

operators. The area where I will be operating attracts numerous tourists from around the world, many of whom are interested in fishing or diving local waters. It has been my observation that the demand for charter services far exceeds the supply in this area. I currently do not advertise and in spite of my low profile, I am solicited to charter nearly every week. Obviously, I decline since I lack the appropriate documentation."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "I believe that the impact to U.S. shipyards is positive. I do not think that a vessel that is 27 years old carries any impact on shipyards that produce new vessels. On the other hand, using this vessel for commercial use will necessitate refurbishment and repowering that will benefit U.S. shipyards that perform this type of work."

Dated: September 19, 2000.

By Order of the Maritime Administrator.

Murray A. Bloom,

Acting Secretary, Maritime Administration.

[FR Doc. 00-24427 Filed 9-21-00; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

RSPA-00-7795

Pipeline Safety: Meeting of the Integrity Management Communication Team

AGENCY: Research and Special Programs Administration, DOT.

ACTION: Notice of Integrity Management Communication Team meeting.

SUMMARY: The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) hereby gives notice that the Integrity Management Communication Team will meet to discuss the content and delivery of pipeline information to be conveyed to local officials and members of the public in or near high consequence areas.

DATES: The meeting will be held on October 10, 2000, from 8:30 a.m. until 5:00 p.m.

ADDRESSES: Members of the public may attend the meeting at the Department of Transportation, Nassif Building, 400 Seventh Street, SW., Room 3200, Washington, DC 20590. After team members have discussed each topic, an opportunity will be provided for the public to make short statements.

Anyone wishing to make an oral statement or to participate by conference call should notify Mary Jo Cooney, (202) 366-4774, no later than October 5, 2000. Those wishing to make an oral statement must notify OPS of the topic of the statement and the time requested for the presentation. Those wishing to participate by conference call will be notified of the call-in number prior to the meeting.

Information on Services for Individuals With Disabilities: For information on facilities or services for individuals with disabilities or to request special assistance during the telephone conference calls, contact Mary-Jo Cooney at (202) 366-4774.

FOR FURTHER INFORMATION CONTACT: Mary Jo Cooney, OPS, (202) 366-4774.

SUPPLEMENTARY INFORMATION:

Background Information

In connection with the proposed rule on Pipeline Integrity Management in High Consequence Areas, OPS plans to propose related rules governing operator communications with local public officials and agencies. To assist in this effort, the OPS Technical Advisory Committees created an Integrity Management Communications Subcommittee to focus on communications issues and to report back to the full Advisory Committee. OPS expanded this Subcommittee to form a team with equal representation from the public, government agencies, and the pipeline industry, and to consolidate several related efforts.

The Team will provide feedback, insight, and information to the Advisory Committee on the content and delivery of information conveyed to local officials and the public about pipeline operations, systems, and the risks they pose in or near high consequence areas. The Advisory Committee will provide pipeline communication recommendations to OPS for consideration in drafting the Integrity Management Communications rulemaking. The Team will also assist OPS in finalizing a primer to educate local officials on pipelines and their operations.

The topics for discussion for this meeting include discussions of the following: Information that is needed by various groups: landowners/tenants along pipeline rights-of-way; local and regional emergency response officials; excavators and the general public; review of existing materials used by pipeline operators for public education; results from a public awareness survey conducted by the American Petroleum Institute and focus groups sponsored by

the Interstate Natural Gas Association of America; Office of Pipeline Safety website materials; information currently available under the Freedom of Information Act; and pending pipeline legislative proposals for community right-to-know.

Documents relating to this initiative may be viewed on the OPS website, ops.dot.gov. Click on Integrity Management and then click on Communications Rule. Scroll down to view background documents.

Issued in Washington, DC on September 18, 2000.

Jeffrey D. Wiese,

Manager, Program Development, Office of Pipeline Safety.

[FR Doc. 00-24383 Filed 9-21-00; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33925]

Buffalo Ridge Regional Railroad Authority—Operation Exemption—Rail Line Between Manley and Worthington, MN

Buffalo Ridge Regional Railroad Authority (BRRRA),¹ a noncarrier, has filed a verified notice of exemption (notice) under 49 CFR 1150.31 to operate over its own rail line between milepost 0.0, at or near Agate, MN, and milepost 41.44, at or near Manley, MN, a distance of approximately 41.44 miles (line).² In addition, BRRRA will operate, pursuant to incidental trackage rights, over a 3.4-mile rail line owned by Union Pacific Railroad Company between Agate and Worthington, MN, for a total of 44.84 miles.³

¹ BRRRA is a political subdivision of the State of Minnesota.

² BRRRA's line is a segment of a 65.6-mile rail line previously owned and abandoned by the Chicago and North Western Transportation Company. See *Chicago and North Western Transportation Company—Abandonment in Nobles and Rock Counties, MN, and Minnehaha County, SD*, Docket No. AB-1 (Sub-No. 202) (ICC served June 16, 1988). According to BRRRA, it acquired the line after consummation of the abandonment in Docket No. AB-1 (Sub-No. 202) but never operated the line itself.

As noted in page 2 of the notice, BRRRA alternatively requested that, should the Board determine that BRRRA is an existing rail carrier, the notice of exemption for operation of the line should be deemed to be filed under 49 CFR 1150.41. Based on the representations made by BRRRA, use of the exemption at 49 CFR 1150.31 from the requirements of 49 U.S.C. 10901 is appropriate.

³ Nobles Rock Railroad Co. (NRRC) currently provides common carrier rail service over the line pursuant to *Nobles Rock Railroad Co.—Lease and Operation Exemption—Buffalo Ridge Regional Railroad Authority*, Finance Docket No. 32368 (ICC

The transaction is expected to be consummated no earlier than the September 15, 2000 effective date of the exemption.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33925, must be filed with the Office of the Secretary, Surface Transportation Board, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas F. McFarland, Jr., Esq., McFarland & Herman, 20 North Wacker Drive, Suite 1330, Chicago, IL 60606-2902.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: September 14, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00-24165 Filed 9-21-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33927]

SMS Rail Service, Inc.—Acquisition and Operation Exemption—Valero Refining Company—New Jersey

SMS Rail Service, Inc. (SMS), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire, maintain and operate railroad track within the 970-acre Paulsboro, NJ, refinery of Valero Refining Company—New Jersey (Valero), formerly the refinery of Mobil Oil Corporation, pursuant to an agreement with Valero dated August 31, 2000. The trackage extends northward from a connection 950 feet to the west of milepost 14 on the Paulsboro Industrial Track of Consolidated Rail Corporation (Conrail), a distance of approximately 5.8 miles in Gloucester County, NJ. SMS states that its projected revenues will not exceed those that would qualify it as a Class III

served Nov. 1, 1993). BRRRA states that NRRRC appears to have become insolvent or close to insolvency and that termination of its lease to NRRRC appears to be imminent. BRRRA further states that it now intends to operate the line itself.

rail carrier and that its annual revenues are not expected to exceed \$5 million.¹

The transaction was expected to be consummated on or after September 12, 2000.

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 automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33927, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Fritz R. Kahn, 1920 N Street, NW., 8th Floor, Washington, DC 20036-1601.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: September 14, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00-24166 Filed 9-21-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Airline Service Quality Performance

AGENCY: Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of DOT collecting data on the timeliness of scheduled domestic passenger flights and the incidence of lost and damaged baggage. The 10 largest domestic passenger carriers report the data on a monthly basis.

Commenters should address whether BTS accurately estimated the reporting burden and if there are other ways to enhance the quality, utility and clarity of the information collected.

DATES: Written comments should be submitted by November 21, 2000.

¹ SMS indicates that Conrail currently operates the rail line.

ADDRESSES: Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, FAX NO. 366-3383 or EMAIL bernard.stankus@bts.gov.

COMMENTS: Comments should identify the OMB # 2138-0041. Persons wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138-0041. The postcard will be date/time stamped and returned.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0041.

Title: Airline Service Quality Performance.

Type Of Review: Extension of a currently approved collection.

Respondents: Large air carriers that account for at least one percent of domestic scheduled passenger revenues.

Number of Respondents: 10.

Number of Responses: 120.

Total Annual Burden: 2,280 hours.

Needs and Uses: Since September 1987, carriers' quality of service has been measured by BTS, resulting in the overall improvement of service. The Department discloses the air carriers' on-time performances and mishandled-baggage rates to the public. Airline passengers are able to make more informed carrier selection decisions based on the quality of service provided by individual air carriers.

While overall air carrier delays have increased in the year 2000, the majority of the increase is associated with an increase in the number of aircraft departures at congested airports. Because air carriers report gate-departure time, wheels-off time, wheels-on time and gate-arrival time, the FAA can use the data to identify bottle necks in the national air transport system. Since the FAA can identify aircraft types from the tail number reported by the air carriers, the FAA can also calculate the system capacity impacted by air traffic congestion and track the ripple effects of delays at hub airports. The data can be used for airport design change analysis, new equipment purchases, and the planning of new runways or airports based on current or