

MODIFICATION SPECIAL PERMITS—Continued

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of special permit thereof
15577-M		Olin Corporation, Oxford, MS.	49 CFR 172.101 column 8, 173.62 (b), 173.60(b)(8), 172.300 (d).	To modify the special permit to authorize a contract carrier.

[FR Doc. 2013-09401 Filed 4-23-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Notice of Application for Special Permits

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: List of Applications for Special Permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of

Transportation's Hazardous Material Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein. Each mode of transportation for which a particular special permit is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before May 24, 2013.

Address Comments to: Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in

triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

FOR FURTHER INFORMATION CONTACT:

Copies of the applications are available for inspection in the Records Center, East Building, PHH-30, 1200 New Jersey Avenue Southeast, Washington DC or at <http://regulations.gov>.

This notice of receipt of applications for special permit is published in accordance with Part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on April 16, 2013.

Donald Burger,

Chief, General Approvals and Permits.

NEW SPECIAL PERMITS

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of special permits thereof
15837-N		Department of Defense, Scotts AFB, IL.	49 CFR 173.304a	To authorize the transportation in commerce of a Submarine High Data Rate (HDR)/Advanced Communications Mast (ACM) configured with a non-DOT specification pressure vessel containing anhydrous ammonia. (modes 1, 2, 3, 4)
15838-N		Primo Water, Winston-Salem, NC.	49 CFR 171.2(k)	To authorize the Corporation transportation in commerce of certain used cylinders that contain CO ₂ , but not necessarily in an amount qualifying as hazardous material. (modes 1, 2, 3, 4)
15839-N		Sensors, Inc., Saline, MI.	49 CFR 172.202, 172.301, 172.400 and 177.834(h).	To authorize the discharge of a Division 2.1 material from an authorized DOT specification cylinder without removing the cylinder from the vehicle on which it is transported. (mode 1)
15847-N		Safariland, LLC, Jacksonville, FL.	49 CFR 173.4a	To authorize the transportation in commerce of Nitric acid up to 65% as an excepted quantity by cargo aircraft only. (modes 1,4)
15848-N		Ambri, Inc., Cambridge, MA.	49 CFR 173.222(c)(1)	To authorize the transportation in commerce of Dangerous Goods in Equipment containing a lithium battery that exceeds the net quantity weight restriction when transported by motor vehicle and rail freight. (modes 1, 2)

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DEPARTMENT OF TRANSPORTATION**Pipeline and Hazardous Materials Safety Administration****List of Special Permit Applications Delayed**

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: List of Applications Delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), PHMSA is publishing the following list

of special permit applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: Ryan Paquet, Director, Office of Hazardous Materials Special Permits and Approvals, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building, PHH-30, 1200 New Jersey Avenue Southeast, Washington, DC 20590-0001, (202) 366-4535.

Key to "Reason for Delay"

1. Awaiting additional information from applicant

2. Extensive public comment under review

3. Application is technically complex and is of significant impact or precedent-setting and requires extensive analysis.

4. Staff review delayed by other priority issues or volume of special permit applications.

Meaning of Application Number Suffixes

N—New application

M—Modification request

R—Renewal Request

P—Party to Exemption Request

Issued in Washington, DC, on April 9, 2013.

Donald Burger,

Chief, General Approvals and Permits.

Application No.	Applicant	Reason for delay	Estimated date of completion
New Special Permit Applications			
15650-N	JL Shepherd & Associates, San Fernando, CA	3	05-31-2013
15720-N	Digital Wave Corporation, Centennial, CO	3,1	05-31-2013
15725-N	Toray Composites (America), Tacoma, WA	4	05-31-2013
15727-N	Blackhawk Helicopters, El Cajon, CA	4	05-31-2013
Renewal Special Permits Applications			
14455-R	EnergySolutions, LLC, Columbia, SC	3	04-30-2013
14832-R	Trinity Industries, Inc., Dallas, TX	3	05-31-2013
15228-R	FedEx Express, Memphis, TN	3	05-31-2013

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DEPARTMENT OF TRANSPORTATION**Surface Transportation Board**

[Docket No. FD 35724]

California High-Speed Rail Authority—Construction Exemption—in Merced, Madera and Fresno Counties, Cal

On March 27, 2013, California High-Speed Rail Authority (Authority), a noncarrier state agency, filed a petition for exemption (Petition) under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10901 to construct an approximately 65-mile dedicated high-speed passenger rail line between Merced and Fresno, California (the Project). Concurrently, the Authority filed a motion to dismiss the Petition for lack of jurisdiction (Motion to Dismiss), asserting that the Project does not require Board approval under 49 U.S.C. 10901 because it will be located entirely within California, will provide only intrastate passenger rail service, and will not be constructed or operated "as part of the interstate rail

network" under 49 U.S.C. 10501(a)(2)(A).

The Project is one section of the planned California High-Speed Train System (HST). Also referred to as the Merced to Fresno HST Section,¹ the Project would be the first of nine sections of the HST, which, when complete, would provide intercity passenger rail service at speeds up to 220 miles per hour over more than 800 miles of rail line, primarily between San Diego and San Francisco.² The Authority intends to construct the Project in segments and plans to award contracts for the final design and construction of the first 29-mile portion of the approximately 65-mile line in the Project in the spring or summer of 2013.³ For that reason, the Authority requests expedited consideration of the Petition and Motion to Dismiss and a decision effective by June 17, 2013.

To date, the Board has received comments from Federal, state and local

elected officials, residents, landowners, water districts, school districts, grassroots organizations, and other interested parties. Several of those parties have requested an extension of the 20-day period for replies under 49 CFR 1104.13(a). On April 11, 2013, the Authority responded that it would have no objection to a 15-day extension of the deadline for filing replies to the Motion to Dismiss and Petition (to May 1) but would object to a longer extension.⁴ By decision served April 15, 2013, the Board instituted a proceeding and tolled the period for filing responses to the Petition and the Motion to Dismiss pending further Board order.

Motion to Dismiss. The record currently before the Board, along with other publicly available materials, provides sufficient information for the Board to conclude that it has jurisdiction over construction of the California HST system, including the Project. Therefore, replies to the Motion to Dismiss are unnecessary, and the Motion to Dismiss will be denied. The Board will set forth its reasons for

¹ Pet. 2.

² Pet. 3. The entire HST system will connect the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. *Id.*

³ Pet. 4, 13-14.

⁴ Authority Reply 3-4.