

- September 23–24—ANA Hotel, San Francisco, CA, 50 Third Street, (415) 974-6400;
- October 28–29—Washington Plaza Hotel, Washington DC, 10 Thomas Circle, (202) 842-1300.

All workshops will begin at 9:00 a.m. and end at 4:00 p.m.

FOR FURTHER INFORMATION CONTACT:

Specifics on registration and hotel accommodation information are available on the OPS Homepage—<http://ops.dot.gov> or may be obtained by calling Janice Morgan, (202) 366-2392.

SUPPLEMENTARY INFORMATION: The Department of Transportation's Office of Pipeline Safety (OPS) is working with other federal and state agencies and the pipeline industry to create a national pipeline mapping system. The NPMS will be a digital mapping data base. This system, when complete, will show the location and selected attributes of the major natural gas transmission and hazardous liquid pipelines, and liquefied natural gas facilities in the United States. This would include information on interstate and intrastate natural gas transmission pipelines and hazardous liquid transmission lines. This would not include information on gas service lines, gas distribution lines, gathering lines, flow lines, or spur lines.

OPS will add additional data layers to the system, including layers to describe population densities, areas unusually sensitive to environmental damage, natural disaster probability and high-consequence areas, hydrography, and transportation networks. OPS will use the system to depict pipelines in relation to the public and the environment, and to work with other government agencies and industry during an incident.

The NPMS will provide federal and state governments and the pipeline industry with information on pipeline locations and their proximity to safety sensitive areas. For example, these include places where people live and work, community drinking water supplies, and national parks and historical areas.

The NPMS will consist of multiple state repositories and a single national repository. The repositories will follow one mapping data standard to digitize, convert, and process the data.

DOT strongly urges all natural gas transmission and hazardous liquid pipeline and liquefied natural gas facility operators to attend one of these meetings and to voluntarily provide mapping data for inclusion in the national pipeline mapping system. OPS will begin requesting pipeline operators to submit digital data early in 1999. OPS

will accept paper data following collection of mapping data that has already been digitized.

Two Joint Government-Industry Pipeline Mapping Quality Action Teams (MQAT) have worked to create the national pipeline mapping system digital pipeline location and attribute layer. The teams are sponsored by OPS, the American Petroleum Institute, the Interstate Natural Gas Association of America, and the American Gas Association. Represented on the teams are OPS, the U.S. Geological Survey, the Department of Energy, the Federal Energy Regulatory Commission, the Department of Transportation's Bureau of Transportation Statistics, the states of Texas, Louisiana, California, New York, and Minnesota, and the natural gas and hazardous liquid pipeline industry.

The first team, MQAT I, analyzed various mapping alternatives and determined a cost-effective strategy for creating a reasonably accurate depiction (plus or minus 500 feet, for a corridor width of 1,000 feet) of transmission pipelines and liquefied natural gas facilities in the U.S. The findings of MQAT I are described in a report titled: "Strategies for Creating a National Pipeline Mapping System".

MQAT II implemented the strategies outlined by the first team. MQAT II developed the national pipeline mapping data standards that will be used to create the digital pipeline layer in the national pipeline mapping system. These include standards for electronic data submissions, paper map submissions, and metadata (data on the data). The team has also developed standards that will be used by the pipeline mapping repository receiving the pipeline information. Both standards were pilot tested by state agencies, industry, and others to test the exchange of data that met the standards. A copy of the standards can be viewed and downloaded from the OPS Internet web site. The Internet web site is <http://ops.dot.gov>. The standards can also be obtained by calling (202) 366-4561.

OPS has established a multi-phase approach to create the NPMS. This approach will allow industry and government to efficiently upgrade information in a manner that works with other business needs.

OPS strongly urges all natural gas transmission and hazardous liquid pipeline operators and liquefied natural gas facility operators to provide mapping data. With federal and state agencies and operators all contributing, we can save time and money. To be successful, we need your help. Please attend one of four public workshops to learn how you can participate.

Issued in Washington, DC on June 25, 1998.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 98-17477 Filed 6-30-98; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33612 (Sub-No. 1)]

The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of Exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, exempts the trackage rights described in STB Finance Docket No. 33612¹ to permit the trackage rights to expire on July 31, 1998, in accordance with the agreement of the parties.²

DATES: This exemption is effective on July 31, 1998. Petitions to reopen must be filed by July 21, 1998.

ADDRESSES: An original and 10 copies of all pleadings referring to STB Finance Docket No. 33612 (Sub-No. 1) must be filed with the Office of the Secretary, Case Control Unit, Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of all pleadings must be served on petitioners' representatives (1) Yolanda M. Grimes, Esq., The Burlington Northern and Santa Fe Railway Company, P. O. Box 961039, Fort Worth, TX 76161-0039, and (2) Joseph D. Anthofer, Esq., Union Pacific Railroad Company, 1416 Dodge Street, #830, Omaha, NE 68179.

¹ On June 4, 1998, BNSF filed a notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice covered the agreement by UP to grant temporary overhead trackage rights to BNSF between Dallas, TX, in the vicinity of UP's milepost 214.6 (Dallas Subdivision) and Tower 55, Fort Worth, TX, in the vicinity of UP's milepost 245.5 (Dallas Subdivision), a distance of approximately 30.9 miles. See *The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company*, STB Finance Docket No. 33612 (STB served June 22, 1998). The trackage rights operations under the exemption became effective on June 11, 1998, 7 days after the verified notice was filed, and were scheduled to be consummated on June 15, 1998.

² Trackage rights normally remain in effect unless discontinuance authority or approval of a new agreement is sought. See *Millford-Bennington Railroad Company, Inc.—Trackage Rights Exemption—Boston and Maine Corporation and Springfield Terminal Railway Company*, Finance Docket No. 32103 (ICC served Sept. 3, 1993).

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-1600. [TDD for the hearing impaired: (202) 565-1695.]

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., Suite 210, 1925 K Street, NW, Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: June 23, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 98-17394 Filed 6-30-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33615]

**Genesee & Wyoming Inc.—
Continuance in Control Exemption—
Savannah Port Terminal Railroad, Inc.
and Golden Isles Terminal Railroad,
Inc.**

Genesee and Wyoming Inc. (GWI), a noncarrier holding company, has filed a notice of exemption to continue in control of Savannah Port Terminal Railroad, Inc. (SAPT) and Golden Isles Terminal Railroad, Inc. (GITM), upon SAPT and GITM becoming Class III railroads.

The transaction was scheduled to be consummated on or shortly after June 8, 1998.

This transaction is related to STB Finance Docket No. 33613, *Savannah Port Terminal Railroad, Inc.—Acquisition and Operation Exemption—Georgia Ports Authority and Savannah State Docks Railroad and STB Finance Docket No. 33614, Golden Isles Terminal Railroad, Inc.—Acquisition and Operation Exemption—Georgia Ports Authority and Colonel's Island Railroad*, wherein SAPT and GITM seek to acquire easements to operate over certain rail lines from GPA.

GWI directly controls one existing Class II rail carrier subsidiary: Buffalo & Pittsburgh Railroad, Inc., operating in New York and Pennsylvania. GWI directly controls 12 existing Class III rail carrier subsidiaries: Genesee & Wyoming Railroad Company, Inc.,

operating in New York; Dansville and Mount Morris Railroad Company, operating in New York; Rochester & Southern Railroad, Inc., operating in New York; Louisiana & Delta Railroad, Inc., operating in Louisiana; Bradford Industrial Rail, Inc., operating in Pennsylvania and New York; Allegheny & Eastern Railroad, Inc., operating in Pennsylvania; Willamette & Pacific Railroad, Inc., operating in Oregon; GWI Switching Services, operating in Texas; Illinois & Midland Railroad, Inc., operating in Illinois; Pittsburgh & Shawmut Railroad, Inc., operating in Pennsylvania; Portland & Western Railroad, Inc., operating in Oregon; and Corpus Christi Terminal Railroad, Inc., operating in Texas.

GWI indirectly controls 3 Class III rail carriers through its ownership of Rail Link, Inc.: Carolina Coastal Railway, Inc., operating in North Carolina; Commonwealth Railway, Inc., operating in Virginia; and Talleyrand Terminal Railroad, Inc., operating in Florida.

GWI states that: (i) The rail lines to be operated by SAPT and GITM do not connect with any railroad in the corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect SAPT and GITM's lines with any railroads in the 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).

As a condition to this exemption the continuance in control of SAPT and GITM are subject to the labor protection requirements of 49 U.S.C. 11326(b).

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. 33615, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381-0796.

Board decision and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: June 24, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98-17506 Filed 6-30-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33614]

**Golden Isles Terminal Railroad, Inc.—
Acquisition and Operation
Exemption—Georgia Ports Authority
and Colonel's Island Railroad**

Golden Isles Terminal Railroad, Inc. (GITM), a noncarrier has filed a verified notice of exemption under 49 CFR 1150.31 to acquire the exclusive rail freight easement over and operate approximately 33 of miles rail line (consisting of approximately 12.6 miles of common use tracks and 20.4 miles of yard tracks, industrial leads, and related trackage over which the Board might not have jurisdiction) owned by Georgia Ports Authority (GPA).¹ The rail line involved in this acquisition is located in the Colonel's Island Bulk and Auto Processing Terminal near Brunswick, Glynn County Georgia. The line is currently operated by Colonel's Island Railroad (CIRR). Following GITM's acquisition of the line CIRR will permanently relinquish its rights to operate as a common carrier railroad over the line.

The transaction was expected to be consummated on or shortly after June 8, 1998.

This transaction is related to STB Finance Docket 33615, *Genesee & Wyoming Inc.—Continuance in Control Exemption—Savannah Port Terminal Railroad, Inc. and Golden Isles Terminal Railroad, Inc.*, wherein Genesee & Wyoming, Inc., has concurrently filed a verified notice of exemption to continue in control of GITM upon its becoming a Class III rail carrier.

If the verified 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. 33614, must be filed with the Surface Transportation Board, Office

¹ The rail lines are located within a terminal area and do not have designated mileposts. GITM certifies that its projected revenues will not exceed those that would qualify it as a Class III carrier.