

safety standards (FMVSS) are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The closing date for comments on the petition is January 30, 2006.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(B), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS, and has no substantially similar U.S.-certified counterpart, shall be refused admission into the United States unless NHTSA has decided that the motor vehicle has safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Gifford Bobcat Sales of Millville, New Jersey ("GBS") (Registered Importer 04-333) has petitioned NHTSA to decide whether 2005 Heku 750kg boat trailers that were not originally manufactured to conform to all applicable FMVSS are

eligible for importation into the United States. GBS contends that these vehicles are eligible for importation under 49 U.S.C. 30141(a)(1)(B) because they have safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards. GBS submitted information with its petition intended to demonstrate that 2005 Heku 750kg boat trailers, as originally manufactured, comply with one applicable FMVSS and are capable of being modified to comply with all other applicable standards to which they were not originally manufactured to conform.

Specifically, the petitioner claims that 2005 Heku 750kg boat trailers have safety features that comply with Standard No. 119 *New Pneumatic Tires for Vehicles Other than Passenger Cars*.

Petitioner also contends that the vehicles are capable of being altered to meet the following standards, in the manner indicated:

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of reflective devices.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles Other than Passenger Cars*: installation of a tire information placard.

The agency notes that the subject trailers are not equipped with braking systems. As a consequence, there is no need for the petition to discuss the vehicle's compliance with any of the brake standards that apply to trailers that are so equipped.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. E5-8086 Filed 12-28-05; 8:45 am]

**BILLING CODE 4910-59-P**

**DEPARTMENT OF TRANSPORTATION**

**Pipeline and Hazardous Materials Safety Administration**

[Docket: PHMSA-00-7666]

**Request for Public Comments and Office of Management and Budget (OMB) Approval of an Existing Information Collection (2137-0610)**

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

**SUMMARY:** This notice requests public participation in the Office of Management and Budget (OMB) approval process regarding the renewal of an existing PHMSA collection of information for Pipeline Integrity Management in High Consequence Areas (Gas Transmission Pipeline Operators). PHMSA is requesting OMB approval for renewal of this information collection under the Paperwork Reduction Act of 1995. With this notice, PHMSA invites the public to submit comments over the next 60 days on ways to minimize the burden associated with collection of information related to pipeline integrity management in high consequence areas for natural gas transmission pipeline operators.

**DATES:** Comments must be submitted on or before February 27, 2006.

**ADDRESSES:** Comments should reference Docket No. PHMSA-00-7666 and may be submitted in the following ways:

- DOT Web site: <http://dms.dot.gov>.

To submit comments on the DOT electronic docket site, click "Comment/Submissions," click "Continue," fill in the requested information, click "Continue," enter your comment, then click "Submit."

- Fax: 1-202-493-2251.

- Mail: Docket Management System: U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- Hand Delivery: DOT Docket Management System; Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- E-Gov Web site: <http://www.Regulations.gov>.

This site allows the public to enter comments on any **Federal Register** notice issued by any agency.

**Instructions:** You should identify the docket number, PHMSA-00-7666, at the beginning of your comments. If you submit your comments by mail, you should submit two copies. If you wish to receive confirmation that PHMSA

received your comments, you should include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>, and may access all comments received by DOT at <http://dms.dot.gov> by performing a simple search for the docket number. Note: All comments will be posted without changes or edits to <http://dms.dot.gov> including any personal information provided.

#### Privacy Act Statement

Anyone may search the electronic form of all comments received for any of our dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or you may visit <http://dms.dot.gov>.

#### FOR FURTHER INFORMATION CONTACT:

William Fuentesvilla at (202) 366-6199, or by e-mail at [William.Fuentesvilla@dot.gov](mailto:William.Fuentesvilla@dot.gov).

**SUPPLEMENTARY INFORMATION:** Comments are invited on whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

This information collection request pertains to gas transmission operators regulated under 49 CFR Part 192. The Gas Transmission Integrity Management rule became effective February 14, 2004. The regulation improves pipeline safety through (1) accelerating the integrity assessment of pipelines in high consequence areas, (2) improving integrity management systems within companies, (3) improving the government's role in reviewing the adequacy of integrity programs and plans, and (4) providing increased public assurance in pipeline safety.

This information collection requires operators of gas transmission pipelines in high consequence areas to submit to PHMSA a written integrity management program and records showing compliance with 49 CFR Part 192, Subpart O. Operators must maintain this record for the life of the pipeline and PHMSA or State regulators may review it during inspections. The regulation requires that each operator submit the four overall performance measures to

PHMSA semi-annually. This information collection supports the DOT strategic goal of safety by reducing the number of incidents in natural gas transmission pipelines.

As used in this notice, "information collection" includes all work related to preparing and disseminating information related to this recordkeeping requirement including completing paperwork, gathering information, and conducting telephone calls.

#### Type of Information Collection

**Request:** Renewal of Existing Collection.

#### Title of Information Collection:

Pipeline Integrity Management in High Consequence Areas (Gas Transmission Pipeline Operators).

**Respondents:** 721.

**Estimated Total Annual Burden on Respondents:** 1,030,309 hours.

Issued in Washington, DC, on December 21, 2005.

**Florence L. Hamm,**

*Director of Regulations, Office of Pipeline Safety.*

[FR Doc. 05-24632 Filed 12-28-05; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34785]

#### Reading Blue Mountain and Northern Railroad Company—Operation Exemption—Locust Valley Line

Reading Blue Mountain and Northern Railroad Company (RBMN), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate a 5-mile line of railroad owned by Locust Valley Coal Company d/b/a Locust Valley Line (Locust Valley).<sup>1</sup> The rail line extends between milepost 0.0, at Laurel Jct. (also known as Morea Jct.), in Delano Township, and milepost 5.5 beyond Newton Jct., just south of Mahanoy City, Schuylkill County, PA. RBMN will operate over the rail line pursuant to an operating agreement with Locust Valley.<sup>2</sup>

RBMN certifies that its projected annual revenues as a result of this transaction will not result in RBMN becoming a Class II or Class I rail

<sup>1</sup> Locust Valley was granted an exemption to acquire the line in *Locust Valley Coal Company :d/b/a Locust Valley Line—Acquisition Exemption—Rail Lines in Schuylkill County, PA*, STB Finance Docket No. 34642 (STB served Jan. 21, 2005).

<sup>2</sup> RBMN states that the line is currently out of service, but that it previously operated over the northern mile of the line "as a spur" to serve a single customer.

carrier. In addition, RBMN states that its current annual revenues exceed \$5 million. This triggers the 60-day advance labor notice requirement at 49 CFR 1150.42(e). RBMN has requested a waiver of that requirement. The waiver request will be addressed by the Board in a separate decision in this proceeding.

As a result, the earliest this transaction will be able to be consummated will be either 60 days after RBMN certifies that it has satisfied the requirements of section 1150.42(e) or the effective date of a Board decision granting the requested waiver of the requirements of that provision.

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. 34785, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., Four Penn Center, Suite 200, 1600 John F. Kennedy Blvd., Philadelphia, PA 19103-2808.

Board decisions and notices are available on our Web site at "<http://www.stb.dot.gov>."

Decided: December 21, 2005.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 05-24513 Filed 12-28-05; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34780]<sup>1</sup>

#### Northern Plains Railroad, Inc.—Operation Exemption—Rail Line of Mohall Central Railroad, Inc.

Northern Plains Railroad, Inc. (NPR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 69.15 miles of railroad owned by Mohall Central Railroad, Inc. (MCR), between

<sup>1</sup> A concurrently filed verified notice of exemption in STB Finance Docket No. 34781, *Mohall Central Railroad, Inc. and Gregg Haug—Continuance in Control Exemption* was withdrawn on December 22, 2005.