

capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is July 2, 2007.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.] Anyone is able to search the electronic form of all comments received into 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.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Wallace Environmental Testing Laboratories, Inc. (WETL) of Houston, TX (Registered Importer 90-005) has petitioned NHTSA to decide whether non-U.S. certified 2003 Kawasaki VN1500-P1/P2 series motorcycles are eligible for importation into the United States. The vehicles that WETL believes are substantially similar are 2003 Kawasaki VN1500-P1/P2 series

motorcycles that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it carefully compared non-U.S. certified 2003 Kawasaki VN1500-P1/P2 series motorcycles to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

WETL submitted information with its petition intended to demonstrate that non-U.S. certified 2003 Kawasaki VN1500-P1/P2 series motorcycles, as originally manufactured, conform to many FMVSS in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 2003 Kawasaki VN1500-P1/P2 series motorcycles are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 106 *Brake Hoses*, 111 *Rearview Mirrors*, 116 *Brake Fluid*, 119 *New Pneumatic Tires for Vehicles other than Passenger Cars*, 122 *Motorcycle Brake Systems*, and 205 *Glazing Materials*.

The petitioner further contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated below:

Standard No. 108 Lamps, Reflective Devices and Associated Equipment: Inspection of all vehicles and replacement of the following with U.S.-model components on vehicles not already so equipped: (a) Headlamps; (b) front and rear turn signal lamps; and (c) tail lamp assembly.

Standard No. 120 Tire Selection and Rims for Vehicles other than Passenger Cars: (a) Installation of a tire information placard; (b) inspection of all vehicles to ensure compliance with rim marking requirements; and (c) replacement of rims that are not properly marked.

Standard No. 123 Motorcycle Controls and Displays: Installation of a U.S.-model speedometer reading in miles per hour and a U.S.-model odometer reading in miles.

Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the

closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: May 25, 2007.

Claude H. Harris,

Director, Office of Vehicle Safety Compliance. [FR Doc. E7-10487 Filed 5-30-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket: PHMSA-98-4957]

Request for Public Comments and Office of Management and Budget Approval of an Existing Information Collection (2137-0596)

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that PHMSA forwarded an Information Collection Request to the Office of Management and Budget (OMB) for an extension of the currently approved collection for National Pipeline Mapping System (NPMS) data reporting. On March 23, 2007, PHMSA published a **Federal Register** notice soliciting comments on this information collection. No comments were received. The purpose of this notice is to allow the public an additional 30 days to submit comments.

DATES: Submit comments on or before July 2, 2007.

ADDRESSES: Send comments directly to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attn: Desk Officer for the Department of Transportation, 725 17th Street, NW, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT:

Robert Smith at (202) 366-3814, or by e-mail at robert.smith@dot.gov.

SUPPLEMENTARY INFORMATION: The

Federal Pipeline Safety Act (49 U.S.C. 60132) requires operators of pipeline facilities (except distribution lines and gathering lines) to submit geospatial data appropriate for use in PHMSA's NPMS. Operators must submit data on an annual basis in accordance with

guidelines detailed in the NPMS's operator standards document (https://www.npms.phmsa.dot.gov/Documents/2004_Standards.pdf). PHMSA uses the NPMS as a tool to support various regulatory programs, pipeline inspections, and authorized external customers. Any changes to the data over the previous year submitted to the NPMS allow PHMSA to maintain and improve the accuracy of the data.

Pursuant to 44 U.S.C. § 3506(c)(2)(A) of the PRA, PHMSA published a notice with request for comments in the **Federal Register** on March 23, 2007 (72 FR 13858). No comments were received. PHMSA is now forwarding the information collection request to the OMB and providing an additional 30 days for comments. The term "information collection" includes all work related to the preparing and disseminating information in accordance with the recordkeeping requirements. PHMSA invites comments on whether the renewal of the existing NPMS information collection is necessary for the proper performance of the functions of the DOT. The comments may address (1) whether the information will have practical utility; (2) the accuracy of the DOT's estimate of the burden of the proposed information collection; (3) ways to enhance the quality, utility, and clarity of the information collection; and (4) ways to minimize the burden of the information collection on respondents, including the use of automated collection techniques or other forms of information technology.

Type of Information Collection
Request: Renewal of Existing Collection.

Title of Information Collection:
National Pipeline Mapping System.

Respondents: 894 pipeline operators mapping 420,117 pipeline miles.

Estimated Total Annual Burden on Respondents: 14,004 hours.

Issued in Washington, DC on May 11, 2007.

Florence L. Hamn,
Director of Regulations, Office of Pipeline Safety.

[FR Doc. E7-10443 Filed 5-30-07; 8:45 am]

BILLING CODE 4910-60-P

filed a verified notice of exemption under 49 CFR 1150.31 to lease and to operate a line of railroad from the State of South Dakota extending from milepost 0.0, near Napa, SD, to milepost 13.4+/-, near Tabor, SD, in Bon Homme and Yankton Counties, SD (Napa-Tabor line). NPRRA would provide common carrier rail operations over the Napa-Tabor line through a third-party operator or would sub-lease the line to a third-party rail carrier. NPRRA states that, as a result of this transaction, and based on the projected revenues for the line, it expects to become and remain a Class III rail carrier.

This transaction is related to the concurrently filed notice for a modified certificate of public convenience and necessity in STB Finance Docket No. 35026, *Napa-Platte Regional Railroad Authority—Modified Rail Certificate—Between Tabor and Ravinia, SD*, wherein NPPRA seeks to extend the term of its operational authority over a connecting line segment between Tabor and Ravinia, SD (Tabor-Ravinia line) until the sale of both the Napa-Tabor line and the Tabor-Ravinia line to Wagner Native Energy, LLC (Wagner) has been completed.¹

NPRRA certifies that the projected annual revenue as a result of this transaction will not exceed \$5 million. The earliest this transaction can be consummated is June 14, 2007, the effective date of the exemption (30 days after the exemption was filed).

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 does not automatically stay the transaction. Petitions for stay must be filed no later than June 7, 2007 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35025, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Kenneth

¹ The Napa-Tabor line is a segment of a larger line leased by NPRRA from the State of South Dakota. The entire line extends from milepost 0.0 in Napa County, SD, to milepost 83.3 in Platte, SD, and consists of three segments (the Napa-Tabor line, the Tabor-Ravinia line, from milepost 13.4+/- to milepost 54.4, and the Ravinia-Platte line, from milepost 54.4 to milepost 83.3). According to NPRRA, Wagner and the State of South Dakota are negotiating for the sale to Wagner of the Napa-Tabor line and the Tabor-Ravinia line. Upon consummation of that sale transaction, Wagner would, according to NPRRA, operate over the segments as a common carrier through the use of a third-party rail carrier.

Cotton, Wipf & Cotton Law Offices LLC, 107 South Main Street, Wagner, SD 57380.

Board decisions and notices are available on its Web site at WWW.STB.DOT.GOV.

Decided: May 23, 2007.

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

Vernon A. Williams,

Secretary.

[FR Doc. E7-10324 Filed 5-30-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-6 (Sub-No. 459X)]

BNSF Railway Company— Abandonment Exemption—in King County, WA

BNSF Railway Company (BNSF) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon a 0.20-mile line of railroad extending between Engineering Station 73 + 58 and Engineering Station 84 + 26 in Seattle, King County, WA. The line traverses United States Postal Service Zip Code 98134.

BNSF 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 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 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 June 30,

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35025]

Napa-Platte Regional Railroad Authority—Lease and Operation Exemption—Dakota Short Line Corp.

Napa-Platte Regional Railroad Authority (NPRRA), a noncarrier, has