

regard to whether issuing a new Presidential Permit reflecting the corporate succession and authorizing NOVA, Inc. to operate and maintain Line 20 would be in the national interest. The application is available at <http://www.state.gov/e/enr/c52945.htm>.

FOR FURTHER INFORMATION CONTACT: Michael Brennan, Bureau of Energy Resources, Office of Energy Diplomacy—Europe, Western Hemisphere and Africa (ENR/EDP/EWA), Department of State, Washington, DC 20520, Tel: 202–647–9158, EMAIL: BrennanMF@state.gov.

Dated: October 26, 2012.

Douglas R. Kramer,

Acting Director, Office of Europe, Western Hemisphere and Africa, Bureau of Energy Resources, U.S. Department of State.

[FR Doc. 2012–27330 Filed 11–7–12; 8:45 am]

BILLING CODE 4710–09–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2012–0098]

Notice of Availability of a Finding of No Significant Impact for the Port of Guam Modernization Program

AGENCY: U.S. Department of Transportation, Maritime Administration.

ACTION: Notice of Availability of the Finding of No Significant Impact for the Port of Guam Modernization Program.

SUMMARY: The purpose of this Notice is to make available to the public the Finding of No Significant Impact (FONSI) derived from the Environmental Assessment (EA) regarding the Port of Guam Modernization Program (Program).

The objective of this Program is to improve or replace existing port facilities, reconfigure operations, expand storage capacity, and upgrade existing infrastructure. Specifically, the proposed action would construct a new break-bulk terminal area in the western portion of the terminal yard. A non-port operations area would be developed east of the proposed new break-bulk terminal to improve efficiency and security. New entrance and exit gates would be constructed to increase processing efficiency and reduce truck queuing times. Some existing buildings would be demolished, expanded, and/or refurbished and new buildings would be constructed. Deteriorating or failing utilities would be upgraded or replaced. Oil/water separators would be installed in storm water outfalls into the harbor.

New safety and security improvements would be constructed.

FOR FURTHER INFORMATION CONTACT: Daniel Yuska, 1200 New Jersey Ave. SE., Washington, DC 20590; phone: (202) 366–0714; or email: Daniel.yuska@dot.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 to contact the above individuals during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question with the above individuals. You will receive a reply during normal business hours.

By Order of the Maritime Administrator.

Dated: November 2, 2012.

Julie P. Agarwal,

Secretary, Maritime Administration.

[FR Doc. 2012–27258 Filed 11–7–12; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 55 (Sub-No. 722X)]

CSX Transportation, Inc.—Discontinuance of Service Exemption—in Anderson County, TN

CSX Transportation, Inc. (CSXT) filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over approximately a 4.85-mile rail line on CSXT's Southern Region, Huntington Division, KD Subdivision, extending between milepost 0AE 251.15 at the connection with CSXT's main line and milepost 0AE 256.0 at the end of the track in Oak Ridge, Anderson County, Tenn. The line traverses United States Postal Service Zip Code 37830.

CSXT has certified that: (1) No local traffic has moved over the line for at least two years; (2) any overhead traffic can be and has been 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 two-year period; and (4) the requirements at 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 discontinuance of service shall be

protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 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 December 8, 2012, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA for continued rail service under 49 CFR 1152.27(c)(2)¹ must be filed by November 19, 2012.² Petitions to reopen must be filed by November 28, 2012, 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: Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

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

Board decisions and notices are available on our Web site at “www.stb.dot.gov.”

Decided: November 2, 2012.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2012–27262 Filed 11–7–12; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Agency Information Collection Activities: Submission for OMB Review; Joint Comment Request

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury; Board of

¹ Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

² Because CSXT is seeking to discontinue service, not to abandon the line, trail use/rail banking and public use conditions are not appropriate. Likewise, no environmental or historic documentation is required here under 49 CFR 1105.6(c) and 49 CFR 1105.8(b), respectively.