

for section 506 permission and desiring to submit comments concerning the application must file written comments in triplicate, to the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street, SW., Washington, DC, 20590, by the close of business on December 31, 1996. The Maritime Administration, as a matter of discretion, will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program N. 20.800 Construction-Differential Subsidies (CDS))

By order of the Maritime Administrator.

Edmond T. Sommer,

Acting Secretary.

[FR Doc. 96-32710 Filed 12-24-96; 8:45 am]

BILLING CODE 4910-81-M

Research and Special Programs Administration

[Docket No. PS-142; Notice 4]

Guidance on Performance Measures for Use in the Pipeline Risk Management Demonstration Program

AGENCY: Office of Pipeline Safety, DOT.

ACTION: Notice.

SUMMARY: The Research and Special Programs Administration's (RSPA), Office of Pipeline Safety (OPS) is currently involved in the development of the Pipeline Risk Management Demonstration Program required by the Accountable Pipeline Safety and Partnership Act of 1996. The demonstration program will invite risk management proposals from pipeline operators that are interested in demonstrating plans to reallocate their resources in ways to achieve superior safety on their pipeline systems by more effective methods than currently required by the pipeline safety regulations. On November 15, 1996, RSPA published Program Framework for Risk Management Demonstrations" (61 FR 58605) that included a statement that a guidance document for assessing risk management would soon be available for public comment. This document, "Guidance on Performance Measures For Use in the Pipeline Risk Management Demonstration Program," prepared by the Joint Risk Assessment Quality Team, is now available for public review and comment. This document provides guidance for monitoring individual demonstration projects and to enable OPS to determine the effectiveness of risk management as a regulatory alternative to 49 CFR Parts

190-199. OPS invites the public to review and comment on this draft.

ADDRESSES: Comments should be sent to the RSPA dockets unit, U.S. Department of Transportation, 400 7th St., SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

Eben M. Wyman, (202) 366-0918, or by E-mail (eben.wyman@rspa.dot.gov), for copies of this document; or John Hess, (202) 366-4576, or by E-mail (john.hess@rspa.dot.gov) or via the World Wide Web at (<http://opspm.volpe60.dot.gov>.) regarding the subject matter of this Notice. Contact the Dockets Unit, (202) 366-5046, for other material in the docket.

Issued in Washington, DC, on December 18, 1996.

Richard B. Felder,

Associate Administrator for Pipeline Safety

[FR Doc. 96-32704 Filed 12-24-96; 8:45 am]

BILLING CODE 4910-60-P

Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (97-1)]

Quarterly Rail Cost Adjustment Factor

AGENCY: Surface Transportation Board.

ACTION: Approval of rail cost adjustment factor.

SUMMARY: The Board has approved a first quarter 1997 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The first quarter 1997 RCAF (Unadjusted) is 1.116 an increase of 2.2% from the fourth quarter 1996 RCAF of 1.092. The first quarter 1997 RCAF (Adjusted) is 0.774. The first quarter 1997 RCAF-5 is 0.757.

EFFECTIVE DATE: January 1, 1997.

FOR FURTHER INFORMATION CONTACT: H. Jeff Warren, (202) 927-6243. TDD for the hearing impaired: (202) 927-5721.

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision write to, call, or pick up in person from: DC NEWS & DATA, INC., Room 2229, 1201 Constitution Avenue, N.W., Washington, DC 20423, or telephone (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities

within the meaning of the Regulatory Flexibility Act.

Decided: December 19, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-32773 Filed 12-24-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33317]

Union Pacific Railroad Company—Trackage Rights Exemption—Duluth, Missabe and Iron Range Railway Company

Duluth, Missabe and Iron Range Railway (DMIR) has agreed to grant overhead trackage rights to Union Pacific Railroad Company (UP) over a total of approximately 0.83 miles of rail line located in Douglas County, WI, between milepost 17.79 near Saunders (at the BN connection), and milepost 16.96 near Pokegama (at the yard of Duluth, Winnipeg and Pacific Railway).¹ The transaction was expected to be consummated on December 17, 1996.

This notice is filed under 49 CFR 1180.2(d)(7). 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 will not stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33317, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Joseph D. Anthofer, General Attorney, 1416 Dodge Street, #830, Omaha, NE 68179.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Decided: December 17, 1996.

¹ The trackage rights transaction is an extension of overhead trackage rights granted to Chicago and North Western Railway Company (CNW) between South Itasca and Saunders, WI. See 47 FR 42658 (September 21, 1982). On April 25, 1995, CNW was merged into UP pursuant to authority granted in Finance Docket No. 32133, and UP continued the trackage rights operation.

By the Board, David M. Konschnik,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.
[FR Doc. 96-32774 Filed 12-24-96; 8:45 am]
BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

[Treasury Order Number 100-01]

The Department of the Treasury Seal

December 17, 1996.

1. Pursuant to 31 U.S.C. § 301(g) and 31 U.S.C. § 321(b) and by the authority vested in the Secretary of the Treasury, I hereby approve the design of the Treasury seal which accompanies this Order (and which is described below) as the official seal of the Department for single color reproductions. This seal shall be used on letterhead stationery and other official Treasury documents.

2. The central device of the seal is essentially the same as that used by the Department throughout its entire history. It is a shield containing scales, a chevron with 13 stars, and a key. An

outer ring surrounding the shield carries the inscription THE DEPARTMENT OF THE TREASURY 1789 in the Cheltenham Bold type font.

3. Single color reproduction guidelines are as follows: scales, chevron, and key are reproduced on an open shield; the inscription is reproduced on an open ring. When printing the seal in blue ink only on credentials, PMS 290 should be used. PMS stands for Pantone Matching System, which is the printing industry standard for describing and matching ink colors.

4. The standard for reproduction of the seal in three colors remains unchanged from the seal adopted by the Department in 1968 (1968 seal). Multi-color reproduction guidelines are as follows: shield in gold (options are: PMS 110, PMS 873 or bright gold foil); scales, chevron (stars in white, i.e., reversed) and key in light blue (PMS 292). Inscription is reversed out of dark blue (PMS 540).

5. The official seal in use since 1968 is identical except that the type in the outer ring was reversed out of a dark background. The 1968 seal shall

continue to be an authorized optional seal. Use of the new seal should be phased in as requirements for printing letterhead stationery and other documents carrying the seal arise. Existing dies and plates of the 1968 seal are considered equally effective as the official seal and shall continue to be used until there is a need to replace them.

6. The Assistant Secretary (Management) and Chief Financial Officer is hereby delegated the authority to approve future changes to the seal or some elements of it to the extent such changes may be necessary for efficiency in printing and reproduction. This delegation is made with the understanding that any future changes to the seal shall be set forth in a Treasury Directive and published in the Federal Register.

7. *CANCELLATION.* This Order supersedes Treasury Order 100-01, "Treasury Seal," dated January 29, 1968.

Robert E. Rubin,
Secretary of the Treasury.

BILLING CODE 4810-25-C