

Road departure collision avoidance system guidelines.

Intersection collision avoidance system guidelines, and

Lane change/merge collision avoidance system guidelines.

National Center for Statistics and Analysis (NCSA) topic is: Special crash investigation studies of air bag cases.

Separately, questions regarding research projects that have been submitted in writing not later than close of business on December 10, 1997, will be answered. A transcript of the meeting, copies of materials handed out at the meeting, and copies of the suggestions offered by commenters will be available for public inspection at NHTSA's Technical Information Services, Room 5108, 400 Seventh St., S.W., Washington, DC 20590. Copies of the transcript will then be available at 10 cents a page, upon request to NHTSA's Technical Information Services. The Technical Information Services section is open to the public from 9:30 a.m. to 4:00 p.m. The transcript will also be available on NHTSA's Web site under Announcements/Public Meetings at URL <http://www.nhtsa.dot.gov/nhtsa/announce/meetings/>.

NHTSA will provide technical aids to participants as necessary, during the Research and Development Programs Meeting. Thus, any person desiring the assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunication devices for deaf persons (TTDs), readers, taped texts, braille materials, or large print materials and/or a magnifying device), please contact Rita Gibbons on (202) 366-4862 or by telefax on (202) 366-5930 by close of business December 8, 1997.

**FOR FURTHER INFORMATION CONTACT:** Rita Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, S.W., Washington, DC 20590. Telephone: (202) 366-4862. Fax number: (202) 366-5930.

Issued: November 26, 1997.

**Raymond P. Owings,**

*Associate Administrator for Research and Development.*

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**DEPARTMENT OF TRANSPORTATION**

**Research and Special Programs Administration**

**Pipeline Safety User Fees**

**AGENCY:** Research and Special Programs Administration (RSPA), DOT.

**ACTION:** Notice.

**SUMMARY:** This notice announces that the fiscal year 1998 user fee assessments for pipeline facilities will be mailed to pipeline operators on or about December 15, 1997. The fees to be assessed for natural gas transmission, hazardous liquid and liquefied natural gas (LNG) are indicated below:

*Natural gas transmission pipelines:* \$67.98 per mile (based on 291,765 miles of pipeline).

*Hazardous liquid pipelines:* \$59.59 per mile (based on 155,558 miles of pipeline).

*LNG is based on the number of plants and total storage capacity:*

Total storage capacity (bbl)	Assessment/plant
<10,000 .....	=\$1,250
10,000-100,000 .....	=\$2,500
100,000-250,000 .....	=\$3,750
250,000-500,000 .....	=\$5,000
>500,000 .....	=\$7,500

Section 60301 of Title 49, United States Code, authorizes the assessment and collection of pipeline user fees to fund the pipeline safety activities conducted under 49 U.S.C. 60101 *et seq.* The Research and Special Program Administration (RSPA) assesses each operator of regulated interstate and intrastate natural gas transmission pipelines (as defined in 49 CFR Part 192), and hazardous liquid pipelines carrying petroleum, petroleum products, anhydrous ammonia and carbon dioxide (as defined in 49 CFR Part 195) a share of the total Federal pipeline safety program costs in proportion to the number of miles of pipeline each operator has in service. Onshore pipelines excluded from regulation by 49 CFR Part 195 are not included in this mileage. Operators of LNG facilities are assessed based on total storage capacity (as defined in 49 CFR Part 193).

In accordance with the provisions of 49 U.S.C. 60301, Departmental resources were taken into consideration for determining total program costs. The apportionment ratio between gas and liquid pipeline programs (as shown below) is a result of the shift of program resources to the hazardous liquid program because of increased emphasis on environmental protection:

Year(s)	General program costs (gas)	General program costs (liquid)
1986-1990.	80% .....	20%.
1991-1992.	75% .....	25%.

Year(s)	General program costs (gas)	General program costs (liquid)
1993 ....	75% (¾ yr.) ..... 60% (¼ yr.) .....	25% (¾ yr.) ..... 40% (¼ yr.) .....
1994 ....	60% .....	40%.
1995 ....	75% .....	25%.
1996 ....	65% .....	35%.
1997-1998.	55% .....	45%.

In accordance with the regulations of the Department of the Treasury, user fees will be due 30 days after the date of assessment. Interest, penalties, and administrative charges will be assessed on delinquent debts in accordance with 31 U.S.C. 3717.

Issued in Washington, D.C. November 28, 1997.

**Richard B. Felder,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 97-31742 Filed 12-2-97; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Docket No. AB-32 (Sub-No. 65X)]

**Boston and Maine Corporation—Abandonment Exemption—in Carroll County, NH**

Boston and Maine Corporation (B&M) has filed a notice of exemption under 49 CFR part 1152 Subpart F—*Exempt Abandonments and Discontinuances* to abandon an approximately 10.80-mile line of railroad on the Conway Branch between milepost B-111.0 and milepost B-121.80 in Ossipee, Carroll County, NH. The line traverses United States Postal Service Zip Codes 03814, 03864 and 03468.

B&M has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) overhead traffic has been rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under