subject area (for other comments). Resource limitations preclude acknowledging or replying to submissions.

While the meeting is open to the public, admittance to the Department of State building is only by means of a pre-arranged clearance list. In order to be placed on the pre-clearance list, we must receive the following information from you no later than 5 p.m. on Monday, October 2, 2006:

I. State That You Are Requesting Pre-Clearance to a Meeting

II. Provide the Following Information

1. Name of meeting and its date and time (ACICIP, October 5, 2006, 10 a.m.).
2. Visitor's full name.
3. Company/Agency/Organization.
4. Title at Company/Agency/Organization.
5. Date of birth.
6. Citizenship.
7. Type of ID visitor will show upon entry (from list below).
8. ID number on the ID visitor will show upon entry.

Send the above information to Richard W. O'Brien by fax (202) 647–0158 or e-mail *o'brienrw@state.gov.*

All visitors for this meeting must use the 23rd Street entrance. One of the following valid ID's bearing the number provided with your pre-clearance request will be required for admittance:

- U.S. driver's license with photo.
- Passport.
- U.S. government agency ID.

Non-U.S. government attendees must be escorted by Department of State personnel at all times when in the building.

For further information, please contact Richard W. O'Brien, Executive Secretary of the Committee, at (202) 647–4736 or *o'brienrw@state.gov.*

General information about ACICIP and the mission of International Communications and Information Policy at the Department of State is available at our Web site: *http://www.state.gov/e/eb/adcom/c667.htm.*

Dated: September 18, 2006.

Richard W. O'Brien,

ACICIP Executive Secretary, Department of State.

[FR Doc. 06–8062 Filed 9–21–06; 8:45 am]

BILLING CODE 4710–07–P

DEPARTMENT OF STATE

[Public Notice 5557]

Bureau of International Security and Nonproliferation; Extension of Waiver of Missile Proliferation Sanctions Against Chinese Government Activities

AGENCY: Department of State.

ACTION: Notice.

SUMMARY: A determination has been made to extend the waiver of import sanctions against certain activities of the Chinese government that was announced on September 19, 2003, pursuant to the Arms Export Control Act, as amended.

DATES: *Effective Date:* September 13, 2006.

FOR FURTHER INFORMATION CONTACT: Pam Durham, Office of Missile Threat Reduction, Bureau of International Security and Nonproliferation, Department of State (202–647–4931).

SUPPLEMENTARY INFORMATION: A determination was made on March 13, 2006, pursuant to section 73(e) of the Arms Export Control Act (22 U.S.C. 2797b(e)) that it was essential to the national security of the United States to waive for a period of six months the import sanction described in section 73(a)(2)(C) of the Arms Export Control Act (22 U.S.C. 2797b(a)(2)(C)) against the activities of the Chinese government described in section 74(a)(8)(B) of the Arms Export Control Act (22 U.S.C. 2797c(a)(8)(B))—*i.e.*, activities of the Chinese government relating to the development or production of any missile equipment or technology and activities of the Chinese government affecting the development or production of electronics, space systems or equipment, and military aircraft (see **Federal Register** Vol. 68, No. 182, Friday, September 19, 2003). This action was effective on March 18, 2006.

On September 13, 2006, a determination was made pursuant to section 73(e) of the Arms Export Control Act (22 U.S.C. 2797b(e)) that it is essential to the national security of the United States to extend the waiver period for an additional six months, effective from the date of expiration of the previous waiver (September 18, 2006).

These measures shall be implemented by the responsible agencies as provided in Executive Order 12851 of June 11, 1993.

Dated: September 18, 2006.

Patricia A. McNerney,

Acting Assistant Secretary of State for International Security and Nonproliferation, Department of State.

[FR Doc. 06–8063 Filed 9–21–06; 8:45 am]

BILLING CODE 4710–27–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2005–23281, Notice No. 2]

Safety of Private Highway-Rail Grade Crossings; Notice of Safety Inquiry

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of safety inquiry.

SUMMARY: On July 27, 2006, FRA published a notice announcing its intent to conduct a series of open meetings throughout the United States, in cooperation with appropriate State agencies, to consider issues related to the safety of private highway-rail grade crossings. This notice indicated that the first of these meetings would be held August 30, 2006, in Fort Snelling, Minnesota. Notice No. 2 announces that FRA has scheduled subsequent meetings to be held September 27, 2006, in Raleigh, North Carolina; October 26, 2006, in San Francisco, California; and December 6, 2006, in New Orleans, Louisiana.

At each open meeting, FRA intends to solicit oral statements from private crossing owners, railroads and other interested parties on issues related to the safety of private highway-rail grade crossings, which will include, but will not be limited to, current practices concerning the responsibility for safety at private grade crossings, the adequacy of warning devices at private crossings, and the relative merits of a more uniform approach to improving safety at private crossings. FRA has also opened a public docket on these issues so that interested parties may submit written comments for public review and consideration.

DATES: The initial public meeting was held in Fort Snelling, Minnesota, on August 30, 2006, at the Bishop Henry Whipple Federal Building, One Federal Drive, Fort Snelling, Minnesota 55111, beginning at 9:30 a.m. The second public meeting will be held in Raleigh, North Carolina, on September 27, 2006, at North Carolina State University's McKimmon Conference and Training Center, 1101 Gorman Street, North

Carolina State University, Raleigh, North Carolina 27695, beginning at 9:30 a.m. The third public meeting will be held in San Francisco, California, on October 26, 2006, at the Philip Burton Federal Building and Courthouse, 450 Golden Gate Avenue, San Francisco, California 94102, beginning at 9:30 a.m. The fourth public meeting will be held in New Orleans, Louisiana, on December 6, 2006, at the Chateau Sonesta Hotel, 800 Iberville Street, New Orleans, Louisiana 70112, beginning at 9:30 a.m.

Persons wishing to participate are requested to provide their names, organizational affiliation, and contact information to Michelle Silva, Docket Clerk, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 (telephone 202–493–6030). Persons needing sign language interpretation or other reasonable accommodation for disability are also encouraged to contact Michelle Silva, FRA Docket Clerk, at (202) 493–6030. Additional public meetings will be announced over the next three months.

FOR FURTHER INFORMATION CONTACT: Ron Ries, Office of Safety, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 (telephone 202–493–6299); Miriam Kloeppel, Office of Safety, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 (telephone 202–493–6299); or Kathryn Shelton, Office of Chief Counsel, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 (telephone 202–493–6038).

SUPPLEMENTARY INFORMATION: For additional information, please see the initial notice, published July 27, 2006, in the **Federal Register** (citation: 71 FR 42713) and available at *http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/pdf/06-6501.pdf.*

Request for Comments

While FRA solicits discussion and comments on all areas of safety at private highway-rail grade crossings, we particularly encourage comments on the following topics:

- At-grade highway-rail crossings present inherent risks to users, including the railroad and its employees, and to other persons in the vicinity if a train were to derail into an occupied area or release hazardous materials. When passenger trains are involved, the risks are heightened. From the standpoint of public policy, how do we determine whether the creation or continuation of a private crossing is justified?
- Is the current assignment of responsibility for safety at private crossings effective? To what extent do risk-management practices associated with insurance arrangements result in ''regulation'' of safety at private crossings?
- How should improvement and/or maintenance costs associated with private crossing be allocated?
- Is there a need for alternative dispute resolution mechanisms to handle disputes that may arise between private crossing owners and the railroads?
- Should the State or Federal government assume greater responsibility for safety at private crossings?
- Should there be nationwide standards for warning devices at private crossings or for intersection design of new private grade crossings?
- How do we determine when a private crossing has a public purpose and is subject to public use?
- Should some crossings be categorized as commercial crossings rather than private crossings?
- Are there innovative traffic control treatments that could improve safety at private crossings on major rail corridors, including those on which passenger service is provided?
- Should the DOT request enactment of legislation to address private crossings? If so, what should it include?

Issued in Washington, DC, on September 15, 2006.

Michael J. Logue,

Deputy Associate Administrator for Safety.

[FR Doc. 06–7811 Filed 9–21–06; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 558 (Sub–No. 9)]

Railroad Cost of Capital—2005

AGENCY: Surface Transportation Board. DOT.

ACTION: Notice of decision.

SUMMARY: On August 28, 2006, the Board served a decision to update its computation of the railroad industry's cost of capital for 2005. The composite after-tax cost-of-capital rate for 2005 is found to be 12.2%, based on a current cost of debt of 5.36%; a cost of common equity capital of 15.18%; and a capital structure mix comprised of 30.41% debt and 69.59% common equity. The cost-of-capital finding made in this proceeding will be used in a variety of Board proceedings.

DATES: Effective Date: This action is effective August 28, 2006.

FOR FURTHER INFORMATION CONTACT: Paul Aguiar, 202–565–1527. (Federal Information Relay Service (FIRS) for the hearing impaired: 1–800–877–8339).

SUPPLEMENTARY INFORMATION: The cost-of-capital finding in this decision may be used for a variety of regulatory purposes. Based upon Western Coal Traffic League reply comments, we will institute a separate advance notice of proposed rulemaking to explore the most suitable methodology to calculate the cost of capital. That proceeding will provide all interested parties an opportunity to comment on the discounted cash flow (DCF) model, the proper source for the inputs to that model, and whether the Board should adopt an alternative to that method, such as the Capital Asset Pricing Model (CAPM), for future cost-of-capital determinations. The Board's decision is posted on the Board's Web site, *http://www.stb.dot.gov.* In addition, copies of the decision may be purchased from ASAP Document Solutions by calling 202–306–4004 (assistance for the hearing impaired is available through FIRS at 1–800–877–8339), or by e-mail at *asapdc@verizon.net.*

Environmental and Energy Considerations

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Regulatory Flexibility Analysis

Pursuant to 5 U.S.C. 605(b), we conclude that our action in this proceeding will not have a significant economic impact on a substantial number of small entities. The purpose and effect of this action are to update the annual railroad industry cost-of-capital finding by the Board. No new reporting or other regulatory requirements are imposed, directly or indirectly, on small entities.

Authority: 49 U.S.C. 10704(a).

Decided: September 15, 2006.

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

Vernon A. Williams,

Secretary.

[FR Doc. 06–8097 Filed 9–21–06; 8:45 am]

BILLING CODE 4915–01–P