Gas LLC (Linde), Independence, OH .....	4	05-31-2006
13563-N .....	Applied Companies, Valencia, CA .....	4	05-31-2006
13341-N .....	National Propane Gas Association, Washington, DC .....	3	05-31-2006
13347-N .....	Amvac Chemical Corporation, Los Angeles, CA .....	4	06-30-2006

[FR Doc. 06-3558 Filed 4-12-06; 8:45 am]

BILLING CODE 4910-60-M

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Ex Parte No. 519 (Sub-No. 3)]

**Notice of National Grain Car Council Meeting**

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of National Grain Car Council meeting.

**SUMMARY:** Notice is hereby given of a meeting of the National Grain Car Council (NGCC), pursuant to section 10(a)(2) of the Federal Advisory Committee Act, Public Law No. 92-463, as amended (5 U.S.C., App. 2).

**DATES:** The meeting will be held on May 8, 2006, beginning at 11 a.m., E.D.T.

**ADDRESSES:** The meeting will be held in the Linda J. Morgan Hearing Room (7th Floor) at the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001.

**FOR FURTHER INFORMATION CONTACT:** Jamie Rennert, (202) 565-1519.

[Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at: (800) 877-8339].

**SUPPLEMENTARY INFORMATION:** The NGCC arose from a proceeding instituted by the Surface Transportation Board's (Board) predecessor agency, the Interstate Commerce Commission (ICC), in *National Grain Car Supply—Conference of Interested Parties*, Ex Parte No. 519. The NGCC was formed as a working group to facilitate private-sector solutions and recommendations to the ICC (and now the Board) on matters affecting grain transportation.

The purpose of this meeting is to continue discussions of private-sector solutions to problems related to the availability of railroad cars for distribution and transportation of grain. In particular, rail carrier members will report on their preparedness to transport the Fall grain harvest.

The meeting, which is open to the public, will be conducted pursuant to the NGCC's charter and Board procedures. Further communications about this meeting may be announced through the Board's Web site at <http://www.stb.dot.gov>.

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

Decided: April 7, 2006.

By the Board, Chairman Buttrey and Vice Chairman Mulvey.

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. E6-5505 Filed 4-12-06; 8:45 am]

BILLING CODE 4915-01-P

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[Amendment No. 4 to Released Rates Decision No. MC-999]

**Released Rates of Motor Common Carriers of Household Goods**

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of filing of an application to amend released rates provisions for motor carrier shipments of household goods and request for public comments.

**SUMMARY:** The Household Goods Carriers' Bureau Committee (Committee), on behalf of its member

motor carriers, seeks authority to amend Released Rates Decision No. MC-999 by changing the index used for annual adjustments to the minimum per-pound valuation and to the charges for protecting the full value of shipments of household goods.

**DATES:** Comments are due May 15, 2006.

**ADDRESSES:** Send an original and 10 copies of any comments, referring to Amendment No. 4 to Released Rates Decision No. MC-999, to: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of any comments to the Committee's representative, Thomas M. Auchincloss, Jr., 1707 L Street, NW., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Lawrence C. Herzig, (202) 565-1578. [Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339].

**SUPPLEMENTARY INFORMATION:** Under 49 U.S.C. 14706(a)(1), motor carriers of household goods ordinarily are liable for the actual loss or injury that they cause to the property they transport. However, under 49 U.S.C. 14706(f), a household goods carrier may establish, with the Board's permission, "released rates," under which the carrier's liability is limited to a value established by written declaration of the shipper or by written agreement between the carrier and shipper.

In a decision in this proceeding served on December 21, 2001 (*December 2001 Decision*), the Board authorized the Household Goods Carriers' Bureau Committee (the Committee), which is composed of motor carriers of household goods, to change the terms under which its member motor carriers may limit their liability for damage to, or loss of, household goods in their care.<sup>1</sup> The *December 2001 Decision* authorized carriers to provide household goods shippers with two options concerning the level of cargo liability to be assumed by the carrier, depending upon the level of the rate that the shipper wishes to pay for the transportation of its goods. Under one option, the carrier's cargo liability would be limited to 60 cents per pound, per article, and the shipper would pay only a base rate for the shipment. Alternatively, for an additional charge, the shipper could obtain "full value protection" (FVP) for the shipped goods, meaning that the carrier would be liable

for the replacement value of lost or damaged goods (up to the pre-declared value of the shipment) or, at the carrier's option, for restoring damaged goods to their prior condition.

The second, or FVP, option established charges that would apply to various levels of valuations. It also provided for a minimum declared value of \$4.00 per pound (or a lump sum of \$5,000, whichever is greater). That means that, if a shipper does not write in a valuation, or writes in a declared valuation lower than \$4.00 per pound, the minimum declared value that would be deemed to apply to that shipment is the value derived by multiplying the weight of the shipment in pounds by \$4.00, and the shipper would pay a charge based on that valuation.

The *December 2001 Decision* also authorized the Committee to make annual adjustments, without prior Board approval, to this minimum per-pound valuation and also to the charges that would apply when a shipper selects FVP. The annual adjustments that the agency approved were based on changes in the household furnishings and operations index, a subgroup within the Consumer Price Index (CPI), U.S. City Average, published by the Bureau of Labor Statistics (BLS) of the United States Department of Labor.

The Committee has now asked us to modify the *December 2001 Decision*, so that, instead of using the household furnishings and operations index to benchmark the annual adjustments to the minimum per-pound valuation and FVP charges, its members would now use data from BLS's Consumer Price Index—All Urban Consumers (All Items) (CPI-U). The Committee states that the household furnishings and operations index (which has recorded insignificant movement since the base year 1999 and has not resulted in any valuation or charges adjustments since the Board authorized its use in the *December 2001 Decision*) is inappropriate for calculating annual adjustments because several components of the former household furnishings index subgroup were moved to other major groups. In addition, the Committee cites a BLS publication indicating that CPI subgroup indexes are subject to a substantially greater sampling error than the national CPI, and for that reason, it strongly urges users to consider the CPI-U for use in escalator clauses.<sup>2</sup>

The Committee indicates that approval of the proposed amendment

would permit household goods carriers immediately to take an increase of 16.7% in the minimum per-pound valuation and in their charges for FVP coverage for shipments of household goods.

We invite comments on the proposed amendment from interested members of the public. We will also serve this decision on the parties that provided comments concerning the *December 2001 Decision* and invite their comments on the proposed amendment.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: April 6, 2006.

By the Board, Chairman Buttrey and Vice Chairman Mulvey.

**Vernon A. Williams,**  
Secretary.

[FR Doc. E6-5503 Filed 4-12-06; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-586 (Sub-No. 2X)]

#### North Central Railway Association, Inc.—Abandonment Exemption—in Hardin County, IA

North Central Railway Association, Inc. (NCRA), has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments* to abandon and discontinue service over a 10.54-mile line of railroad between milepost 201.46, near Ackley, IA, and milepost 212.00, near Steamboat Rock, IA, in Hardin County, IA.<sup>1</sup> The line traverses United States Postal Service Zip Codes 50672, 50671, and 50601.

NCRA has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line that would have to be rerouted; (3) 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 either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49

<sup>1</sup> In a subsequent decision served April 22, 2002, the Board clarified that the approach authorized in the *December 2001 Decision* may be used by carriers that are not members of the Committee, as well as those that are.

<sup>2</sup> BLS *Handbook of Methods*, Chapter 17 at 4, available at <http://www.bls.gov/opub/proghome.htm>.

<sup>1</sup> NCRA's notice of exemption identified the issue line as an 11.70-mile rail line, from milepost 200.30 to milepost 212.00. Subsequently, NCRA was advised of an ongoing need for car interchange and switch moves over a portion of the line between mileposts 200.36 and 201.46. Therefore, by letter filed on March 31, 2006, NCRA amended its notice to pertain to the line segment from milepost 201.46 to milepost 212.00.