

**SURFACE TRANSPORTATION BOARD****49 CFR Part 1145****[Docket No. EP 711 (Sub-No. 2)]****Reciprocal Switching for Inadequate Service; Correction****AGENCY:** Surface Transportation Board.**ACTION:** Final rule; correction.**SUMMARY:** This document corrects a printing error in the preamble of a final rule that appeared in the **Federal Register** on May 7, 2024.**DATES:** Effective September 4, 2024.**FOR FURTHER INFORMATION CONTACT:**

Valerie Quinn at (202) 740-5567. If you require accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

**SUPPLEMENTARY INFORMATION:****Correction**

In FR Doc. 2024-09483 appearing on page 38665 in the issue of May 7, 2024, in the second and third columns, make the following corrections:

1. Remove “The railroads have pushed our sites to take on more expense and change operations to match the new process and operating strategies. We have had to increase our railcar fleet by over 10 percent in the past couple of years solely due to inconsistency in the rail service and increased transit time. And we’re about to increase our fleet again in the next six months by approximately seven to eight percent. This is again due to the inconsistency in the service and transit time.” Hr’g Tr. 792:19 to 793:6, Mar. 16, 2022, *Reciprocal Switching*, EP 711 (Sub-No. 1). Another shipper commented: “Our plant in the Northeast lost production of over 57 million pounds during the first two months of 2022 mostly due to increased transit time and railroad delays resulting from crew shortages.” *Id.*, Hr’g Tr. 795:7 to 795:10, Mar. 16, 2022.”

2. Correct footnote 23 to read as follows:

<sup>23</sup> At the March 2022 hearing in *Reciprocal Switching*, EP 711 (Sub-No. 1), the Board heard testimony from shippers about the following types of problems encountered during this period: “The railroads have pushed our sites to take on more expense and change operations to match the new process and operating strategies. We have had to increase our railcar fleet by over 10 percent in the past couple of years solely due to inconsistency in the rail service and increased transit time. And we’re about to increase our fleet again in the next six months by approximately seven to eight percent. This is again due to the inconsistency in the service and transit time.” Hr’g Tr. 792:19 to 793:6, Mar. 16,

2022, *Reciprocal Switching*, EP 711 (Sub-No. 1). Another shipper commented: “Our plant in the Northeast lost production of over 57 million pounds during the first two months of 2022 mostly due to increased transit time and railroad delays resulting from crew shortages.” *Id.*, Hr’g Tr. 795:7 to 795:10, Mar. 16, 2022.

Dated: August 9, 2024.

**Jeffrey Herzig,**  
*Clearance Clerk.*

[FR Doc. 2024-18155 Filed 8-13-24; 8:45 am]

**BILLING CODE 4915-01-P****DEPARTMENT OF COMMERCE****National Oceanic and Atmospheric Administration****50 CFR Part 660****[Docket No. 240807-0215]****RIN 0648-BM68****Fisheries off West Coast States; West Coast Salmon Fisheries; Measures to Keep Fishery Impacts Within the Conservation Objective for the California Coastal Chinook Salmon****AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.**ACTION:** Final rule.**SUMMARY:** This final rule will implement a set of management measures to ensure fishery impacts on California Coastal (CC) Chinook salmon, which are listed as threatened under the Endangered Species Act, remain within the conservation objective in the Pacific Coast Salmon Fishery Management Plan (Salmon FMP). Under the final rule, management tools (*e.g.*, trip limits (also known as landing and possession limits) and inseason management) consistent with the provisions of the Salmon FMP will be used to provide greater certainty in avoiding exceedances of the conservation objectives for CC Chinook salmon.**DATES:** Effective September 13, 2024.**ADDRESSES:** Written comments regarding the burden-hour estimates or other aspects of the collection-of-information requirements contained in this final rule may be submitted to <https://www.reginfo.gov/public/do/PRAMain>. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.**FOR FURTHER INFORMATION CONTACT:** Shannon Penna, Fishery ManagementSpecialist, at 562-980-4239 or [Shannon.Penna@noaa.gov](mailto:Shannon.Penna@noaa.gov).**SUPPLEMENTARY INFORMATION:****Background**

The ocean salmon fisheries in the exclusive economic zone (EEZ) (3–200 nautical miles; 5.6–370.4 kilometers) off Washington, Oregon, and California are managed under the Salmon FMP. The Salmon FMP and implementing regulations govern the development of annual management measures at the spring (March and April) Pacific Fishery Management Council (Council) meetings each year. Management measures for the salmon fisheries are developed annually because the abundance of the salmon stocks in the fishery can fluctuate significantly from one year to the next and information about annual stock abundance does not become available until early in each year (January–early March).

The commercial and recreational salmon fisheries off northern California and southern Oregon target healthy or abundant stocks of Chinook and coho salmon, but may incidentally encounter Endangered Species Act (ESA)-listed CC Chinook salmon. The CC Chinook salmon Evolutionarily Significant Unit (ESU) has been listed as threatened under the ESA since 1999. The Salmon FMP includes harvest controls that are used to manage salmon stocks sustainably and requires that the fisheries be managed consistent with “consultation standards” for stocks listed as endangered or threatened under the ESA for which NMFS has issued biological opinions. NMFS has issued biological opinions for every ESA-listed salmon species impacted by the fisheries governed by the Salmon FMP. A series of biological opinions on the CC Chinook salmon ESU (NMFS 2000; McInnis 2005; NMFS 2023; NMFS 2024) have concluded that management of the salmon fishery that avoids exceedance of the conservation objective will avoid jeopardizing the ESU. As described in these biological opinions, the available data are insufficient for developing an ESU-specific conservation objective for CC Chinook salmon. Thus, NMFS has relied on a surrogate, Klamath River fall-run Chinook Salmon (KRFC), to evaluate and limit impacts on CC Chinook salmon in ocean salmon fisheries. The conservation objective is an ocean harvest rate (HR) on age-4 KRFC of 0.16. In its 2024 biological opinion, NMFS confirmed that managing fisheries to avoid exceeding this conservation objective would avoid jeopardy to CC Chinook salmon.