

Application No.	Applicant	Reason for delay	Estimated date of completion
11483-M .....	Autoliv, Autoflator AB, Vargarda, SW .....	4 .....	03/31/1999
11984-M .....	United Parcel Service Company, Louisville, KY .....	4 .....	03/31/1999

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Finance Docket No. 33556]

**Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—Control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of availability of Final Environmental Assessment.

**SUMMARY:** The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Final Environmental Assessment (Final EA) for the proposed acquisition of control of Illinois Central Corporation (IC) and its railroad affiliates by Canadian National Railway Company (CN). The Final EA addresses written public comments made since issuance of the Draft Environmental Assessment (Draft EA) on November 9, 1998 and the errata to the Draft EA on November 24, 1998, and includes SEA's final recommendations for mitigating the potential environmental impacts of the proposed CN/IC acquisition. In addition, the Final EA responds to public comments regarding the Safety Integration Plan prepared by CN and IC, in consultation with the Federal Railroad Administration, that explains how they propose to safely integrate their separate operations if the Board approves the proposed acquisition. SEA believes that with the recommended environmental mitigation, there will be no potential for significant environmental impact. SEA assessed the potential environmental impacts the proposed CN/IC acquisition could have on safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, historic and cultural resources, and environmental justice, and addressed the potential impacts in the Draft and Final EA. SEA determined that there would be potentially significant impacts on only

one issue area, hazardous materials transport safety. Accordingly, in the Final EA, SEA is recommending mitigation to address the potential acquisition-related increases in hazardous materials transport, including potential disproportionately high and adverse impacts these increases could have on minority and low-income populations. With these final mitigation recommendations, SEA believes there will be no potential for significant environmental effects on hazardous materials transport safety or environmental justice populations. SEA determined that none of the other environmental issue areas would have a potential for significant environmental effects and therefore do not warrant mitigation. However, because safety integration is an ongoing process, the Safety Integration Plan is an evolving document that will continue to be modified and refined until the proposed acquisition is safely implemented.

SEA fully considered all comments received in response to the Draft EA, consulted further with Federal, state, and local agencies, and conducted additional environmental analysis where appropriate in preparing the Final EA and in making its final environmental mitigation recommendations to the Board. In making its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EA, the Final EA, and SEA's final recommended environmental mitigation.

**DATES:** The Board plans to conduct oral argument on March 18, 1999 and a formal voting conference on March 25, 1999. The Board plans to serve its final written decision on May 25, 1999. Any party may file an administrative appeal within 20 days of the Board's final written decision.

**FOR FURTHER INFORMATION:** To request a copy of the Final EA or for further information on the proposed CN/IC acquisition, interested parties may call SEA's toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired: (202) 565-1695), or access SEA's website for the CN/IC acquisition at [www.cnicaacquisition.com](http://www.cnicaacquisition.com). For additional information regarding environmental issues, or the environmental review process, contact

SEA's Project Manager for the proposed CN/IC acquisition, Michael Dalton, at (202) 565-1530.

**SUPPLEMENTARY INFORMATION:** On July 15, 1998, CN and IC, collectively referred to as CN/IC or applicants, filed a joint application<sup>1</sup> with the Board seeking authority for CN to acquire control of IC. The proposed CN/IC system would extend to both the east and west coasts of North America and the Gulf of Mexico. The Chicago area would serve as the hub of the combined system. This new system would cover approximately 18,670 miles of rail lines and related facilities, of which approximately 4,520 miles would be in the United States. The applicants state that integrating CN and IC operations would allow both rail systems to provide more reliable, efficient, and competitive service. The applicants also state that they anticipate relatively minor changes in rail operations as a result of the proposed acquisition. The applicants have proposed no rail line abandonments and only five minor construction projects (one rail line connection and four rail yard bypass tracks) as part of the proposed acquisition.

By the Board, Elaine K. Kaiser, Chief of the Section of Environmental Analysis.

**Vernon A. Williams,**

Secretary.

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33713]

**Idaho Northern & Pacific Railroad Company—Lease Exemption—Union Pacific Railroad Company**

Idaho Northern & Pacific Railroad Company (IN&P), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from Union Pacific Railroad Company (UP) approximately 35.99 miles of rail line located: (i)

<sup>1</sup> Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—Control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company, STB Finance Docket No. 33556.