practices to analyzing, assessing, and controlling risks to protect the public, the environment, and company employees and assets. The meeting is designed for all pipeline stakeholders to learn more about how risk management would work in the pipeline industry and the effect it would have on the environment, human safety, and all stakeholders. The benefits the meeting offers are: (1) Learning about risk management processes and tools pipeline companies are using, (2) contributing ideas on the technical standard, regulatory framework, and baseline safety performance measures for the risk management demonstration program, and (3) considering whether a company would like to compete to conduct a demonstration program.

II. Risk Management Public Meeting

A risk management drama will highlight the challenges OPS, State pipeline regulators, the pipeline industry, and the public will face when risk management demonstration projects are conducted. At the April 15 and 15 meeting, speakers, panel members, and the risk management drama cast will include: representatives from OPS Headquarters and Regions, State pipeline safety offices, fire fighting and hazardous material response officers, the public, pipeline trade associations, and companies including Chevron, Shell, Tenneco, Natural Gas Pipe Line, American Natural Resources, Enron, and Mapco.

Key topics include technical standards, a risk management regulatory framework, effective risk communication, risk management demonstration projects, safety performance measures, how to measure program effectiveness, how state and federal regulators could interact with industry, and how much information companies will have to share with OPS. Sponsoring the April 14 and 15, 1996, meeting are the Office of Pipeline Safety (OPS), the American Petroleum Institute (API), the Association of Oil Pipe Lines (AOPL), the American Gas Association (AGA), the Gas Research Institute (GRI), the Interstate Natural Gas Association of America (INGAA), the American Public Gas Association (APGA), NACE International, and the National Association of Regulatory Utility Commissioners (NARUC).

Participants will get the latest information on the Risk Management Quality Team's work and public comments on the Federal Register notice outlining a draft regulatory framework for risk management demonstration projects. Break out sessions will allow participants to help design program elements needed for the risk management demonstration projects and will address questions from the November meeting.

For information on the April 14 and 15 meeting, please contact Melanie Barber, OPS; John Erickson, A.G.A., 1515 Wilson Blvd., Arlington, VA 22209–2469, o: (703) 841–8450, fax: 841–8492, e-mail: jerick06.reach.com; Michele Joy, AOPL, 1101 Vermont Ave., N.W., Washington, D.C. 20005–3521, o: (202) 408–7970, fax: 408–7983; Marty Matheson, API, 1220 L St., N.W., Washington, D.C. 20005, o: (202) 682–8192, fax: (202) 682–8222, e-mail: matheson@api.org; Bob Cave, APGA, Suite 102, 11094–D Lee Highway, Fairfax, VA 22030, o: (703) 352–3890, fax: 352–1271; Tina Thomas, GRI, Suite 730 North, 1331 Pennsylvania Ave., N.W., Washington, D.C. 20004, o: (202) 662–8937, fax: 347–6925, e-mail: cthomas@gri.org; Terry Boss, INGAA, Suite 300 West, 555 Thirteenth St., N.W., Washington, D.C. 20004, o: (202) 626–3234, fax: 626–3249, e-mail: tboss@ingaa.org; Shelley Leavitt Nadel, NACE International, P.O. Box 21834, Houston, TX 77218–8340, e-mail: shelley@mail.nace.org; or Rick Marini, NARUC, NH Public Utilities Commission, 8 Old Suncook RD, Concord, NH 03301, o: (603) 271–2443, fax: (603) 271–3878.

Issued in Washington, DC, on March 21, 1996.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 96–7289 Filed 3–25–96; 8:45 am]

BILLING CODE 4910–60–P

Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (96–2)]

Quarterly Rail Cost Adjustment Factor

AGENCY: Surface Transportation Board.

ACTION: Approval of rail cost adjustment factor.

SUMMARY: The Board has approved a second quarter 1996 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The second quarter RCAF (Unadjusted) is 1.063. The second quarter RCAF (Adjusted) is 0.769, a decrease of 1.7% from the first quarter 1996 RCAF (Adjusted).

EFFECTIVE DATE: April 1, 1996.

FOR FURTHER INFORMATION CONTACT: H. Jeff Warren, (202) 927–6243. TDD for the hearing impaired: (202) 927–5721.

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision write to, call, or pick up in person from: DC NEWS & DATA, INC., Room 2229, 1201 Constitution Avenue, N.W., Washington, DC 20423, or telephone (202) 289–4357. [Assistance for the hearing impaired is available through TDD services (202) 927–5721.]

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

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: March 19, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96–7240 Filed 3–25–96; 8:45 am]

BILLING CODE 4915–00–P

Surface Transportation Board [1]

[STB Finance Docket No. 32799]

Economic Development Rail Corporation and Economic Development Rail II Corporation—Exemption—Common Control

Economic Development Rail Corporation (EDRC) and Economic Development Rail II Corporation (EDR–II), non-profit quasi-public entities, have jointly filed a notice of exemption for common control because both entities own active rail lines that are managed by the same group of trustees and directors.[2] EDRC owns a rail line in and around Youngstown, OH, that is operated by the Youngstown and Austintown Railroad, and EDR–II owns a rail line in and around Warren, OH,

[1] The ICC Termination Act of 1995, Pub. L. No. 104–88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This decision notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323.

[2] Petitioners state that they neglected to file a notice of exemption for common control upon EDR–II's reactivating an abandoned rail line from CSX Transportation, Inc., in 1993. Petitioners seek to correct that omission by filing this notice of exemption. In addition, in a filing made by EDR–II in Finance Docket No. 32798 contemporaneous with the filing of this notice of exemption, EDR–II is requesting an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10902 for EDR–II to acquire certain rail lines in the Warren, OH area from Consolidated Rail Corporation (Conrail). The lines to be acquired from Conrail cross, but do not connect with lines already owned by EDR–II.

that is operated by the Warren & Trumbull Railroad Company.

Petitioners state that: (1) The rail lines owned by EDRC and EDR–II do not physically connect, (2) there are no plans to acquire or operate additional rail lines for the purpose of making a connection; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 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 sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. Pleadings must be filed with the Board and served on: Robert A. Wimbish, Suite 420, 1920 N Street, N.W., Washington, D.C. 20036.

Decided: March 20, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96–7242 Filed 3–25–96; 8:45 am]

BILLING CODE 4915–00–P

[STB Finance Docket No. 32877]

Pioneer Railcorp; Acquisition of Control Exemption; KNRECO, Inc., d/b/a/ Keokuk Junction Railway

Pioneer Railcorp. (Pioneer), a noncarrier holding company, has filed a notice of exemption to acquire a controlling interest (66.62% of the stock) of KNRECO, Inc., d/b/a Keokuk Junction Railway (KJRY) from its majority shareholder John Warfield. KJRY is a Class III common carrier railroad which owns 38 miles of track as follows: 28.4 miles of track from Keokuk to LaHarpe, Hancock County, IL, from MP 195.0 to MP 223.4; 5.1 miles of track from Hamilton to Warsaw, Hancock County, IL, from MP 222.6 to MPW 227.7 (of which 1.5 miles are actively operated from MPW 222.6 to MP 224.1) and 4.5 miles of track extending from Keokuk westward from MP 0.0 to MP 4.5 (of which 2.5 miles are actively operated from MP 0.0 to MP 2.5). Pioneer will make a tender offer to acquire the remaining stock of KJRY. The transaction was scheduled to be consummated on or after March 8, 1996.

Pioneer owns and controls eight existing Class III shortline rail carriers: West Michigan Railroad Co., operating in Michigan; Fort Smith Railroad Co., operating in Arkansas; Alabama Railroad Co., operating in Alabama; Mississippi Central Railroad Co., operating in Mississippi and Tennessee; Alabama & Florida Railway Co., operating in Alabama; Decatur Junction Railway Co., operating in Illinois; Vandalia Railroad Company, operating in Illinois; and Minnesota Central Railroad Co., operating in Minnesota.

Pioneer states that: (i) The railroads will not connect with each other or any railroad in their corporate family; (ii) the acquisition of control is not part of a series of anticipated transactions that would connect the nine railroads with each other or any railroad in their corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 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 sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. 32877, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Keith G. O'Brien, Esq., Rea, Cross & Auchincloss, Suite 420, 1920 N Street, N.W., Washington, DC 20036.

[1] The ICC Termination Act of 1995, Pub. L. 104–88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323.

Decided: March 20, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96–7241 Filed 3–25–96; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 96–19]

Request for Public Comments Concerning Dissemination of Existing Information Product and Elimination of Microfiche

AGENCY: Customs Service, Department of the Treasury.

ACTION: General notice; extension of comment period.

SUMMARY: On February 22, 1996, Customs published in the Federal Register a document inviting public comments regarding its intention to provide Customs rulings, future publications and additional information in CD–ROM and the Internet formats with built-in search capabilities and ''hypertext'' links. The document also requested comments regarding the possible elimination of the microfiche format used to presently supply rulings to the public by subscription. Comments were to be received on or before March 25, 1996. This document extends for an additional 30 days the period of time within which interested members of the public may comment on the proposals.

DATES: Comments must be received on or before April 25, 1996.

ADDRESSES: Written comments (preferably in triplicate) may be addressed to the Regulations Branch, U.S. Customs Service, Franklin Court, 1301 Constitution Avenue, N.W., Washington, D.C. 20229. Comments submitted may be inspected at the Regulations Branch, Office of Regulations and Rulings, Franklin Court, 1099 14th Street N.W., Suite 4000W, Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

For contents and technical aspects of the CD–ROM: Howard Plofker, 202–482–7077.

For the Internet: Kathy Davis, 202–927–0255.

For the microfiche: Thomas Budnik, 202–482–6909.