

from the port where each RLNGC is expected to receive LNG cargo at sea from conventional LNG carriers. STS1 Santa Rosa (Latitude 33°39' N, Longitude 119°56'30" W), STS2 Inshore San Clemente (Latitude 33°05' N, Longitude 118°10' W) and STS3 Skaugen Offshore (Latitude 32°15' N, Longitude 120°0' W). Only one transfer location would be used at a time. The RLNGCs, with storage capacity of 224,000 m³ of LNG would be capable of receiving conventional LNG carriers (LNGCs) with storage capacities of up to 216,000 m³ of LNG.

As proposed, LNG would be delivered from overseas by LNGCs and transferred to a Woodside RLNGC at one of the three STS locations. The RLNGC would then be sailed and moored to a SPM, where the LNG would be regasified into natural gas and delivered to shore via two new parallel 24-inch pipelines. The RLNGC would then return to a STS location.

The RLNGCs would use a turret system with the SPMs to allow the RLNGC to weathervane (rotate) around the buoy. Onboard utilities and systems associated with RLNGC operations would include electric power generation and distribution, instrumentation and controls, and fire and safety systems. The RLNGC would include all marine systems, communications, navigation aids and equipment necessary to safely conduct RLNGC carrier operations, receive and vaporize product.

The RLNGCs would use a forced draft ambient air LNG vaporization system using a combination of intermediate fluid and direct ambient air with heat provided by ambient air called the Woodside Hybrid Air Vaporization (WHAV) concept.

Natural gas would be delivered onshore via two 24-inch parallel pipelines, approximately 35 miles in length. These pipelines would come onshore on the north end of LAX at Dockweiler Beach. It is proposed that horizontal directional drilling be used to install the pipelines beneath land and seabed in offshore City waters and underneath the beach and adjacent dunes from a point about 1000 feet inland from the high tide mark just east of Vista del Mar on LAX property.

Woodside would lease/franchise from the City a 300 foot wide corridor on submerged City lands out to the 3 nautical mile (3.45 mile) offshore limit of the City boundary. On-shore pipelines would be constructed on City-owned land from the high tide line to Pershing Drive, passing under the beach and the El Segundo Dunes, and underground through City streets. The route would include Westchester

Parkway/Arbor Vitae Street, then south on Bellanca Avenue to the receiving and custody transfer station (RCTS) and adjacent Inert Gas Injection Facility (IGIF) located at 5651 96th Street, Los Angeles, about 4 miles inland. A single 36-inch pipeline would run approximately a quarter of a mile back north on Bellanca Avenue to Arbor Vitae, then to the existing Southern California Gas natural gas pipeline infrastructure with Tie-in #1 at the intersection of Aviation Boulevard and Arbor Vitae Street. A second stage, with development depending on demand, may include additional pipelines and tie-ins that are an approximate 11-mile single 24-inch line from Tie-In #1 along Arbor Vitae, Prairie, Manchester, Firestone, and California to Tie-In #3 at Santa Ana Street and Otis Avenue in Huntington Park and an approximate 1 mile single 24-inch line from Manchester Street to Central Ave to Tie-In #2 at the intersection of S. Central Avenue and E. Century Boulevard. These pipeline routes include running through the cities of Los Angeles, Inglewood, South Gate and Huntington Park. At full development, Southern California Gas would own and operate the system downstream of the RCTS.

The application also includes an alternative DWP location in the Gulf of Santa Catalina approximately 30 miles from Huntington Beach at latitude 117°56'28.53" west, longitude 33°13'24.88" north with a 30 mile pipeline running north to a shore crossing at the AES power plant in Huntington Beach. It would cross through the cities of Huntington Beach, Fountain Valley, Westminster, Garden Grove, Santa Anna, and Orange. The pipeline would be trenched through city streets traveling north along Newland Street towards Bolsa Avenue; turn east at Bolsa Ave. (1st Street); turn north at the OCTA Metrolink Right of Way and join Lincoln Ave; east on Fairhaven Ave.; north at Cambridge Street; and finally west on Palm Ave. where the pipeline would connect to the SCG tie-in in Orange.

(Authority: 49 CFR 1.66)

By Order of the Maritime Administrator.
Dated: August 31, 2007.

Daron T. Threet,

Secretary, Maritime Administration.

[FR Doc. E7-17649 Filed 9-6-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2003-15864]

Request for Public Comment and Office of Management and Budget Approval for a New Information Collection

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that PHMSA has forwarded an Information Collection Request to the Office of Management and Budget (OMB) for a new information collection. This information collection is a survey of hazardous liquid operators to obtain information on unregulated low-stress hazardous liquid pipeline characteristics. The purpose of this notice is to invite the public to submit comments on the request to OMB.

DATES: Submit comments on or before October 9, 2007.

ADDRESSES: Send comments directly to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attn: Desk Officer for the Department of Transportation, 725 17th Street, NW., Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Lane Miller at (405) 954-4969, or by e-mail at Lane.Miller@dot.gov.

SUPPLEMENTARY INFORMATION: The Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006 (PIPES Act) enacted into law on December 29, 2006, reauthorizes PHMSA-administered pipeline safety programs for fiscal years 2007 through 2010. Section 4 of the PIPES Act requires that PHMSA issue regulations by December 31, 2007, subjecting all low-stress hazardous liquid pipelines to the same standards and regulations as other hazardous liquid pipelines. PHMSA currently exempts low stress pipelines from regulations except for those in populated areas and crossing navigable waterways. On May 18, 2007, PHMSA published a supplementary notice of proposed rulemaking proposing to apply all Federal Hazardous liquid pipeline safety regulations to a specific set of these remaining low rural low-stress lines (72 FR 28008).

Low-stress pipelines are pipelines operating at 20 percent or less of the specified minimum yield strength of the line pipe. PHMSA does not have data on the total extent of currently unregulated hazardous liquid low-stress pipelines in the United States. To address this gap in the data and to obtain a more accurate understanding of the unregulated hazardous liquid low-stress pipelines, PHMSA is requesting OMB approval to conduct a one-time information collection survey. To the extent possible, all operators of hazardous liquid pipelines will be surveyed about low stress mileage (including interplant pipeline mileage), diameter, pipeline material, products transported, and location.

In order to reach as many operators as possible, the survey will be delivered electronically to each of the companies currently operating regulated hazardous liquid pipelines. PHMSA will also attempt to reach companies that own and/or operate currently unregulated pipelines exclusively by working with industry associations to announce and distribute the survey via e-mail newsletters to members. Respondents will be able to print an electronic version of the survey and mail a hard copy, or complete the survey on-line and e-mail it. Participation in the survey is optional.

Pursuant to 44 U.S.C. 3506(c)(2)(A) of the PRA, PHMSA is required to obtain OMB approval for information collections. The term "information collection" includes all work related to preparing and disseminating information related to this proposed information collection including: Completing paperwork, gathering information, and conducting telephone calls. PHMSA published a notice providing a 60-day period for comments on the proposed information collection in the **Federal Register** on June 14, 2007 (72 FR 32941), and received no comments. PHMSA is now providing an additional 30-day comment period and inviting comments on whether the proposed information collection is necessary for DOT's proper performance. The comments may include (1) whether the information will have practical utility; (2) the accuracy of DOT's estimate of the burden of the proposed information collection; (3) ways to enhance the quality, utility, and clarity of the information collection; and (4) ways to minimize the burden of the information collection on respondents, including the use of automated collection techniques or other forms of information technology.

Type of Information Collection Request: New Collection.

Respondents: 158.
Frequency: This is a one-time survey.
Estimated Average Burden per Response: 16 hours.
Estimated Total Annual Burden on Respondents: 2,528 hours.

Dated: August 31, 2007.

Florence L. Hamm,
Director of Regulations.
[FR Doc. 07-4362 Filed 9-6-07; 8:45 am]
BILLING CODE 4910-60-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35068]

Soo Line Railroad Company d/b/a Canadian Pacific Railway—Acquisition and Operation Exemption—BNSF Railway Company

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

SUMMARY: The Board grants an exemption, under 49 U.S.C. 10502, from the prior approval requirements of 49 U.S.C. 11323-25 for Soo Line Railroad Company d/b/a Canadian Pacific Railway's (CPR), a Class I rail carrier, acquisition and operation of BNSF Railway Company's (BNSF), a Class I rail carrier, property interests in 35.26 miles of rail lines that are jointly owned by CPR and BNSF and a contiguous 9.96-mile rail line that is solely owned by BNSF,¹ subject to labor protective conditions.

DATES: The exemption will be effective on September 7, 2007. Petitions to reopen must be filed by September 27, 2007.

ADDRESSES: An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35068, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001. In addition, one copy of all pleadings must be served on petitioners' representatives: Karl Morell, Counsel for BNSF Railway Company, Ball Janik LLP, 1455 F Street, NW., Suite 225, Washington, DC 20005; Richard E. Weicher, BNSF Railway Company, 2500 Lou Menk Drive, Fort Worth, TX 76131-2828; and W. Karl Hansen, Leonard,

¹ In a related transaction, Dakota, Missouri Valley & Western Railroad, Inc. (DMVW), filed a verified notice of exemption to lease and operate, pursuant to an agreement with CPR, approximately 45 miles of rail line that CPR plans to acquire from BNSF and then lease to DMVW. See *Dakota, Missouri Valley & Western Railroad, Inc.—Acquisition and Operation Exemption—Soo Line Railway Company d/b/a Canadian Pacific Railway*, STB Finance Docket No. 35055 (STB served Aug. 10, 2007).

Street and Deinard Professional Association, Counsel for Soo Line Railroad Company d/b/a Canadian Pacific Railway, 150 South Fifth Street, Suite 2300, Minneapolis, MN 55402.

FOR FURTHER INFORMATION CONTACT: Melissa Ziembicki, (202) 245-0386. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, e-mail, or call: ASAP Document Solutions, 9332 Annapolis Rd., Suite 103, Lanham, MD 20706; e-mail: asapdc@verizon.net; telephone: (202) 306-4004. [Assistance for the hearing impaired is available through FIRS at 1-800-877-8339.]

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: August 29, 2007.

By the Board, Chairman Nottingham, Vice Chairman Buttrey, and Commissioner Mulvey.

Vernon A. Williams,
Secretary.

[FR Doc. E7-17578 Filed 9-6-07; 8:45 am]

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DEPARTMENT OF TREASURY

Office of Foreign Assets Control

Unblocking of Specially Designated Narcotics Traffickers Pursuant to Executive Order 12978

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Treasury Department's Office of Foreign Assets Control ("OFAC") is publishing the names of two individuals whose property and interests in property have been unblocked pursuant to Executive Order 12978 of October 21, 1995, *Blocking Assets and Prohibiting Transactions With Significant Narcotics Traffickers*.

DATES: The unblocking and removal from the list of Specially Designated Narcotics Traffickers of the individuals identified in this notice whose property and interests in property were blocked pursuant to Executive Order 12978.

FOR FURTHER INFORMATION CONTACT: Jennifer Houghton, Assistant Director, Designation Investigations, Office of Foreign Assets Control, Department of the Treasury, Washington, DC 20220, tel.: 202/622-2420.