

dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published April 11, 2000 (65 FR 19477).

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 before January 2.

II. Committee Background

The TPSSC and the THLPSSC are advisory committees mandated by statute to advise PHMSA on proposed safety standards, risk assessments, and safety policies for natural gas and hazardous liquid pipelines. These advisory committees are established under 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). Each committee consists of 15 members, five each representing government, industry, and the public. The TPSSC and the THLPSSC determine the reasonableness, cost-effectiveness, and practicability of each proposed safety standard. The committees also evaluate the cost-benefit analysis and risk assessment information on each proposal.

III. Preliminary Meeting Schedules

Joint Meeting of the Technical Advisory Committees
Thursday, January 17 (1 p.m. to 5 p.m.)

The TPSSC and THLPSSC will meet to introduce new members and to discuss their roles and responsibilities. They will also discuss PHMSA's 2008 regulatory agenda and plans to carry out the DOT and PHMSA strategic plans.

Special Permit Consideration and Criteria Discussion for 7-Year Reassessments Friday, January 18 (8 a.m.-12 p.m.)

Integrity management regulations applicable to gas transmission pipelines required all operators to do a baseline assessment of pipelines. PHMSA will hold a public workshop to gather comments on the use of a special permit to allow certain transmission pipeline operators to tailor reassessment intervals, based on pipe specific threats, instead of using the 7-year mandatory reassessment required now. PHMSA will ask for feedback on criteria developed for these special permits.

PHMSA will post more detailed agendas and any additional information or changes on its Web page (<http://phmsa.dot.gov>) approximately 15 days before the meeting date.

Authority: 49 U.S.C. 60102, 60115; 60118.

Issued in Washington, DC on December 14, 2007.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.

[FR Doc. 07-6099 Filed 12-14-07; 2:15 pm]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 385 (Sub-No. 6)]

Waybill Sample

AGENCY: Surface Transportation Board, DOT.

ACTION: Clarification.

SUMMARY: The Surface Transportation Board provides notice that all railroads required to submit a waybill sample under 49 CFR part 1244 shall report fuel surcharge revenues in the waybill field "Freight Revenue," columns 83-91 in the waybill file record layout.

DATES: *Effective Date:* This notice is effective on January 1, 2008.

FOR FURTHER INFORMATION CONTACT: Mac Frampton, (202) 245-0317 or mac.frampton@stb.dot.gov. [Federal Information Relay Service (FIRS) for the hearing impaired: 1-800-877-8339.]

SUPPLEMENTARY INFORMATION: A carload waybill, which is a document describing the characteristics of an individual rail shipment, identifies originating and terminating freight stations, the names of all railroads participating in the movement, the points of all railroad interchanges, the number of cars, the car types, movement weight in hundredweight, the commodity, and the freight revenue. Under 49 CFR part 1244, a railroad is required to file carload waybill sample information (Waybill Sample) for all line-haul revenue waybills terminating on its lines if, in any of the three preceding years, it terminated 4500 or more carloads, or it terminated at least 5% of the total revenue carloads that terminate in a particular state.

The Waybill Sample is the Board's primary source of information about freight rail shipments terminated in the United States. Of particular importance, the Board relies on the data in the Freight Revenue field to compute its "Revenue Shortfall Allocation Method" (RSAM) benchmarks.

For the most part, carriers are already reporting revenue derived from fuel surcharges within the Freight Revenue field. However, a few carriers are using the "Miscellaneous Charges" field to report fuel surcharge revenue. This notice clarifies that all reporting carriers

should report their fuel surcharge revenues in the Freight Revenue field. This clarification will provide for uniformity in the reporting of fuel surcharge revenue in the Waybill Sample and therefore improve the accuracy and utility of the Board's RSAM calculations.

To purchase a copy of this decision, write to, e-mail or call: ASAP Document Solutions, 9332 Annapolis Rd., Suite 103, Lanham, MD 20706; e-mail asapdc@verizon.net; telephone (202) 306-4004. [Assistance for the hearing impaired is available through FIRS at 1-800-877-8339.]

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

Decided: December 12, 2007.

By the Board, Chairman Nottingham, Vice Chairman Buttrey, and Commissioner Mulvey.

Vernon A. Williams,

Secretary.

[FR Doc. E7-24589 Filed 12-18-07; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35108]

Permian Basin Railways, Inc.— Acquisition of Control Exemption— Mount Hood Railroad

Permian Basin Railways, Inc. (PBR) has filed a verified notice of exemption to permit PBR to acquire control of the Mount Hood Railroad (MHRR) by purchasing 100% of the outstanding stock of MHRR.¹

PBR is a noncarrier holding company, and a wholly owned subsidiary of Iowa Pacific Holdings, also a noncarrier. PBR owns the following Class III rail carriers: Texas-New Mexico Railroad, West Texas & Lubbock Railway, Arizona Eastern Railway, San Luis & Rio Grande Railroad, and the Chicago Terminal Railway.

The transaction is scheduled to be consummated on or about December 31, 2007, but consummation can lawfully occur no earlier than January 2, 2008, the effective date of the exemption (30 days after the exemption was filed).

Applicant states that: (i) The rail lines involved in this transaction do not connect with any rail lines now controlled, directly or indirectly, by

¹ A copy of a draft Agreement for Sale of Stock, as required by 49 CFR 1180.6(a)(7)(ii), was filed under seal along with a motion for protective order. The motion is being addressed in a separate decision.