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Associate Administrator for Pipeline Safety.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2014-0090]

Pipeline Safety: Public Workshop on Managing Pipeline Cracking Challenges

AGENCY: Pipeline and Hazardous Materials Safety Administration, DOT.

ACTION: Notice of public workshop.

SUMMARY: The Pipeline and Hazardous Materials Safety Administration (PHMSA) and the National Association of Pipeline Safety Representatives are holding this public workshop to gather and disseminate information on the state-of-the-art of crack detection in hazardous liquid and natural gas pipelines. Perspectives on the challenges involved with detecting and characterizing crack like defects, including environmentally assisted cracks and cracks with corrosion, will be provided from pipeline operators and regulators. This public workshop will provide an update on technology developments via research, the success rate in deploying such technology for detection and a discussion on the level of and types of data collected in support of engineering assessments. It will also discuss other information in support of criteria for determining when a probable crack defect in a pipeline segment must be excavated, the time limits for completing those excavations and models for determining crack growth rates.

DATES: The public workshop will be held on Tuesday, August 5, 2014, from 9:00 a.m. to 5:00 p.m. CDT.

ADDRESSES: The public workshop will be held at the Crowne Plaza Chicago O'Hare, 5440 North River Road, Rosemont, IL 60018. Hotel reservations can be made under the room block "DOT/PHMSA" at <http://www.crowneplazaohare.com/> or by calling the hotel directly at 877-337-5793. A small room block is available at the Federal Government rate of \$166/night for the nights of August 4 and 5 on a first come, first served basis, and must be made by July 21, 2014.

Registration: Members of the public may attend this free public workshop.

To help assure that adequate space and accommodations are provided, all attendees are encouraged to register for the workshop in advance at <http://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=97>. A name tag will be provided from your registration.

Webcast: This public workshop will also be webcasted in order to facilitate wider reaching and remote attendance. Webcast information will be provided in the hour before the start time at <http://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=97>.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities, or to request special assistance at the workshop, please contact the Crowne Plaza at 877-337-5793 or Robert Smith, PHMSA, Office of Pipeline Safety, at 919-238-4759 or by email at robert.w.smith@dot.gov.

FOR FURTHER INFORMATION CONTACT:

Robert Smith, PHMSA, Office of Pipeline Safety, at 919-238-4759 or by email at robert.w.smith@dot.gov, regarding the subject matter of this notice.

SUPPLEMENTARY INFORMATION: The details on this meeting including the times and agenda will be available on the meeting page at <http://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=97> as they become available. Presentation files and the webcast archive will also be available online from the meeting page within 30 days following the meeting.

Authority: 49 CFR 1.97.

Issued in Washington, DC, on June 25, 2014.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. FD 35756]

Hartwell Railroad Company—Construction of Connecting Track Exemption—in Elbert County, GA

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of Availability of the Environmental Assessment and Request for Comments.

SUMMARY: The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) has prepared an

Environmental Assessment (EA) in response to a verified notice of exemption filed on May 27, 2014 by the Hartwell Railroad Company (Hartwell). Hartwell seeks to construct approximately 1,360 feet of connecting railroad track, pursuant to 49 CFR 1150.36. The proposal would allow Hartwell's existing Toccoa-Elberton Line to connect with CSX Transportation's, Inc. (CSXT) existing Abbeville Subdivision in Elbert County, GA. The proposal would re-establish a prior rail connection formerly owned by the Norfolk Southern Railway Company (NSR) and occur on land within existing railroad rights-of-way either owned by Hartwell or CSXT. The prior connection, which allowed Hartwell to indirectly interchange its rail traffic with CSXT, was formally abandoned by NSR in 1995. Since then, Hartwell has been required to interchange its traffic solely with NSR at the other end of its line (some 40-miles northwest of the Proposed Action) in order to access the mainlines of CSXT approximately 60 miles to the northeast and about 37 miles to the southwest.

The proposed rail line construction would permit Hartwell to reach points served by CSXT that NSR does not serve and eliminate the inefficiency that would otherwise involve three carriers (Hartwell-NSR-CSXT) instead of two (Hartwell-CSXT) to reach points served solely by CSXT. Hartwell expects to handle up to one train per day in each direction over the new connection with CSXT.

The EA identifies the natural and man-made resources in the area of the proposed rail line and analyzes the potential impacts of the proposal on these resources. Based on the information provided from all sources to date and its independent analysis, OEA preliminarily concludes that construction of the proposed rail line connection would have no significant environmental impacts if the Board imposes and Hartwell implements the recommended mitigation measures set forth in the EA.

Copies of the EA have been served on all interested parties and will be made available to additional parties upon request. The entire EA is also available on the Board's Web site (www.stb.dot.gov) by clicking on the "Decisions & Notices" button that appears in the drop down menu for "E-LIBRARY," and searching by Service Date (July 1, 2014) or Docket Number (FD 35756). OEA will consider all comments received when making its final environmental recommendations to the Board. The Board will then consider OEA's final recommendations