

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****[Docket No. FRA–2013–0067]****Hazardous Materials: Improving the Safety of Railroad Transportation of Hazardous Materials**

**AGENCY:** Pipeline and Hazardous Materials, Safety Administration (PHMSA), Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Announcement of public meeting and establishment of public docket.

**SUMMARY:** FRA and PHMSA invite interested persons to participate in a public meeting addressing the transportation of hazardous materials by rail. FRA and PHMSA are undertaking a comprehensive review of operational factors that affect the safety of the transportation of hazardous materials by rail and are seeking input from stakeholders and interested parties.

**DATES:** The public meeting is scheduled for August 27–28, 2013, from 8:30 a.m. until 4:30 p.m.

**ADDRESSES:** The public meeting will be held in the Oklahoma Room in the DOT Conference Center, 1200 New Jersey Avenue SE., Washington, DC 20590.

In order to ensure that all interested parties are provided ample opportunity to speak at the meeting, any person wishing to present an oral statement should notify Mr. Kurt Eichenlaub, Railroad Safety Specialist, Hazardous Materials Division, Office of Safety Assurance and Compliance, FRA, at least 4 business days prior to the date of the public meeting. Mr. Eichenlaub can be reached at (202) 493–6050 or [Kurt.Eichenlaub@dot.gov](mailto:Kurt.Eichenlaub@dot.gov). To request special assistance or services for persons with disabilities, please contact Mr. Eichenlaub as soon as possible.

FRA will make a teleconference line available for any interested party who wishes to attend the meeting by phone. Anyone interested in attending by phone should contact Mr. Eichenlaub prior to the meeting to obtain a conference call telephone number.

Interested parties are also invited to participate in these proceedings by submitting written views, data, or comments. All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- **Web site:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Fax:** 202–493–6478.

- **Mail:** Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590.

- **Hand Delivery:** 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Kurt Eichenlaub, Railroad Safety Specialist, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493–6050, [Kurt.Eichenlaub@dot.gov](mailto:Kurt.Eichenlaub@dot.gov); or Mr. Karl Alexy, Staff Director, Hazardous Materials Division, FRA, 1200 New Jersey Avenue SE., Mailstop 25, Washington, DC 20590, (202) 493–6245 or [Karl.Alexy@dot.gov](mailto:Karl.Alexy@dot.gov).

**SUPPLEMENTARY INFORMATION:** The Secretary of Transportation (Secretary) has authority over all areas of railroad safety (49 U.S.C. 20101 *et seq.*) and has delegated this authority to FRA. 49 CFR 1.89(a) through (q). The Federal hazardous materials transportation laws, 49 U.S.C. 5101 *et seq.*, and the Federal Hazardous Materials Regulations.

(HMR; Title 49 Code of Federal Regulations (CFR) Parts 171–180) govern the safe, efficient, and secure transportation of hazardous materials in commerce. PHMSA administers the HMR, and FRA consults directly with PHMSA on regulatory matters that affect the transportation of hazardous materials by rail. FRA is delegated responsibility to carry out the functions vested in the Secretary of Transportation with regard to the transportation or shipment of hazardous materials by railroad. 49 CFR 1.89(j).

In an effort to continually improve the agencies' hazardous materials safety program, FRA and PHMSA are currently conducting a comprehensive review of operational factors that affect the safety of the transportation of hazardous materials by rail. The agencies invite all stakeholders and interested parties to participate in this comprehensive review. We will consider all relevant comments, data, and other input presented at this public meeting. As noted above, FRA has established a public docket (Docket No. FRA–2013–0067) to provide interested parties with a central location to both send and review relevant information concerning the transportation of hazardous materials by rail. An agenda outlining the scope of the meeting will be posted in the public docket at least 30 days prior to the meeting. FRA and PHMSA encourage meeting participants to focus

their discussion at the meeting on the topics identified in the agenda.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

**Robert C. Lauby,**

*Deputy Associate Administrator for Regulatory and Legislative Operations.*

[FR Doc. 2013–17201 Filed 7–17–13; 8:45 am]

**BILLING CODE 4910–06–P**

**DEPARTMENT OF TRANSPORTATION****Surface Transportation Board****[Docket No. AB 55 (Sub-No. 727X)]****CSX Transportation, Inc.—  
Abandonment Exemption—in  
Washington County, MD**

On June 28, 2013, CSX Transportation, Inc. (CSXT) filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 for CSXT to abandon approximately 0.76 miles of its railroad line known as the Hagerstown Industrial Track, between milepost BAW 19.44 and milepost BAW 18.68 in Hagerstown-St. James, Washington County, Md. The line traverses United States Postal Service Zip Code 21740. There are no stations on the line.<sup>1</sup>

CSXT states that, based on information in its possession, the line does not contain Federally granted rights-of-way. Any documentation in CSXT's possession will be made available to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding

<sup>1</sup> CSXT states that there is only one shipper on the line, Conservit, Inc. (Conservit). According to CSXT, upon a grant of abandonment authority, CSXT plans to reclassify the line as spur track and sell it to Conservit, which plans to improve the track and redevelop the site. CSXT states that it will continue to meet Conservit's common carrier requirements.

pursuant to 49 U.S.C. 10502(b). A final decision will be issued by October 16, 2013.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$1,600 filing fee. See 49 C.F.R. 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for interim trail use/rail banking under 49 CFR 1152.29 will be due no later than August 7, 2013. Each trail use request must be accompanied by a \$250 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to Docket No. AB 55 (Sub-No. 727X) and must be sent to: (1) Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001; and (2) Melanie Yasbin, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Ave., Suite 301, Towson, MD 21204. Replies to the petition are due on or before August 7, 2013.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance at the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA generally will be within 30 days of its service.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: July 12, 2013.

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

**Raina S. White,**  
Clearance Clerk.

[FR Doc. 2013-17258 Filed 7-17-13; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35748]

#### City of Pickens, S.C. and City of Easley, S.C.—Acquisition Exemption—Pickens Railway Company

The City of Pickens, S.C., and the City of Easley, S.C. (collectively, the Cities or Petitioners), both noncarrier political subdivisions of the State of South Carolina, have filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Pickens Railway Company (Pickens Railway) approximately 8.5 miles of railroad right-of-way between milepost 0.0, at or near Pickens, and milepost 8.5, at or near Easley.<sup>1</sup>

In a related prior transaction, Pickens Railway filed a verified notice of exemption in September 2012 to abandon the Line,<sup>2</sup> and the Board issued a Notice of Interim Trail Use or Abandonment (NITU) under section 8(d) of the National Trails System Act, 16 U.S.C. 1247(d), and 49 CFR 1152.29 to permit the Cities to negotiate with Pickens Railway to acquire the Line for use as a trail (rail banking/interim trail use).<sup>3</sup> On July 2, 2013, Petitioners filed, in the abandonment docket, a notice that a rail banking/interim trail use agreement had been reached with Pickens Railway.<sup>4</sup>

Here, Petitioners state that they have entered into an agreement with Pickens Railway in which Pickens Railway will convey its ownership interests in the rail line corridor, including the "residual common carrier status" (i.e., the legal right to reactivate common carrier service), to the Cities. This conveyance will exclude the track and most of the track material, which Pickens Railway will retain the right to

<sup>1</sup> The rail line between milepost 0.0 and milepost 8.5 will be referred to as the Line. The Cities are acquiring the Line's right-of-way, but not its track or track material.

<sup>2</sup> See *Pickens Ry.—Aban. Exemption—in Pickens Cnty., S.C.*, AB 1097X (STB served Sept. 27, 2012).

<sup>3</sup> See *Pickens Ry.—Aban. Exemption—in Pickens Cnty., S.C.*, AB 1097X (STB served Oct. 26, 2012). By decision served on May 17, 2013, the NITU negotiating period was extended until October 21, 2013. A rail-banked line is subject to future reactivation of rail service. See 49 CFR 1152.29(a)(3), (c)(2), (d)(2).

<sup>4</sup> See Notice of Interim Trail Use Agreement, *Pickens Ry.—Aban. Exemption—in Pickens Cnty., S.C.*, AB 1097X (filed July 2, 2013).

salvage. Thus, Petitioners assert that, as a result of this acquisition transaction combined with the rail banking/interim trail use agreement in the abandonment docket, the Cities will hold all of the non-track rail assets that constitute the Line and will acquire ownership of and responsibility for the corridor as trail sponsor, including the common carrier reactivation right.

The transaction is expected to be consummated on or after August 1, 2013 (30 days after the notice of exemption was filed).

The Cities certify that the projected annual revenues as a result of this transaction will not exceed \$5 million or exceed those that would qualify either city, or both, as a Class III rail carrier.

If the verified 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 will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than July 25, 2013 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35748, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy must be served on William A. Mullins, Baker & Miller PLLC, 2401 Pennsylvania Ave. NW., Suite 300, Washington, DC 20037.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: July 12, 2013.

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

**Raina S. White,**  
Clearance Clerk.

[FR Doc. 2013-17262 Filed 7-17-13; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF THE TREASURY

### Financial Crimes Enforcement Network

#### Financial Crimes Enforcement Network; Comment Request; Renewal Without Change—Administrative Rulings in Accordance With the Paperwork Reduction Act

**AGENCY:** Financial Crimes Enforcement Network, Department of the Treasury.

**ACTION:** Request for comments.

**SUMMARY:** The Office of Management and Budget ("OMB") Control Number 1506-0050 approval for, Financial