

“Continue,” fill in the requested information, click “Continue,” enter your comment, then click “Submit.”

- *Fax:* 1-202-493-2251.
- *Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M-30, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.

- *Hand Delivery:* DOT Docket Management System, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *E-Gov Web site:* <http://www.regulations.gov>. This Web site allows the public to enter comments on any **Federal Register** notice issued by any agency.

*Instructions:* Identify the docket number, PHMSA-98-4470, at the beginning of your comments. If you submit your comments by mail, submit two copies. To receive confirmation that PHMSA received your comments, include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>, and may access all comments received by DOT at <http://dms.dot.gov> by performing a simple search for the docket number.

*Note:* All comments are posted without changes or edits to <http://dms.dot.gov>, including any personal information provided.

*Privacy Act Statement:* Anyone can search the electronic form of all comments received in response to 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.). DOT's complete Privacy Act Statement was published in the **Federal Register** on April 11, 2000 (65 FR 19477), and is on the Web at <http://dms.dot.gov>.

*Information on Services for Individuals with Disabilities:* For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, please contact Cheryl Whetsel at (202) 366-4431 by July 17.

## II. Committee Background

The THLPSSC is a statutorily mandated advisory committee that advises PHMSA on proposed safety standards for hazardous liquid pipelines. The THLPSSC is established under section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 1) and the Pipeline Safety Law (49 U.S.C. Chap. 601). The

THLPSSC consists of 15 members, five each representing government, industry, and the public.

The Pipeline Safety Law requires PHMSA to seek the THLPSSC's advice on the reasonableness, cost-effectiveness, and practicability of each proposed pipeline safety standard. The Pipeline Safety Law also requires PHMSA to submit the cost-benefit analysis and risk assessment information associated with the proposed standard to the THLPSSC. The THLPSSC evaluates the merits of the data and provides recommendations on the adequacy of the analyses.

## III. Preliminary Meeting Schedule

The THLPSSC will discuss and vote on a proposal to extend pipeline safety regulations to certain unregulated hazardous liquid gathering lines and low-stress pipelines and on a supplemental proposal addressing new requirements in the PIPES Act. This supplemental proposal would apply all Federal hazardous liquid pipeline safety regulations to currently unregulated low-stress pipelines meeting certain criteria. These proposals will help protect unusually sensitive areas from the potential adverse impacts of releases from unregulated hazardous liquid pipelines in rural areas. PHMSA will also seek the THLPSSC's recommendations on a concept to address internal corrosion issues in hazardous liquid pipelines.

**Authority:** 49 U.S.C. 60102, 60115.

Issued in Washington, DC on June 22, 2007.

**Jeffrey D. Wiese,**

*Acting Associate Administrator for Pipeline Safety.*

[FR Doc. E7-12573 Filed 6-27-07; 8:45 am]

**BILLING CODE 4910-60-W-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 679X)]

### CSX Transportation, Inc.— Abandonment Exemption—in Delaware County, IN

CSX Transportation, Inc. (CSXT) has filed a verified notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon a 1.4-mile line of railroad on its Northern Region, Great Lakes Division, Indianapolis Line Subdivision, from milepost QIM 0.0 to milepost QIM 1.4, known as the Muncie Belt, in Muncie, Delaware County, IN. The line traverses

United States Postal Service Zip Code 43702.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted over other lines; (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 of 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 28, 2007, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 9, 2007. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 18, 2007, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to CSXT's representative: Steven C. Armbrust, 500 Water St., J-150, Jacksonville, FL 32202.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which currently is set at \$1,300. See 49 CFR 1002.2(f)(25).

CSXT has filed environmental and historic reports which address the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by July 3, 2007. Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 245-0305. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by CSXT's filing of a notice of consummation by June 28, 2008, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: June 20, 2007.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. E7-12293 Filed 6-27-07; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-976 (Sub-No. 2X)];  
[STB Docket No. AB-369 (Sub-No. 6X)]<sup>1</sup>

#### **Pittsburg & Shawmut Railroad, LLC— Abandonment Exemption—in Clarion and Jefferson Counties, PA; Buffalo & Pittsburgh Railroad, Inc.— Discontinuance Exemption—in Clarion and Jefferson Counties, PA**

Pittsburg & Shawmut Railroad, LLC (Pittsburg & Shawmut) has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments and*

<sup>1</sup> For administrative purposes, the discontinuance exemption sought in STB Docket No. AB-369 (Sub-No. 6X) is being divided to correspond to the two abandonment exemptions sought here and in STB Docket No. AB-1004X.

*Discontinuances of Service* to abandon, and Buffalo & Pittsburgh Railroad, Inc. (BPRR), has filed a notice of exemption under the same Subpart to discontinue service and operating rights over, approximately 35.95 miles of rail line,<sup>2</sup> extending between milepost 6.0 in or near Lawsonham, Clarion County, PA, and milepost 41.95 in Brookville, Jefferson County, PA.<sup>3</sup> Pittsburg & Shawmut states that it may retain the track between milepost 41.50 and milepost 41.95 to be operated by BPRR as private side tracks or spurs, thereby reclassifying this 0.45-mile portion of the line. The line traverses United States Postal Service Zip Codes 15864, 16216 and 16242.

Pittsburg & Shawmut and BPRR have 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 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 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to these exemptions, any employee adversely affected by the abandonment or discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, these exemptions will be effective on

<sup>2</sup> Both notices were initially filed on May 29, 2007. At the Board's request, both notices were supplemented by the applicants on June 8, 2007, with letters providing certain required certifications. Because the notices were not complete until the June 8 filings, that date will be considered the actual filing date for both notices and the basis for all due dates.

<sup>3</sup> In its notice of exemption filed in STB Docket No. AB-369 (Sub-No. 6X), BPRR seeks discontinuance over 48.45 miles of rail line, encompassing both the 35.95 miles of rail line at issue here and the remaining 12.5 miles of rail line corresponding to the notice of exemption filed by Shannon Transport, Inc. (STI), in *Shannon Transport, Inc.—Abandonment Exemption—in Clarion County, PA*, STB Docket No. AB-1004X, *et al.*

July 28, 2007, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>4</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>5</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 9, 2007. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 18, 2007, with: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to Pittsburg & Shawmut's and BPRR's representative: Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., Four Penn Center, Suite 200, 1600 John F. Kennedy Blvd., Philadelphia, PA 19103.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

Pittsburg & Shawmut and BPRR, along with STI, have filed a joint combined environmental and historic report, which addresses the effects, if any, of the abandonment and discontinuance on the environment and historic resources for this line and the line addressed in *Shannon Transport, Inc.—Abandonment Exemption—in Clarion County, PA*, STB Docket No. AB-1004X, *et al.* Additionally, Pittsburg & Shawmut has filed a supplemental environmental and historic report, which specifically addresses the effects, if any, of the abandonment on this line. SEA will issue an environmental assessment (EA) by July 3, 2007.

Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 245-0305. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

<sup>4</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>5</sup> Each OFA must be accompanied by the filing fee, which is currently set at \$1,300. See 49 CFR 1002.2(f)(25).