

delivery capacity of 1.5 bcfd (42.5 million cubic meters per day).

The FSRU would store LNG in three Moss spherical tanks. Each tank would have a 24 million gallon (90,800 cubic meters) LNG storage capacity, and the total FSRU LNG storage capacity would be approximately 72 million gallons (273,000 cubic meters). The FSRU would be permanently moored, and would use a turret system (a tower-like revolving structure) to allow the FSRU to weathervane (rotate) around a fixed point. A Safety Zone would be established covering a 500-meter (1,640-foot) radius out from the stern of the FSRU. The FSRU, which would be designed for loading LNG from side-by-side, moored LNG tankers, would be shaped like a double-sided, double-bottomed vessel, 971 feet (296 meters) long and 213 feet (65 meters) wide, with a displacement of approximately 190,000 deadweight tons.

Alternatives

The FEIS/FEIR examines and assesses the environmental impact of the project location and pipeline routes of the proposed action, alternatives, and the no-action alternative. In addition to the environmental impacts, the FEIS/FEIR considers approving, approving with conditions or denying (no action alternative) the application for a license.

Dated: March 9, 2007.

By Order of the Maritime Administrator.

Daron T. Threet,

Secretary, Maritime Administration.

[FR Doc. E7-4767 Filed 3-14-07; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Hazardous Materials: Improving the Safety of Railroad Tank Car Transportation of Hazardous Materials

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

ACTION: Notice of public meeting.

SUMMARY: As part of PHMSA's and the Federal Railroad Administration's (FRA) comprehensive review of design and operational factors that affect the safety of railroad tank car transportation of hazardous materials, the two agencies invite interested persons to participate in a public meeting addressing potential improvements to hazardous materials tank cars in order to improve the overall safety of hazardous materials shipments via railroad tank car.

DATES: *Public meeting:* March 30, 2007, starting at 9 a.m.

ADDRESSES: *Public meeting:* The meeting will be held at The Westin O'Hare, 6100 River Road, Rosemont, Illinois 60018. For information on the facilities or to request special accommodations at the meeting, please contact Ms. Michele M. Sampson by telephone or e-mail as soon as possible.

Written Comments: Written comments may be submitted identified by DOT DMS Docket Number FRA-2006-25169 by any of the following methods:

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

Follow the instructions for submitted comments on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

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

- *Hand Delivery:* 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.

FOR FURTHER INFORMATION CONTACT:

Michele M. Sampson (Michele.Sampson@dot.gov), Railroad Safety Specialist, Federal Railroad Administration, 1120 Vermont Ave., NW., Washington, DC 20590 (202-493-6475) or Lucinda Henriksen (Lucinda.Henriksen@dot.gov), Trial Attorney, Office of Chief Counsel, Federal Railroad Administration, 1120 Vermont Ave., NW., Washington, DC 20590 (202-493-1345).

SUPPLEMENTARY INFORMATION: The Federal hazardous materials transportation law (Federal hazmat law, 49 U.S.C. 5101 *et seq.*, as amended by section 1711 of the Homeland Security Act of 2002, Public Law 107-296 and Title VII of the 2005 Safe, Accountable, Flexible and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU)) authorizes the Secretary of the Department of Transportation (DOT) to “prescribe regulations for the safe transportation, including security, of hazardous material in intrastate, interstate, and foreign commerce.” The Secretary has delegated this authority to PHMSA.

The Secretary of Transportation also has authority over all areas of railroad safety (49 U.S.C. 20101 *et seq.*), and has delegated this authority to FRA. FRA has issued a comprehensive set of Federal regulations governing the safety of all facets of freight and passenger railroad operations (49 CFR parts 200–244). FRA inspects railroads and shippers for compliance with both FRA and PHMSA regulations. FRA also

conducts research and development to enhance railroad safety.

On May 24, 2006, PHMSA and FRA announced that the two operating administrations of the DOT were initiating a comprehensive review of design and operational factors that affect the safety of railroad tank car transportation of hazardous materials. 71 FR 30019. In order to facilitate public involvement in this review, FRA established a public docket (docket no. FRA-2006-25169) to provide interested parties with a central location to both send and review relevant information concerning the safety of railroad tank car transportation of hazardous materials. See 71 FR 37974 (July 3, 2006). In addition, PHMSA and FRA held public meetings on May 31–June 1, 2006 and on December 14, 2006 (see 71 FR 30019 and 71 FR 67015 (Nov. 17, 2006)). The primary purpose of the first meeting was to surface and prioritize issues relating to the safe and secure transportation of hazardous materials by railroad tank car. The primary purpose of the second meeting was to solicit input and comments in response to specific questions posed by the agencies. In addition, at the December meeting, FRA announced the agency's commitment to develop an enhanced tank car standard by 2008.

This document announces that PHMSA and FRA have scheduled a third public meeting as part of DOT's comprehensive review. The meeting will be held on the date specified in the **DATES** section of this document and at the location specified in the **ADDRESSES** section of this document. At this meeting, FRA intends to share its preliminary research results regarding tank car survivability and provide an update on the agency's progress towards developing an enhanced tank car standard. FRA also invites interested parties to participate in the meeting by presenting any relevant comments, information, or data, regarding potential enhancements or modifications to hazardous materials tank cars in order to improve the overall safety and security of hazardous material shipments via railroad tank car. As with the previous public meetings, although DOT's review includes both tank car design and operational factors that affect railroad tank car safety, this public meeting is intended to focus on the issue of potential improvements to hazardous materials tank cars themselves. In order to facilitate discussion, FRA will post the materials to be presented at this meeting in the docket established for this proceeding (Docket Number FRA-2006-25169) by March 23, 2007. We encourage

interested parties to review the posted materials prior to the meeting.

PHMSA and FRA encourage all interested persons to participate in this meeting. The agencies ask that commenters provide data in the most detail possible, including costs of design, installation, and maintenance.

The agencies also invite interested parties who are unable to attend the public meeting, or who otherwise desire to submit written comments or data responsive to the questions raised above, to submit any relevant information, data, or comments to the DOT Docket Management System Docket Number FRA-2006-25169. Comments may be submitted by any method noted in the **ADDRESSES** section above.

Issued in Washington, DC on March 9, 2007, under authority delegated in 49 CFR part 106.

Robert Richard,

Acting Associate Administrator for Hazardous Materials Safety.

[FR Doc. E7-4686 Filed 3-14-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 670]

Establishment of the Rail Energy Transportation Advisory Committee

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice.

SUMMARY: The Surface Transportation Board seeks public comment on the desirability of establishing, pursuant to the Federal Advisory Committee Act (FACA), a Rail Energy Transportation Advisory Committee, to provide independent advice and policy suggestions to the Board on issues related to the reliability of rail transportation of resources critical to the nation's energy supply, including, but not necessarily limited to, the rail transportation of coal and ethanol. Specifically, the Board seeks the views of interested persons on the utility of establishing such a committee, and, if established, the appropriate scope and the optimum size and composition of such a committee so as to reflect an appropriate and balanced cross-section of interested and affected stakeholders.

DATES: Comments are due by April 16, 2007.

ADDRESSES: Comments may be submitted either via the Board's e-filing format or in the traditional paper

format. Any person using e-filing should comply with the instructions at the E-FILING link on the Board's Web site, at <http://www.stb.dot.gov>. Any person submitting a filing in the traditional paper format should send an original and 10 copies to: Surface Transportation Board, Attn: STB Ex Parte No. 670, 395 E Street, SW., Washington, DC 20423-0001.

Copies of written comments will be available from the Board's contractor, ASAP Document Solutions (mailing address: Suite 103, 9332 Annapolis Rd., Lanham, MD 20706; e-mail address: asapdc@verizon.net; telephone number: 202-306-4004). The comments will also be available for viewing and self-copying in the Board's Public Docket Room, Room 131, and will be posted to the Board's Web site at <http://www.stb.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Scott M. Zimmerman at 202-245-0202. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

SUPPLEMENTARY INFORMATION: The Surface Transportation Board (STB or Board) is seeking public comment on issues relating to the potential establishment of a federal advisory committee to provide independent advice and policy recommendations to the Board on issues pertaining to the reliability of rail transportation of energy resources, particularly, but not necessarily limited to, the rail transportation of coal and ethanol.

The Board, created by Congress in 1996 to take over many of the functions previously performed by the Interstate Commerce Commission, exercises broad authority over transportation by rail carriers, including regulation of railroad rates and service (49 U.S.C. 10701-10747, 11101-11124), as well as the construction, acquisition, operation, and abandonment of rail lines (49 U.S.C. 10901-10907) and railroad line sales, consolidations, mergers, and common control arrangements (49 U.S.C. 10902, 11323-11327).

The Board views the reliability of the nation's energy supply as crucial to this nation's economic and national security, and the transportation by rail of coal and other energy resources as a vital link in the energy supply chain. Particularly in the present environment of constrained rail capacity, the Board believes that an advisory committee consisting of a balanced cross-section of energy and rail industry stakeholders could serve as an important resource for providing independent, candid policy advice to the Board and for fostering

open, effective communication among the affected interests on issues such as rail performance, capacity constraints, infrastructure planning and development, and effective coordination among suppliers, carriers, and users of energy resources.

The Board seeks input from interested persons on a number of issues, including: (1) What are the views of rail and energy industry stakeholders as to the potential utility of such a committee? (2) What would be the appropriate scope of such a committee's mandate—i.e., should it be limited to issues involving transportation of coal and ethanol, or constituted more broadly to include, for example, the biofuel industry and/or others? How would the scope of the committee's mandate affect its utility? (3) Consistent with one's views on the answers to the previous questions, what would be the optimum size of such a committee, and how should the committee's membership be allocated among various stakeholder groups to achieve a fairly balanced "cross section of those directly affected, interested, and qualified," as required under the Federal Advisory Committee Act (FACA)?¹

The Board is not, by this notice, establishing such a committee. Rather, it seeks from interested persons input that would assist the Board at this preliminary stage in developing a proposed charter for such an advisory committee, in consultation with the General Services Administration's Committee Management Secretariat, as provided under FACA.²

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

Authority: 49 U.S.C. 721, 49 U.S.C. 11101; 49 U.S.C. 11121.

Decided: March 9, 2007.

By the Board, Chairman Nottingham, Vice Chairman Buttrey, and Commissioner Mulvey.

Vernon A. Williams,

Secretary.

[FR Doc. E7-4769 Filed 3-14-07; 8:45 am]

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¹ See 41 CFR 102-3.60(b)(3).

² See 41 CFR 102-3.60(a).