

(FONSI), dated May 24, 2012.  
*Supporting documentation:*  
 Supplemental Environmental  
 Assessment, dated February 2012.

Issued on: June 4, 2012.

**Lucy Garliauskas,**

*Associate Administrator for Planning and  
 Environment, Washington, DC.*

[FR Doc. 2012-13904 Filed 6-7-12; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2012-0063]

#### Information Collection Available for Public Comments and Recommendations

**ACTION:** Notice and request for  
 comments.

**SUMMARY:** In accordance with the  
 Paperwork Reduction Act of 1995, this  
 notice announces the Maritime  
 Administration's (MARAD's) intention  
 to request extension of approval for  
 three years of a currently approved  
 information collection.

**DATES:** Comments should be submitted  
 on or before August 7, 2012.

**FOR FURTHER INFORMATION CONTACT:**  
 Dennis Brennan, Maritime  
 Administration, 1200 New Jersey  
 Avenue SE., Washington, DC 20590.  
 Telephone: 202-366-1029; or email:  
[dennis.brennan@dot.gov](mailto:dennis.brennan@dot.gov). Copies of this  
 collection also can be obtained from that  
 office.

#### SUPPLEMENTARY INFORMATION:

*Title of Collection:* Monthly Report of  
 Ocean Shipments Moving Under  
 Export-Import Bank Financing.

*Type of Request:* Extension of  
 currently approved information  
 collection.

*OMB Control Number:* 2133-0013.

*Form Numbers:* MA-518.

*Expiration Date of Approval:* Three  
 years from date of approval by the  
 Office of Management and Budget.

*Summary of Collection of  
 Information:* 46 App. U.S.C. 1241-1,  
 Public Resolution 17, required MARAD  
 to monitor and enforce the U.S.-flag  
 shipping requirements relative to the  
 loans/guarantees extended by the  
 Export-Import Bank (EXIMBANK) to  
 foreign borrowers. Public Resolution 17  
 requires that shipments financed by  
 Eximbank and that move by sea, must  
 be transported exclusively on U.S.-flag  
 registered vessels unless a waiver is  
 obtained from MARAD.

*Need and Use of the Information:* The  
 prescribed monthly report is necessary

for MARAD to fulfill its responsibilities  
 under Public Resolution 17, to ensure  
 compliance of ocean shipping  
 requirements operating under Eximbank  
 financing, and to ensure equitable  
 distribution of shipments between U.S.-  
 flag and foreign ships. MARAD will use  
 this information to report annually to  
 Congress the total shipping activities  
 during the calendar year.

*Description of Respondents:* Shippers  
 subject to Eximbank financing.

*Annual Responses:* 336.

*Annual Burden:* 168 hours.

*Comments:* Comments should refer to  
 the docket number that appears at the  
 top of this document. Written comments  
 may be submitted to the Docket Clerk,  
 U.S. DOT Dockets, Room W12-140,  
 1200 New Jersey Avenue SE.,  
 Washington, DC 20590. Comments also  
 may be submitted by electronic means  
 via the Internet at [www.regulations.gov](http://www.regulations.gov).  
 Specifically address whether this  
 information collection is necessary for  
 proper performance of the functions of  
 the agency and will have practical  
 utility, accuracy of the burden  
 estimates, ways to minimize this  
 burden, and ways to enhance the  
 quality, utility, and clarity of the  
 information to be collected. All  
 comments received will be available for  
 examination at the above address  
 between 10 a.m. and 5 p.m. EDT (or  
 EST), Monday through Friday, except  
 Federal Holidays. An electronic version  
 of this document is available on the  
 World Wide Web at [http://](http://www.regulations.gov)  
[regulations.gov](http://www.regulations.gov).

*Privacy Act:* 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://www.regulations.gov>.

**Authority:** 49 CFR 1.66.

By Order of the Maritime Administrator.

Dated: June 1, 2012.

**Julie Agarwal,**

*Secretary, Maritime Administration.*

[FR Doc. 2012-13995 Filed 6-7-12; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2012-0100]

#### Pipeline Safety: Public Meeting on Integrity Management of Gas Distribution Pipelines

**AGENCY:** Office of Pipeline Safety,  
 Pipeline and Hazardous Materials Safety  
 Administration, DOT.

**ACTION:** Notice; public meeting.

**SUMMARY:** The Pipeline and Hazardous  
 Materials Safety Administration  
 (PHMSA) and the National Association  
 of Pipeline Safety Representatives  
 (NAPSR) are jointly sponsoring a public  
 meeting on Implementing Integrity  
 Management of Gas Distribution  
 Pipelines. The meeting will be held on  
 June 27, 2012, in Fort Worth, Texas. At  
 the meeting, PHMSA/NAPSR will  
 discuss observations from initial  
 inspections of operators' implementation  
 of integrity management requirements for  
 gas distribution pipelines and current  
 regulatory topics affecting distribution  
 pipeline operators. The meeting will  
 also include panel and breakout session  
 discussions involving gas distribution  
 pipeline industry representatives on  
 topics relating to their experiences  
 implementing the distribution integrity  
 management regulation.

**DATES:** The public meeting will be held  
 on Wednesday, June 27, 2012, from  
 8 a.m. to 5 p.m. CDT. Name badge  
 pickup and onsite registration will be  
 available starting at 7:30 a.m. Refer to  
 the meeting Web site for a more detailed  
 agenda and times at [http://](http://www.primis.phmsa.dot.gov/meetings/Home.mtg)  
[primis.phmsa.dot.gov/meetings/](http://www.primis.phmsa.dot.gov/meetings/)  
[Home.mtg](http://www.primis.phmsa.dot.gov/meetings/). Please note that the public  
 meeting will be webcast and  
 presentations will be available on the  
 meeting Web site within 30 days  
 following the public meeting.

**ADDRESSES:** The meeting is open to all.  
 There is no cost to attend. The meeting  
 will be held at the OMNI Hotel, 1300  
 Houston Street, Fort Worth, TX 76102-  
 6556. Hotel reservations under the "U.S.  
 DOT DIMP" room block for the nights  
 of June 26-27, 2012, can be made at  
 1-800-843-6664. A daily rate of  
 \$139.00 is available. Information about  
 the meeting room will be posted at the  
 hotel on the day of the public meeting.

**FOR FURTHER INFORMATION CONTACT:**  
 Chris McLaren, Office of Pipeline Safety  
 at 281-216-4455 or email at  
[chris.mclaren@dot.gov](mailto:chris.mclaren@dot.gov), regarding the  
 subject matter of this notice.

**SUPPLEMENTARY INFORMATION:** A final rule establishing requirements for assuring the continued integrity of gas distribution pipelines (DIMP) was published on December 4, 2009, (74 FR 63906). The rule required that operators of gas distribution pipelines develop and implement integrity management plans for their pipeline systems by August 2, 2011. PHMSA and states have conducted a number of inspections of gas distribution pipeline operator integrity management programs. Many more inspections will follow. This public meeting is intended to allow PHMSA, NAPS, and industry representatives to share observations resulting from these initial inspections.

The public meeting is designed to enhance pipeline safety through improved integrity management of natural gas distribution pipeline systems and will consist of presentations and panel discussions provided by a variety of stakeholders. Panel participants will represent industry, PHMSA, and NAPS. Panels will present information on PHMSA and NAPS's expectations of implemented distribution integrity management programs (DIMP) and observations from DIMP Inspections conducted by PHMSA and NAPS. PHMSA and NAPS will promote compliance with regulations by providing an overview of the rule, including expectations of regulatory definitions (such as identification of threats, methodologies for segmentation of assets for evaluation of risk, risk ranking, measures designed to reduce risk, and measuring and monitoring performance) and discussing methodologies that industry is employing to meet the requirements of the rule. Inspection findings from DIMP inspections conducted by PHMSA and state programs and issue areas and areas of concern will be discussed.

Participants of the public meeting will benefit from (1) hearing their peers explain methods of implementation for certain provisions of the rule and associated questions experienced during program development and implementation; (2) listening to PHMSA, NAPS, and industry experience on implementing the specific elements of the rule; (3) discussing rule compliance concerns; developing a clearer understanding of the DIMP rule provisions, and (4) participating in the development of additional guidance if deemed necessary through stakeholder feedback.

Interested persons may obtain more information on DIMP by accessing the DIMP Web site through the PHMSA Pipeline Safety Community page at <http://www.phmsa.dot.gov/pipeline> by selecting "Integrity Management Program (IMP)" and then "Integrity Management—Distribution."

#### Preliminary Agenda

- Discuss Implementation of the DIMP Regulation and Regulatory Developments affecting Distribution Operators.
- Regulators' (NAPS and PHMSA) Perspective on Implementation of the DIMP Regulation.
- Breakout Sessions to discuss various topics regarding the implementation of distribution IM Programs and meeting the requirements of the DIMP rule.
- Presentations from representatives of the breakout sessions, NAPS, and industry.

Issued in Washington, DC, on June 5, 2012.

**Jeffrey D Wiese,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 2012-13991 Filed 6-7-12; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. EP 682 (Sub-No. 3)]

#### 2011 Tax Information for Use in the Revenue Shortfall Allocation Method

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice.

**SUMMARY:** The Board is publishing, and providing the public an opportunity to comment on, the 2011 weighted average state tax rates for each Class I railroad, as calculated by the Association of American Railroads (AAR), for use in the Revenue Shortfall Allocation Method (RSAM).

**DATES:** Comments are due by July 9, 2012. If any comment opposing AAR's calculation is filed, AAR's reply will be due by July 30, 2012. If no comments are filed by the due date, AAR's calculation of the 2011 weighted average state tax rates will be automatically adopted by the Board, effective July 10, 2012.

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

Any person using e-filing should attach a document and otherwise 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 referring to Docket No. EP 682 (Sub-No. 3) to: Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

#### FOR FURTHER INFORMATION CONTACT:

Jonathon Binet, (202) 245-0368.

Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at (800) 877-8339.

**SUPPLEMENTARY INFORMATION:** The RSAM figure is one of three benchmarks that together are used to determine the reasonableness of a challenged rate under the Board's *Simplified Standards for Rail Rate Cases*, EP 646 (Sub-No. 1) (STB served Sept. 5, 2007),<sup>1</sup> as further revised in *Simplified Standards for Rail Rate Cases—Taxes in Revenue Shortfall Allocation Method*, EP 646 (Sub-No. 2) (STB served Nov. 21, 2008). RSAM is intended to measure the average markup that the railroad would need to collect from all of its "potentially captive traffic" (traffic with a revenue-to-variable-cost ratio above 180%) to earn adequate revenues as measured by the Board under 49 U.S.C. 10704(a)(2) (i.e., earn a return on investment equal to the railroad industry cost of capital). *Simplified Standards—Taxes in RSAM*, slip op. at 1. In *Simplified Standards—Taxes in RSAM*, slip op. at 3, 5, the Board modified its RSAM formula to account for taxes, as the prior formula mistakenly compared pre-tax and after-tax revenues. In that decision, the Board stated that it would institute a separate proceeding in which Class I railroads would be required to submit the annual tax information necessary for the Board's annual RSAM calculation. *Id.* at 5-6.

In *Annual Submission of Tax Information for Use in the Revenue Shortfall Allocation Method*, EP 682 (STB served Feb. 26, 2010), the Board adopted rules to require AAR—a national trade association—to annually calculate and submit to the Board the weighted average state tax rate for each Class I railroad. See 49 CFR 1135.2(a). On May 30, 2012, AAR filed its calculation of the weighted average state tax rates for 2011, listed below for each Class I railroad:

<sup>1</sup> *Aff'd sub nom. CSX Transp., Inc. v. STB*, 583 F.3d 236 (DC Cir. 2009), and vacated in part on

*reh'g, CSX Transp., Inc. v. STB*, 584 F.3d 1076 (DC Cir. 2009).