

information on respondents, including using automated collection techniques or other forms of information technology.

Issued on: July 3, 2006.

John H. Hill,

Acting Administrator.

[FR Doc. E6-11005 Filed 7-12-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Special Permit Applications

AGENCY: Pipeline and Hazardous Materials Safety Administration, DOT.

ACTION: List of applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), PHMSA is publishing the following list of special permit applications that have been in process for 180 days or more. The reasons(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: Ann Mazzullo, Office of Hazardous Materials Special Permits and Approvals, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4535.

Key to "Reason for Delay"

1. Awaiting additional information from applicant.
2. Extensive public comment under review.

3. Application is technically complex and is of significant impact or precedent-setting and requires extensive analysis.

4. Staff review delayed by other priority issues or volume of special permit applications.

Meaning of Application Number Suffixes

- N—New application.
- M—Modification request.
- X—Renewal.
- PM—Party to applicant with modification request.

Issued in Washington, DC, on July 10, 2006.

R. Ryan Posten,

Chief, Special Permits Program, Office of Hazardous Materials Safety, Special Permits & Approvals.

NEW SPECIAL PERMIT APPLICATIONS

Application No.	Applicant	Reason for delay	Estimated date of completion
13563-N	Applied Companies, Valencia, CA	1	07-31-2006
14184-N	Global Refrigerants, Inc., Denver, CO	4	07-31-2006
14229-N	Senex Explosives, Inc., Cuddy, PA	4	07-31-2006
14239-N	Marlin Gas Transport, Inc., Odessa, FL	1	07-31-2006
14257-N	Origin Energy American Samoa, Inc., Pago Pago, AS	4	07-31-2006
14266-N	NCF Industries, Inc., Santa Maria, CA	3	08-31-2006
14277-N	Ascus Technologies, Ltd., Cleveland, OH	3, 4	08-31-2006
14285-N	INO Therapeutics LLC, Port Allen, LA	4	08-31-2006
14289-N	City Machine & Welding, Inc., Amarillo, TX	4	08-31-2006
14301-N	Triple S Gas Tanks (PTY) Ltd dba, Gascon, Elsiesriver, South Africa	4	08-31-2006
14298-N	Air Products and Chemicals, Inc., Allentown, PA	4	08-31-2006
14283-N	U.S. Department of Energy (DOE), Washington, DC	1	07-31-2006
14237-N	Advanced Technology Materials, Inc., (ATMI), Danbury, CT	1	08-31-2006
14232-N	Luxfer Gas Cylinders—Composite, Cyclinder Division, Riverside, CA	4	07-31-2006

MODIFICATION TO SPECIAL PERMIT

Application No.	Applicant	Reason for delay	Estimated date of completion
11903-M	Comptank Corporation, Bothwell, ON	4	07-31-2006
13583-M	Structural Composites Industries, Pomona, CA	3, 4	07-31-2006
11691-M	Sensient Flavors, Inc., Indianapolis, IN	4	07-31-2006
12677-M	Austin Powder Illinois Company, Cleveland, OH	1	08-31-2006

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-04-19091; Grant 2]

Pipeline Safety: Petition for Waiver; Tuscarora Gas Transmission Company

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

ACTION: Grant; petition for waiver.

SUMMARY: Tuscarora Gas Transmission Company (Tuscarora) requests a waiver of the pipeline safety regulation on valve spacing from PHMSA. The pipeline safety regulation requires each point on a pipeline in a Class 1 location be within 10 miles of a block valve. This document grants Tuscarora's request for waiver.

SUPPLEMENTARY INFORMATION:

Background

The pipeline safety regulation at 49 CFR 192.179(a)(4) requires each point

on a pipeline in a Class 1 location be within 10 miles of a block valve, the maximum not to exceed 20 miles. PHMSA, however, reserves the right to approve an alternative spacing, which will provide an equivalent level of safety.

During a review of its records, Tuscarora discovered that the upstream portions of its pipeline in Lassen County, CA, were slightly re-routed during construction to avoid a sensitive environmental habitat. As a result, the valve spacing between main line valve (MLV) 8 and MLV-9 exceeds the PHMSA mandated maximum valve space of 20 miles by 1,065 feet. Due to this excessive valve space, Tuscarora requests a waiver of the valve spacing requirement for this section of line.

As part of its review, PHMSA has taken the following information into consideration in regards to Tuscarora's waiver request:

- The pipeline was re-routed during construction to avoid a sensitive environmental habitat;
- All mainline block valves on the Tuscarora system are equipped with automatic line break detection and automatic closure devices;
- An existing dirt roadway provides ease of access to the affected valve location; and
- The pipeline segment from MLV-8 to MLV-10 is designed, operated, and maintained to Class 1 requirements in accordance with 49 CFR part 192.

On October 26, 2004, PHMSA published a notice in the **Federal Register** requesting public comment on Tuscarora's waiver request (69 FR 62516). No comments were received.

Grant of Waiver

Based on the information above, PHMSA finds that a waiver from the requirement of § 192.179(a)(4) is not inconsistent with pipeline safety and does provide an equivalent level of safety to that required by the regulation. Specifically, Tuscarora's entire mainline block valves are equipped with automatic line break detection and automatic closure devices. Therefore, Tuscarora's request for waiver from the regulatory requirements of § 192.179(a)(4) is granted between MLV-8 and MLV-9.

Authority: 49 U.S.C. 60118(c) and 49 CFR 1.53.

Issued in Washington, DC, on July 6, 2006.

Joy Kadnar,

Director-Engineering Services, Security, and Emergency Response.

[FR Doc. E6-11011 Filed 7-12-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Innovative Technology Administration

Agency Information Collection; Activity Under OMB Review; Confidential Close Call Reporting System

AGENCY: Research & Innovative Technology Administration (RITA), Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) described below is being forwarded to the Office of Management and Budget (OMB) for approval for a new information collection in support of a five-year research study aiming at improving rail safety by analyzing information on close calls and other unsafe occurrences in the rail industry. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on April 27, 2006 (71 FR 24913) and the comment period ended on June 26, 2006. The 60-day notice produced no comments.

DATES: Written comments should be submitted by August 14, 2006.

FOR FURTHER INFORMATION CONTACT: Ms. Demetra V. Colli, Room 3430, RITA, BTS, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Telephone (202) 366-1610, Fax (202) 493-0568 or e-mail demetera.colli@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Confidential Close Call Reporting System.

Type of Request: Approval of a new information collection.

OMB Control Number: New.

Affected Public: Workers in the railroad industry.

Number of Respondents: 350.

Number of Responses: 350.

Total Annual Burden: 175 hours (Average estimate of 30 minutes to complete the survey resulting in a total of 175 hours).

Abstract: Collecting data on the nation's transportation system is an important component of BTS's responsibility to the transportation community and is authorized in BTS statutory authority (49 U.S.C. 111(c)(1) and (2) and 49 U.S.C. 111(c)(5) (j)). BTS and FRA share a common interest in

promoting rail safety based on better data. To that end, FRA's Office of Research and Development is sponsoring the Confidential Close Call Reporting System (C³RS) Demonstration Project to investigate the effectiveness of such system in improving rail safety.

A close call represents a situation in which an ongoing sequence of events was stopped from developing further, preventing the occurrence of potentially serious safety-related consequences. This might include the following: (1) Events that happen frequently, but have low safety consequences; (2) events that happen infrequently but have the potential for high consequences (e.g., a train in dark territory proceeds beyond its authority); (3) events that are below the FRA reporting threshold (e.g., an event that causes a minor injury); and (4) events that are reportable to FRA but have the potential for a far greater accident than the one reported (e.g., a slow speed collision with minor damage to the equipment and no injuries.).

Employees involved in a close call will be asked to fill out a reporting form which will be made available on the Web and at their work site and mail it to BTS. The close call reporting form will ask the respondent to provide information on: (1) Name and contact information; (2) time and location of the incident; (3) a short description of the event; (4) contributing factors to the close call; and (5) any other information that might be useful in determining a root cause of such event.

BTS will collect close call reports submitted by railroad employees, develop an analytical database containing the reported data and other pertinent information, and protect the confidentiality of these data through its own statute (49 U.S.C. 111(i)) and the Confidential Information Protection and Statistical Efficiency Act of 2002 (CIPSEA). Accordingly, only statistical and non-sensitive information will be made available through publications and reports. Through the analysis of close calls the FRA and the railroad community will receive information about factors that may contribute to unsafe events and use that information to develop new training programs and identify root causes of potentially adverse events. The database will also provide other users such as rail safety researchers with valuable data regarding precursors to safety risks and contribute to research and development of intervention programs aimed at preventing accidents and fatalities.

It is estimated that the close call reporting form will take no more than 30 minutes to complete for a maximum total burden of 175 hours (350