

EPA-APPROVED MISSOURI REGULATIONS

Missouri citation	Title	State effective date	EPA approval date	Explanation
Missouri Department of Natural Resources				
*	*	*	*	*
Chapter 6—Air Quality Standards, Definitions, Sampling and Reference Methods, and Air Pollution Control Regulations for the State of Missouri				
*	*	*	*	*
10-6.050	Start-Up, Shutdown, and Mal-function Conditions.	1/30/2020	[Date of publication of the final rule in the Federal Register], [Federal Register citation of the final rule].	
*	*	*	*	*

* * * * *

[FR Doc. 2022-07292 Filed 4-6-22; 8:45 am]
 BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R05-OAR-2021-0411; FRL-9547-01-R5]

Air Plan Approval; Minnesota; Bulk Silos FESOP Update

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve a site-specific revision to the Minnesota State Implementation Plan (SIP) for particulate matter less than 10 microns (PM₁₀) for the portland cement distribution terminal owned and operated by Bulk Silos, LLC (Bulk Silos), formerly known as Lafarge North America Corporation on Childs Road Terminal (Lafarge-Childs Road Terminal) located in Saint Paul, Ramsey County, Minnesota. In its June 16, 2021, submittal, the Minnesota Pollution Control Agency (MPCA) requested that EPA approve certain conditions contained in Bulk Silos' federally enforceable state operating permit (FESOP) into the Minnesota PM SIP. The request is approvable because it satisfies the requirements of the Clean Air Act (CAA). MPCA's submission included an updated modeling demonstration to show the construction changes incorporated in the Title I SIP Conditions will not interfere with the ability to maintain the National Ambient Air Quality Standards (NAAQS), as Bulk Silos' allowable PM₁₀ emissions limits will be decreased with this action.

DATES: Comments must be received on or before May 9, 2022.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA-R05-OAR-2021-0411 at <http://www.regulations.gov>, or via email to arra.sarah@epa.gov. For comments submitted at [Regulations.gov](http://www.regulations.gov), follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from [Regulations.gov](http://www.regulations.gov). For either manner of submission, EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.

FOR FURTHER INFORMATION CONTACT: Olivia Davidson, Physical Scientist, Attainment Planning and Maintenance Section, Air Programs Branch (AR18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 886-0266, davidson.olivia@epa.gov. The EPA Region 5 office is open from 8:30 a.m. to 4:30 p.m., Monday through Friday,

excluding Federal holidays and facility closures due to COVID-19.

SUPPLEMENTARY INFORMATION: In the Final Rules section of this **Federal Register**, EPA is approving the State's SIP submittal as a direct final rule without prior proposal because the Agency views this as a noncontroversial submittal and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no relevant adverse comments are received in response to this rule, no further activity is contemplated. If EPA receives such comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period. Any parties interested in commenting on this action should do so at this time. Please note that if EPA receives adverse comment on an amendment, paragraph, or section of this rule and if that provision may be severed from the remainder of the rule, EPA may adopt as final those provisions of the rule that are not the subject of an adverse comment. For additional information, see the direct final rule which is located in the Rules section of this **Federal Register**.

Dated: March 31, 2022.

Debra Shore,

Regional Administrator, Region 5.

[FR Doc. 2022-07287 Filed 4-6-22; 8:45 am]

BILLING CODE 6560-50-P

SURFACE TRANSPORTATION BOARD

49 CFR Chapter X

[Docket No. EP 768]

Petition for Rulemaking To Adopt Rules Governing Private Railcar Use by Railroads

AGENCY: Surface Transportation Board.

ACTION: Petition for rulemaking.

SUMMARY: The Board seeks public comment on a petition by the North America Freight Car Association, The National Grain and Feed Association, The Chlorine Institute, and The National Oilseed Processors Association to adopt regulations governing railroads' use of private freight cars and several specific related issues.

DATES: Comments are due by June 30, 2022; replies are due by August 1, 2022.

FOR FURTHER INFORMATION CONTACT:

Amy Ziehm at (202) 245-0391. Assistance for the hearing impaired is available through the Federal Relay Service at (800) 877-8339.

SUPPLEMENTARY INFORMATION: On July 26, 2021, the North America Freight Car Association (NAFCA), The National Grain and Feed Association (NGFA), The Chlorine Institute (CI), and The National Oilseed Processors Association (NOPA) (collectively, Petitioners) filed a joint petition for rulemaking proposing that the Board adopt regulations allowing private railcar providers¹ to assess a "private railcar delay charge" if railroads delay private freight cars beyond a specified period of time. (Pet. 18.)

Petitioners assert that the Board may adopt their proposed regulations pursuant to its authority under 49 U.S.C. 11122(a)(2), which provides that the Board's car service regulations may include, in addition to the compensation to be paid, "the other terms of any arrangement for the use by a rail carrier of a locomotive, freight car, or other vehicle not owned by the rail carrier using the locomotive, freight car, or other vehicle, whether or not owned by another carrier, shipper, or third person."

After receiving a number of replies and notices of intent to participate in response to the petition, the Board opened a proceeding in this docket on November 23, 2021.

Background

Petitioners' Proposed Regulations. The regulations that Petitioners propose would allow private railcar providers to assess a charge when a private freight car does not move for more than 72 hours at any point on a railroad's system between the time it is "released for transportation" and the time it is "either constructively placed or actually placed at the private railcar provider's facility

¹ Petitioners define a "private railcar provider" as "a shipper, receiver, or other party who owns or leases a private railcar and provides it to a railroad for transportation." (Pet. 23.)

or designated location." ² (Pet. 24.) Petitioners propose that Car Location Message (CLM) Event Sighting Codes published by Railinc³ would be used to measure time, and charges would be assessed when the "CLM location city of CLM Sighting Code has not changed for more than [72] hours." (*Id.* at 18.) Petitioners suggest that the amount of the charge would be equivalent to the greater of the carrier's applicable demurrage or storage charge. (*Id.* at 24.) Charges would be assessed unless "the rail carrier demonstrates that it was not a cause of the allowable transit idle time being exceeded despite exercising due diligence." (*Id.*) Furthermore, carriers would be able to dispute the amount of the charges in "an appropriate proceeding in which the rail carrier shall bear the burden of proof to demonstrate that the private railcar delay charge is unreasonable and inappropriate." (*Id.*) Petitioners also argue that the Board should explore monetary penalties for noncompliance. (*Id.* at 17, 24.)

Petitioners argue that their proposed regulations are necessary to encourage the efficient use of private freight cars because carriers do not presently have sufficient incentives to use private freight cars efficiently. (*Id.* at 8-10.) Petitioners assert that there are no Board regulations and few tariff provisions that provide such incentives. (*Id.* at 9-10.) Petitioners also contend that carriers "have little or no commercial incentive (other than revenue generation)" to use private freight cars efficiently because most private railcar providers do not have the necessary commercial strength to negotiate service-standard contract provisions. (*Id.* at 11.) Moreover, petitioners argue that the "lack of clarity and guidance as to the definition of the common carrier obligation, and the circumstances in which it is considered violated" deter private railcar providers from pursuing formal complaints. (*Id.*) Petitioners contend that their proposal uses "existing principles governing demurrage and accessorial charges" to incentivize carriers to use private freight cars more efficiently. (*Id.* at 2.)

Petitioners also argue that their proposed regulations are necessary to compensate private railcar providers for

² Constructive placement occurs when a railcar is available for delivery but cannot actually be placed at the receiver's destination because of a condition attributable to the receiver, such as lack of room on the tracks in the receiver's facility. See *Pol'y Statement on Demurrage & Accessorial Rules & Charges*, EP 757, slip op. at 8 n.22 (STB served Apr. 30, 2020).

³ Railinc, a subsidiary of the Association of American Railroads (AAR), provides rail data and messaging services to the freight rail industry.

the costs they incur when carriers use private freight cars inefficiently. (*Id.* at 12-13.) Petitioners state that private freight cars comprise most of the national fleet and that the costs of owning and maintaining private freight cars have increased significantly over the past 10 years. (*Id.* at 5-7.) Although Petitioners acknowledge that private railcar providers receive compensation from carriers for the use of their private freight cars, they argue that carriers' inefficient use of private freight cars deprives them of the use of their assets and makes it harder for them to earn a reasonable return on their investment. (*Id.* at 2, 12-13, 20-21.) Petitioners offer examples of carriers' inefficient use of private freight cars, including one in which a shipper's private freight cars were held by Class I carriers for periods of between eight and 61 days, as well as examples of the resulting harm to private railcar providers, including one in which a shipper incurred increased costs for trucks and special switches. (*Id.* at 13-14.)

Replies. The Board received replies to the petition from AAR; CSX Transportation, Inc. (CSXT); Union Pacific Railroad Company (UP); the Institute for Scrap Recycling Industries, Inc. (ISRI); a group of several shipper associations including the American Chemistry Council, The Fertilizer Institute, and the National Industrial Transportation League (collectively, Joint Shippers); the National Association of Chemical Distributors (NACD); the National Coal Transportation Association (NCTA); the Private Railcar Food and Beverage Association (PRFBA); American Fuel & Petrochemical Manufacturers (AFPM); the Freight Rail Customer Alliance (FRCA); and the Canadian Oilseed Processors Association (COPA), as well as notices of intent to participate from NGFA and the American Short Line and Regional Railroad Association. AAR, CSXT, and UP oppose the petition, while ISRI, Joint Shippers, NACD, NCTA, PRFBA, AFPM, FRCA, and COPA support it.

UP and AAR claim that the Board lacks the statutory authority under § 11122(a)(2) to adopt Petitioners' proposed regulations.⁴ (UP Reply 2-3, Aug. 30, 2021; AAR Reply 3-6, Aug. 30, 2021.) UP argues that the Board must "disregard the reference to 'freight cars'" in the current version of § 11122(a)(2) because, prior to 1978, the relevant part of this paragraph (allowing the agency to regulate "the other terms" of arrangements) did not reference

⁴ CSXT states that it joins AAR's comments. (CSXT Reply 2.)

freight cars specifically but rather only locomotives and other vehicles.⁵ (UP Reply 2–3, Aug. 30, 2021.) UP contends that although the current language of § 11122(a)(2) may suggest a broader authority to regulate arrangements for railroads' use of freight cars, substantive differences between the two versions of the provision must be resolved in favor of the pre-1978 Recodification statute because Congress expressly indicated that the 1978 Recodification may not be construed as making a substantive change to the existing laws. (UP Reply 3, Aug. 30, 2021 (citing *N. Am. Freight Car Ass'n v. Union Pac. R.R.*, NOR 42144, slip op. at 5 (STB served Mar. 22, 2021).)

AAR argues that the Board does not have the authority to adopt Petitioners' proposed regulations under § 11122(a)(2) because the Board's authority to regulate car service does not extend to the regulation of the transportation services railroads provide. (AAR Reply 4, Aug. 30, 2021.) In support, AAR cites to *Peoria & Pekin Union Railway v. United States*, 263 U.S. 528 (1923), and *Atchison, Topeka & Santa Fe Railway v. ICC*, 607 F.2d 1199 (7th Cir. 1979). (AAR Reply 4–5, Aug. 30, 2021.) In *Peoria*, the Supreme Court found that the ICC could not use its car service authority to require switching because the term "car service" means "the use to which the vehicles of transportation are put; not the transportation service rendered by means of them." *Peoria*, 263 U.S. at 533–35. Pursuant to this definition, the court in *Atchison* determined that the

ICC could not require tariff publication of operating schedules under its car service authority because tariff operating schedules were "directly related to transportation service and do not fall within the definition of car service." *Atchison*, 607 F.2d at 1205. According to AAR, Petitioners' proposal would regulate transportation service because it would "establish rigid standards relating to the details of how railroads provide transportation during the course of a car's movement across the network" and essentially establish "transportation service guarantees under another name." (AAR Reply 3–4, Aug. 30, 2021.) Moreover, AAR contends that, although the Board may establish regulations to ensure an adequate supply of freight cars, Petitioners have not demonstrated that a freight car shortage exists. (*Id.* at 5.)

AAR, CSXT, and UP additionally contend that Petitioners' proposed regulations are unnecessary because (1) carriers already have ample incentives to move private freight cars efficiently, as delays hinder operations and reduce revenue, (CSXT Reply 3–4; UP Reply 7–8, Aug. 30, 2021; AAR Reply 8–9, Aug. 30, 2021); (2) a significant portion of traffic moves under contract and would not be covered by Petitioners' proposed regulations, (CSXT Reply 7); (3) no freight car shortage exists justifying Board intervention, (UP Reply 4–6, Aug. 30, 2021; AAR Reply 5, Aug. 30, 2021); (4) private railcar providers have other avenues to pursue relief, such as through specific service commitments in contracts and the complaint process, (UP Reply 10–11, Aug. 30, 2021); and (5) private freight car ownership already conveys benefits, such as greater control over equipment and economic compensation from carriers, (AAR Reply 7, 10, Aug. 30, 2021). They also argue that Petitioners' proposed regulations will have a negative impact on the efficiency of the rail network by incentivizing carriers to move cars inefficiently to avoid the charges and by reducing cooperation between carriers during periods of network stress. (CSXT Reply 6; UP Reply 9, Aug. 30, 2021; AAR Reply 16, Aug. 30, 2021.)

Several respondents indicate that they support the petition because Petitioners' proposed regulations would provide appropriate financial incentives for Class I carriers to use private freight cars more efficiently, (*see, e.g.*, NCTA Comments 1–2; PRFBA Comments 1; FRCA Comments 1), and offer reciprocity for demurrage charges (*see, e.g.*, NACD Comments 1; AFPM Comments 2; COPA Comments 1–2). ISRI contends that carriers have essentially forced scrap metal

companies to lease or own private freight cars after carriers reduced the number of system cars available to scrap steel shippers and shifted those available system cars to more profitable products. (ISRI Reply 5.) Joint Shippers ask the Board to solicit comments on ways to achieve greater reciprocity for the treatment of private freight cars during first-mile and last-mile service,⁶ and on how Petitioners' proposed regulations would be implemented, including whether carriers would be responsible for monitoring railcar delays and crediting amounts owed under the proposed regulations against their demurrage invoices. (Joint Shippers Reply 3, 5.)

On September 10, 2021, Petitioners submitted a surreply to the replies, along with a motion for leave to file. Petitioners argue that the cases cited by AAR cannot be analogized to their proposal because Petitioners do not "ask the Board to directly order the Railroads to take any action regarding their provision of transportation services." (Petitioners Surreply 4.) Furthermore, Petitioners assert that UP's argument contravenes the language of the 4R Act § 1(14)(a), 90 Stat. at 46, in which Congress expressed the clear intent to "encourage the purchase, acquisition, and efficient utilization of freight cars" and, "[i]n order to carry out such intent," authorized the agency to "establish reasonable rules, regulations, and practices with respect to car service." (Petitioners Surreply 5.) Petitioners also contend that prior agency decisions have construed § 11122(a) as authorizing the regulation of the terms of railroads' use of freight cars. (Pet. 15–17 (citing *Shippers Comm., OT-5 v. Ann Arbor R.R.*, 5 I.C.C. 2d 856, 863–64 (1989) (determining, pursuant to § 11122(a), that carriers may not restrict the access of private freight cars except under exceptional circumstances), *aff'd sub nom. Shippers Comm., OT-5 v. ICC*, 968 F.2d 75 (D.C. Cir. 1992); Petitioners Surreply 6.)

On September 23, 2021, AAR and UP submitted replies to Petitioners' motion for leave. AAR contends that Petitioners' efforts to distinguish *Peoria* and *Atchison* are unavailing since "the proposed Board action would dictate how railroads perform transportation services, namely switching services." (AAR Reply 1–2, Sept. 23, 2021.) UP argues that the Board should reject Petitioners' claim that the agency has construed § 11122(a) as allowing it to regulate the terms of railroads' use of

⁵ The predecessor to § 11122(a) stated, in relevant part:

It is the intent of the Congress to encourage the purchase, acquisition, and efficient utilization of freight cars. In order to carry out such intent, the Commission may, upon complaint of an interested party or upon its own initiative without complaint, and after notice and an opportunity for a hearing, establish reasonable rules, regulations, and practices with respect to car service by common carriers by railroad subject to this part, including (i) the compensation to be paid for the use of any locomotive, freight car, or other vehicle, (ii) the other terms of any contract, agreement, or arrangement for the use of any locomotive or other vehicle not owned by the carrier by which it is used (and whether or not owned by another carrier, shipper, or third party), and (iii) the penalties or other sanctions for nonobservance of such rules, regulations, or practices.

Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act), Public Law 94–210, 1(14)(a), 90 Stat. 31, 46–47. In 1978, Congress recodified the Interstate Commerce Act, enacting it as Title 49 of the U.S. Code, and stated that the agency's car service regulations may include "the other terms of any arrangement for the use by a rail carrier of a locomotive, freight car, or other vehicle not owned by the rail carrier using the locomotive, freight car, or other vehicle, whether or not owned by another carrier, shipper, or third person." Act of Oct. 17, 1978, Public Law 95–473, 11122(a)(2), 92 Stat. 1337, 1421–22 (1978 Recodification).

⁶ ISRI states that it supports Joint Shippers' request for comments on first-mile and last-mile service. (ISRI Comments 3.)

freight cars. (UP Reply 1, Sept. 23, 2021.)

On November 23, 2021, the Board granted Petitioners' motion for leave to file a surreply, opened a proceeding to consider Petitioners' proposal, and stated that it would establish procedures for public comment in a subsequent decision.

Request for Comments

The Board invites comment on the issues raised in the petition generally as well as on the following specific questions:

1. Petitioners assert that the Board's current regulations and policies do not create sufficient incentives for Class I carriers to use private freight cars efficiently. (Pet. 2.) The Board invites commenters to provide detailed, concrete examples of carriers' inefficient use of private freight cars (*i.e.*, the carriers and car owners involved, relevant dates and times, etc.). They may also wish to provide context for their comments by including information about the quantity of private freight cars owned or leased, volume of traffic shipped, storage capacity, and seasonality of shipments (if any). If requested, a protective order may be issued that would allow sensitive information to be filed under seal. In particular, the Board asks commenters to address the following:

a. How frequently do carriers hold private freight cars for more than 72 consecutive hours? The Board requests that commenters provide supporting data on the frequency of this occurrence, where available.

b. To the extent known by the commenter, why do carriers hold private freight cars for more than 72 consecutive hours?

c. To the extent known by the commenter, at which location(s) on the rail system are private freight cars held for more than 72 consecutive hours?

d. How are rail users' operations, facilities, production, and/or finances affected?

e. Has the frequency and severity of the issue changed with the implementation of operating changes by Class I railroads?

2. UP asserts that Petitioners' proposed regulations are unnecessary because private railcar providers have other avenues to pursue relief, such as through specific service commitments in contracts. (UP Reply 10–11, Aug. 30, 2021.) Do such contract service commitments include similar terms to the regulations proposed by Petitioners?

3. How, if at all, would Petitioners' proposal regulate "car service" within the meaning of 49 U.S.C. 11122(a) by

"encourag[ing] the purchase, acquisition, and efficient use of freight cars"?

a. The Board invites commenters to address AAR's argument that Petitioners' proposal would regulate the "transportation services" that railroads provide, rather than "car service" within the meaning of § 11122(a). (See AAR Reply 3–6, Aug. 30, 2021.)

b. To what extent is a finding of inadequate car supply a prerequisite for the Board to adopt Petitioners' proposed regulations?

c. Do rail users currently lack access to an adequate supply of freight cars or anticipate a future freight car shortage?

i. If so, how would the proposed regulations help solve or mitigate the issue? The Board requests that commenters provide supporting data on any claim of a current or future inadequacy of car supply, where available.

d. Petitioners contend that their proposed regulations would "result in the national railcar fleet being of a more rational size to utilize existing rail system capacity and meet demand." (Pet. 2.)

i. How would the proposed regulations lead to a more rationally sized freight car fleet?

ii. How, if at all, would a more rationally sized freight car fleet ensure an adequate supply of freight cars?

4. How would Petitioners' proposed regulations affect rail users that do not use private freight cars? For example, CSXT, UP, and AAR argue that Petitioners' proposed regulations would create incentives for carriers to prioritize private freight cars to the disadvantage of rail users that use railroad-owned freight cars. (CSXT Reply 2; UP Reply 8 n.26, Aug. 30, 2021; AAR Reply 16, Aug. 30, 2021.)

5. Petitioners propose that charges would be assessed unless "the rail carrier demonstrates that it was not a cause of the [72 hours] being exceeded despite exercising due diligence." (Pet. 24.)

a. In what kinds of circumstances should carriers be able to show that they were not "a cause" of the 72 hours being exceeded?

b. What kind of actions should constitute "due diligence"?

c. How would this standard account for the possibility raised by AAR that carriers may hold private freight cars longer than 72 consecutive hours to improve the overall efficiency of the rail network (*i.e.*, to prevent congestion at terminals during times of peak demand or to recover from network disruptions caused by weather events)? (See AAR Reply 16, Aug. 30, 2021.)

d. How would this standard account for rail users' own car supply decisions? For example, UP argues that Petitioners' proposed regulations would "incentivize shippers to acquire additional freight cars and deploy them during service disruptions, despite their potential to contribute to congestion problems." (UP Reply 13–14, Aug. 30, 2021.)

6. How would rail network efficiency be affected by the proposal?

a. The Board requests that commenters provide data, where available, to support claims that the rail network would be more (or less) efficient as a result of Petitioners' proposed rule.

b. Under Petitioners' approach, to what extent would carriers have incentives to make potentially inefficient movements solely to avoid charges? (See CSXT Reply 6; AAR Reply 16, Aug. 30, 2021; UP Reply 9, Aug. 30, 2021.)

7. Under Petitioners' proposed regulations, private railcar providers would be able to assess charges if the "CLM location city of CLM Sighting Code" of a private freight car has not changed for more than 72 consecutive hours. (Pet. 18.)

a. Why is 72 hours an appropriate timeframe and not, for example, 48 hours or 96 hours?

b. Why should charges be based on when cars are idle for more than 72 consecutive hours, as opposed to, for example, overall transit idle times for the entire trip or when the placement of private freight cars exceeds projected transit times?

c. Are CLM Event Sighting Codes a practical way to measure idle time?

i. If not, what metric, if any, would be more useful as the basis for assessing delay charges?

d. At what point should the timeframe begin (*i.e.*, as soon as a rail user releases a private freight car, when the carrier picks up the private freight car, or some other point)?

i. And if the 72-hour timeframe begins when private freight cars are released, how would this timeframe apply to rail users that receive service only once or twice per week?

8. Petitioners' proposal contemplates that the amount of the "private railcar delay charge" would correspond to the carrier's applicable demurrage or storage charge unless the carrier could demonstrate that such a charge would be "unreasonable and inappropriate" in a particular situation. (Pet. 24.)

a. Is it appropriate for the Board to equate the amount of the "private railcar delay charge" to a demurrage or storage charge in most cases?

b. To what extent are there practical alternatives to equating Petitioners' proposed "private railcar delay charge" to a demurrage or storage charge and what are the merits of those alternatives?

9. Commenters should address the following questions about how the regulations proposed by Petitioners would be implemented:

a. Which party would be responsible for tracking the CLM Event Sighting Codes for private freight cars and invoicing in accordance with the proposed regulations?

b. Joint Shippers suggest that the Board could require carriers to credit charges against their demurrage invoices. (Joint Shippers Reply 5.) How would compensation be handled under this proposal for rail users that do not incur demurrage charges or incur fewer charges than would be owed pursuant to the proposed regulations?

10. Petitioners suggest that the proposed regulations should apply only to Class I carriers. (Pet. 1–2.) How, if at all, would Class II and Class III carriers be impacted by the proposed regulations, if limited to Class I carriers?

Interested persons may file comments by June 30, 2022. Replies will be due by August 1, 2022.

It is ordered:

1. Comments are due by June 30, 2022; replies are due by August 1, 2022.

2. Notice of this decision will be published in the **Federal Register**.

3. This decision is effective on its service date.

Decided: April 1, 2022.

By the Board, Board Members Fuchs, Hedlund, Oberman, Primus, and Schultz.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2022-07349 Filed 4-6-22; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[Docket No. FWS-R8-ES-2022-0024;
FF09E21000 FXES1111090FEDR 223]

RIN 1018-BG21

Endangered and Threatened Wildlife and Plants; Endangered Species Status for the Dixie Valley Toad

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Proposed rule.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), propose to

list the Dixie Valley toad (*Anaxyrus williamsi*), a toad species from Nevada, as an endangered species under the Endangered Species Act of 1973, as amended (Act). This determination also serves as our 12-month finding on a petition to list the Dixie Valley toad. After a review of the best available scientific and commercial information, we find that listing the species is warranted. An temporary rule (emergency action) listing this species as endangered for 240 days is published concurrently in this issue of the **Federal Register**. We find that the designation of critical habitat for the Dixie Valley toad is not determinable at this time. We solicit additional data, information, and comments that may assist us in making a final decision on this action. We also are notifying the public that we have scheduled an informational meeting followed by a public hearing on the proposed rule.

DATES: We will accept comments received or postmarked on or before June 6, 2022. Comments submitted electronically using the Federal eRulemaking Portal (see **ADDRESSES**, below) must be received by 11:59 p.m. Eastern Time on the closing date. *Public informational meeting and public hearing:* On May 9, we will hold a public informational meeting 5 p.m. to 5:35 p.m., Pacific Time, followed by a public hearing 5:35 to 7 p.m., Pacific Time.

ADDRESSES: You may submit comments by one of the following methods:

(1) *Electronically:* Go to the Federal eRulemaking Portal: <https://www.regulations.gov>. In the Search box, enter FWS-R8-ES-2022-0024, which is the docket number for this rulemaking. Then, click on the Search button. On the resulting page, in the panel on the left side of the screen, under the Document Type heading, check the Proposed Rule box to locate this document. You may submit a comment by clicking on "Comment."

(2) *By hard copy:* Submit by U.S. mail to: Public Comments Processing, Attn: FWS-R8-ES-2022-0024, U.S. Fish and Wildlife Service, MS: PRB/3W, 5275 Leesburg Pike, Falls Church, VA 22041-3803.

We request that you send comments only by the methods described above. We will post all comments on <https://www.regulations.gov>. This generally means that we will post any personal information you provide us (see Information Requested, below, for more information).

FOR FURTHER INFORMATION CONTACT: Marc Jackson, Field Supervisor, U.S. Fish and Wildlife Service, Reno Fish

and Wildlife Office, 1340 Financial Blvd., Suite 234, Reno, Nevada 89502; telephone 775-861-6300. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION:

Information Requested

We intend that any final action resulting from this proposed rule will be based on the best scientific and commercial data available and be as accurate and as effective as possible. Therefore, we request comments or information from other governmental agencies, Native American Tribes, the scientific community, industry, or any other interested parties concerning this proposed rule.

We particularly seek comments concerning:

(1) The species' biology, range, and population trends, including:

(a) Biological or ecological requirements of the species, including habitat requirements for feeding, breeding, and sheltering;

(b) Genetics and taxonomy;

(c) Historical and current population levels, and current and projected trends; and

(d) Past and ongoing conservation measures for the species, its habitat, or both.

(2) Factors that may affect the continued existence of the species, which may include habitat modification or destruction, overutilization, disease, predation, the inadequacy of existing regulatory mechanisms, additional information on the potential effects of geothermal plants on amphibians or wetland ecosystems, or other natural or manmade factors.

(3) Biological, commercial trade, or other relevant data concerning any threats (or lack thereof) to this species and existing regulations that may be addressing those threats.

(4) Additional information concerning the historical and current status of this species.

Please include sufficient information with your submission (such as scientific journal articles or other publications) to allow us to verify any scientific or commercial information you include.

Please note that submissions merely stating support for, or opposition to, the action under consideration without providing supporting information,