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(3) You may download the comments. However, since the comments are imaged documents, instead of word processing documents, the "pdf" versions of the documents are word searchable.

Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically check the Docket for new material.

**Authority:** 49 U.S.C. 30111, 30181–83 delegation of authority at 49 CFR 1.95 and 501.8.

**Terry Shelton,**

*Associate Administrator for the National Center for Statistics and Analysis.*

[FR Doc. 2014–13727 Filed 6–11–14; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2014–0085; Notice 14–9]

#### Hazardous Materials: Notice of Availability of Draft Environmental Assessment and Request for Public Comment for a Special Permit Relating to the Transport of Precursor Chemicals From Syria in Port Arthur, Texas

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

**ACTION:** Notice of Availability and Request for Public Comment.

**SUMMARY:** This notice informs the public of the availability of a draft environmental assessment in support of a special permit application that would allow offloading and the transport by highway of hazardous materials in non-DOT Specification Packaging in Port

Arthur, Texas. PHMSA requests public comment on the draft environmental assessment.

**DATES:** PHMSA will accept comments on the draft environmental assessment until close of business June 23, 2014.

**ADDRESSES:** Comments may be submitted in the following ways:  
*Federal eRulemaking Portal:* [www.regulations.gov](http://www.regulations.gov). Follow instructions for submitting comments.

*Mail:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard.

*Hand Delivery:* Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Fax:* Docket Management System: U.S. Department of Transportation, Docket Operations, 202–493–2251.

*Instructions:* Include the agency name and docket number PHMSA–2014–0085 (Notice 14–9) at the beginning of your comment. Please note that all comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov), including any personal information provided.

*Privacy Act:* Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the document (or signing the document, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register**, 65 FR 19477, April 11, 2000, or you may visit [www.regulations.gov](http://www.regulations.gov).

*Docket:* For access to the docket to read the draft environmental assessment or comments received, go to [www.regulations.gov](http://www.regulations.gov) or DOT's Docket Operations Office (see hand delivery address above).

**FOR FURTHER INFORMATION CONTACT:** Alice Koethe, Attorney, Pipeline and Hazardous Materials Safety Administration, Office of the Chief Counsel, 1200 New Jersey Avenue SE., Washington, DC 20590; 202–366–7207; [alice.koethe@dot.gov](mailto:alice.koethe@dot.gov).

**SUPPLEMENTARY INFORMATION:** In accordance with the National Environmental Policy Act (NEPA), 42

U.S.C. 4321–4347, the Council on Environmental Quality (CEQ) NEPA implementing regulations, 40 CFR parts 1500–1508, and DOT Order 5610.1C, Procedures for Considering Environmental Impacts, the Pipeline and Hazardous Materials Safety Administration (PHMSA) has prepared a draft environmental assessment (Draft EA) for an application for a Special Permit/Requested Relief of Certain Packaging Requirements for Highway Motor Vehicles relating to the transport of precursor chemicals from Syria in Port Arthur, Texas. PHMSA serves as the lead agency for the Draft EA, and the U.S. Coast Guard, U.S. Department of Commerce, and the U.S. Department of the Treasury serve as cooperating agencies.

The Organisation for the Prohibition of Chemical Weapons (OPCW) and the Department of State have informed PHMSA that an operation is underway to eliminate Syria's chemical weapons program, including the removal of 19 different chemicals from Syria used as precursors to chemical weapons. Five of these chemicals are bound for Port Arthur, Texas, where they will be destroyed and disposed (the "operation"). These five chemicals have been/are to be transferred to a Norwegian sovereign immune cargo vessel, which is ultimately bound for Port Arthur, Texas. There are no explosives or munitions associated with the chemicals, and these chemicals have not been assembled into weapons or mixed for weapons purposes. OPCW informed PHMSA that these five chemicals are being shipped in 16 20-ft ISO maritime shipping containers in various packagings. However, due to incomplete information from international officials and questions about loading, PHMSA cannot confirm that the UN packagings containing the chemicals are compliant with the Hazardous Materials Regulations, 49 CFR Parts 171–180 (HMR).

Veolia is the private company that the OPCW selected for the destruction and disposal of the chemicals. Upon arrival at the Port of Port Arthur, Veolia's subcontractor, Bed Rock Inc, d/b/a/Tri State Motor Transit Company (Tri State), will transport the chemicals 15 miles overland from the Port of Port Arthur to Veolia's approved disposal site in Port Arthur, Texas. Due to the lack of compliance assurance with the HMR, Veolia has requested a special permit (SP) from PHMSA.

PHMSA has prepared the Draft EA analyzing the environmental impacts of four alternatives: (1) The no action alternative, where PHMSA does not issue a SP because the chemicals do not

enter and are not destroyed in the United States; (2) PHMSA does not issue a SP and exercises agency discretion to forgo enforcement of the HMR for the 15-mile overland transport; (3) PHMSA issues a SP, inspects the drums for HMR compliance prior to the arrival in Port Arthur, and requires any non-compliant or unsafe drums to be placed into salvage drums; and (4) PHMSA issues a SP for relief from the HMR.

The Draft EA is available online at [www.regulations.gov](http://www.regulations.gov) under docket number PHMSA-2014-0085. The Draft EA is also available on PHMSA's Web site at <http://phmsa.dot.gov/hazmat/port-arthur>. The Draft EA is also available for inspection locally at the following public library: Port Arthur Public Library, 4615 9th Avenue (at Highway 73), Port Arthur, TX 77642, 409-985-8838. The anticipated delivery date to Port Arthur necessitates an abbreviated comment period of 10 days.

Issued in Washington, DC, on June 6, 2014.

**Magdy El-Sibaie,**

*Associate Administrator for Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration.*

[FR Doc. 2014-13685 Filed 6-11-14; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35829]

#### **Patrick D. Broe and Sand Springs Holdings, LLC—Acquisition of Control Exemption—Sand Springs Railway Company**

Patrick D. Broe (Broe) and Sand Springs Holdings, LLC (Holdings) (collectively, Applicants), both noncarriers, have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire control of Sand Springs Railway Company (Sand Springs), a Class III railroad.

Applicants state that Broe directly controls Holdings, OmniTRAX, Inc. (OmniTRAX), a noncarrier company that controls 12 Class III railroads,<sup>1</sup> and BNS Holding, Inc. (BNS), a noncarrier that indirectly controls three Class III

railroads.<sup>2</sup> Applicants also state that Sheffield Steel Corporation (Sheffield), a noncarrier, currently controls Sand Springs. According to Applicants, Holdings and Sheffield have entered into an agreement<sup>3</sup> dated May 23, 2014, by which Holdings will acquire all of the stock of Sand Springs. Once that transaction is consummated, Broe and Holdings will control Sand Springs.

Applicants intend to consummate this transaction on or shortly after June 26, 2014 (the effective date of the exemption, 30 days after the notice of exemption was filed).

Applicants state that: (1) The rail lines operated by OmniTRAX's and BNS's railroads do not connect with the rail lines operated by Sand Springs; (2) this transaction is not part of a series of anticipated transactions that would connect the rail lines operated by Sand Springs with any railroad in the OmniTRAX or BNS corporate family; and (3) the transaction does not involve a Class I rail carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323 pursuant to 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

If the verified 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 effectiveness of the exemption. Petitions to stay must be filed no later than June 19, 2014 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35829, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy must be served on Karl Morell, Ball Janik LLP, 655 Fifteenth

Street NW., Suite 225, Washington, DC 20005.

Board decisions and notices are available on our Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Decided: June 9, 2014.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Raina S. White,**

*Clearance Clerk.*

[FR Doc. 2014-13775 Filed 6-11-14; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35831]

#### **Grainbelt Corporation—Trackage Rights Exemption—BNSF Railway Company and Stillwater Central Railroad, LLC**

BNSF Railway Company (BNSF) and Stillwater Central Railroad, LLC f/k/a Stillwater Central Railroad, Inc. (SLWC), pursuant to written trackage rights agreements dated April 1, 2014, and May 21, 2014, respectively, have each agreed to amend their trackage rights agreements with Grainbelt Corporation (GNBC),<sup>1</sup> which together will allow GNBC to provide local service to a grain shuttle facility in Eldorado, Okla. (between Altus and Quanah). Specifically, BNSF is amending its trackage rights with GNBC regarding service over the connecting line between the connection with SLWC east of Long (milepost 668.73) and Quanah (milepost 723.30), and SLWC is amending its trackage rights with GNBC regarding service between Snyder Yard (milepost 664.00) and its connection with BNSF east of Long (milepost 668.73).<sup>2</sup>

<sup>1</sup> GNBC already held overhead trackage rights granted by the predecessor of BNSF between Snyder Yard, Okla. (milepost 664.00) and Quanah, Tex. (milepost 723.30), under which GNBC has the right to interchange at Quanah with BNSF and Union Pacific Railroad Company. BNSF subsequently sold a portion of the subject trackage to SLWC. The original trackage rights were supplemented in 2009 to allow GNBC to operate between Snyder and Altus, Okla., with the right to perform limited local service at Long, Okla. See *Grainbelt Corp.—Trackage Rights Exemption—BNSF Ry. & Stillwater Cent. R.R.*, FD 35332 (STB served Dec. 17, 2009). The trackage rights were further amended in 2013 to allow GNBC to provide local grain service to a shuttle facility at Headrick, Okla. See *Grainbelt Corp.—Trackage Rights Exemption—BNSF Ry. & Stillwater Cent. R.R.*, FD 35719 (STB served Mar. 15, 2013). The original and supplemental trackage rights would not be affected by the amended trackage rights that are the subject of this proceeding.

<sup>2</sup> Redacted versions of the trackage rights agreements between GNBC/BNSF and GNBC/SLWC

Continued

<sup>1</sup> Those 12 railroads are: Chicago Rail Link, LLC; Georgia Woodlands Railroad, LLC; Great Western Railway of Colorado, LLC; Manufacturers' Junction Railway, LLC; Newburgh & South Shore Railroad, LLC; Northern Ohio & Western Railway, LLC; Panhandle Northern Railroad, LLC; Alliance Terminal Railroad, LLC; Fulton County Railway, LLC; Alabama & Tennessee River Railway, LLC; Kettle Falls International Railway, LLC; and Stockton Terminal and Eastern Railroad.

<sup>2</sup> Those three railroads are: Nebraska, Kansas and Colorado Railway, LLC; Illinois Railway, LLC; and Georgia & Florida Railway, LLC.

<sup>3</sup> A redacted version of the agreement between Holdings and Sheffield was filed with the notice of exemption. An unredacted version was filed concurrently under seal, along with a motion for protective order pursuant to 49 CFR 1104.14(b). That motion will be addressed in a separate decision.