

Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

The Docket Management Facility accepts hand-delivered submissions, and makes docket contents available for public inspection and copying, at this address, in room PL-401, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Facility's telephone is 202-366-9329, its fax is 202-493-2251, and its Web site for electronic submissions or for electronic access to docket contents is <http://dms.dot.gov>. The docket number is USCG-2005-21232.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond Martin, U.S. Coast Guard, telephone: 202-372-1449, e-mail: Raymond.W.Martin@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone: 202-493-0402.

Request for Comments

We request public comments or other relevant information on the FEIS. You can submit material to the Docket Management Facility during the public comment period (see **DATES**). The Coast Guard and MARAD will consider all comments submitted during the public comment period. However, as we stated, no license will be issued on the withdrawn application that this EIS evaluates.

Submissions should include:

- Docket number USCG-2005-21232.
- Your name and address.
- Your reasons for making each

comment or for bringing information to our attention.

Submit comments or material using only one of the following methods:

- Electronic submission to DMS, <http://dms.dot.gov>.
- Fax, mail, or hand delivery to the Docket Management Facility (see **ADDRESSES**). Faxed or hand delivered submissions must be unbound, no larger than 8½ by 11 inches, and suitable for copying and electronic scanning. If you mail your submission and want to know when it reaches the Facility, include a stamped, self-addressed postcard or envelope.

Regardless of the method used for submitting comments or material, all submissions will be posted, without change, to the DMS Web site (<http://dms.dot.gov>), and will include any personal information you provide. Therefore, submitting this information makes it public. You may wish to read the Privacy Act notice that is available on the DMS Web site, or the Department of Transportation Privacy Act Statement

that appeared in the **Federal Register** on April 11, 2000 (65 FR 19477).

You may view docket submissions at the Docket Management Facility (see **ADDRESSES**), or electronically on the DMS Web site.

Supplementary Information/ Background

Proposed Action

We published a notice of intent to prepare an EIS for the Proposed Beacon Port Deepwater Port at 71 FR 33916, June 10, 2005 and we announced the availability of the Draft EIS at 71 FR 11216, March 6, 2006. The proposed action requiring environmental review is the Federal licensing of the proposed Deepwater Port described in "Summary of the Application" below, which is reprinted from previous **Federal Register** notices in this docket.

Alternatives to the Proposed Action

The alternatives to licensing are: (1) Licensing with conditions (including conditions designed to mitigate environmental impact), and (2) denying the application, which for purposes of environmental review is the "no-action" alternative. These alternatives are more fully discussed in the FEIS.

Summary of the Application

The application described a Deepwater Port terminal to be located outside State waters in the Gulf of Mexico on the U.S. Outer Continental Shelf (OCS). Beacon Port would consist of a Main Terminal, Riser Platform, and connecting pipelines. The Main Terminal would be located approximately 50 miles (80 km) off the coast, east-southeast of Galveston, TX (approximately 45 miles [72 km] south of High Island, TX) in OCS lease block High Island Area 27 (HIA 27). The Riser Platform would be located approximately 29 miles off the coast south-southeast of Johnson's Bayou, LA (approximately 27 miles south of Holly Beach, LA) in OCS lease block West Cameron 167 (WC 167). Beacon Port would serve as an LNG receiving, storage, and regasification facility. The Main Terminal would be located in water depth of approximately 65 feet (20 m).

The Beacon Port Main Terminal would include: two concrete Gravity Based Structures (GBS) that would contain the LNG storage tanks, LNG carrier berthing provisions, LNG unloading arms, low and high pressure pumps, vaporizers, metering, utility systems, general facilities and accommodations. The Main Terminal would be able to receive LNG carriers

with cargo capacities of up to 253,000 cubic meters. LNG carrier arrival frequency would be planned to match specified terminal gas delivery rates. The terminal would have storage capacity for up to 300,000 cubic meters of LNG (150,000 cubic meters per tank) on site.

Regasification of LNG would be accomplished through the use of open rack vaporizers (ORVs). In normal operation, four pumps would operate with a combined flow rate of approximately 167.5 million gallons of sea water per day (26,400 m³/hr). At peak operation, five pumps would operate with a combined total flow rate of approximately 203 million gallons of sea water per day (32,000 m³/hr).

Beacon Port proposed the installation of approximately 46 miles of offshore natural gas transmission pipeline on the OCS. A 42-inch diameter pipeline would connect the Main Terminal with the Riser Platform. Three additional pipelines (24-inch, 20-inch, and 12.75-inch diameter) were proposed to connect the Riser Platform with existing gas distribution pipelines in the WC 167 OCS block. The deepwater port would be designed to handle an average delivery of approximately 1.5 billion standard cubic feet per day (Bscfd) with a peak delivery of approximately 1.8 Bscfd.

By Order of the Maritime Administrator.

Dated: November 3, 2006.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. E6-19009 Filed 11-8-06; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[NHTSA Docket No. NHTSA-2006-26249]

Brain Injury Symposium

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Meeting notice.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a two day Brain Injury Symposium to be held in Washington, DC. This notice announces the date, time and location of the Symposium, which will be open to the public with advanced registration on a space-available basis.

DATES: February 26 and 27, 2007 starting at 9 a.m. on Monday, February 26th and ending at 5 p.m. on Tuesday, February 27th, 2007.

ADDRESSES: The meeting will be held at: L'Enfant Plaza Hotel, 480 L'Enfant Plaza, SW., Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: Erik Takhounts, Ph.D., Office of Applied Vehicle Safety Research, Human Injury Research Division, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone number (202) 366-4737; E-mail Erik.Takhounts@dot.gov.

SUPPLEMENTARY INFORMATION: With head and brain injury still a major factor in frontal crashes, NHTSA has identified a need to determine specific injury mechanisms and create more predictive injury criteria. The chief purpose of this Symposium is to hear the opinions, on an individual basis, of experts on short-, mid-, and long-term research efforts that may be relevant to the establishment of advanced brain/head injury criteria. Distinguished researchers engaged in the area of brain injury biomechanics will make presentations on their latest research efforts during the first day of the Symposium. The second day will be devoted to roundtable discussions of specific subjects such as injury mechanisms, crash dummy development, and future research including computer modeling. NHTSA will post a summary of the information presented during the Symposium on its website and place all relevant materials in the docket. It is anticipated that representatives of industry, academia, and the government from North America, Europe, and Asia will participate in the Symposium.

The meeting will be open to the public with advanced registration on a space-available basis. Individuals wishing to register must provide their name, affiliation, phone number and e-mail address to Erik Takhounts (contact information identified above) no later than December 1st, 2006. To the extent time permits, the public may make statements during the meeting, and file written statements with NHTSA for its consideration. The meeting will be held at a site accessible to individuals with disabilities. Individuals who require accommodations such as sign language interpreters should contact Erik Takhounts by February 1, 2007.

An agenda will be posted on NHTSA's Web site at: <http://www.nhtsa.dot.gov> and placed in the meeting docket at a later date. Meeting minutes and other information received by NHTSA at the Symposium also will be available on NHTSA's Web site and in the meeting docket.

Issued on: November 2, 2006.

Joseph N. Kianianthra,
Associate Administrator for Vehicle Safety Research.

[FR Doc. E6-18919 Filed 11-8-06; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34913]

**Genesee & Wyoming Inc.—
Continuance in Control Exemption—
Chattahoochee Bay Railroad, Inc.**

AGENCY: Surface Transportation Board.

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 Genesee & Wyoming Inc. (GWI), a noncarrier, to continue in control of Chattahoochee Bay Railroad, Inc. (CBRR), upon CBRR's becoming a rail carrier in a related transaction involving the acquisition and operation of certain rail assets of H&S Railroad Company, Inc., and Chattahoochee & Gulf Railroad Co., Inc., Class III rail carriers,¹ subject to labor protective conditions. GWI is a holding company that directly or indirectly controls one Class II rail carrier and 23 operating Class III rail carriers. The rail assets acquired by CBRR in the related transaction connect with the rail line of an operating Class III rail carrier controlled by GWI.

DATES: This exemption will be effective on November 24, 2006. Petitions to stay must be filed by November 20, 2006. Petitions to reopen must be filed by December 4, 2006.

ADDRESSES: Send an original and 10 copies of all pleadings, referring to STB Finance Docket No. 34913, to: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of pleadings to Kevin M. Sheys, Kirkpatrick & Lockhart Nicholson Graham LLP, 1601 K Street, NW., Washington, DC 20006.

FOR FURTHER INFORMATION CONTACT: Melissa Ziembicki, (202) 565-1604 [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

¹ See *Chattahoochee Bay Railroad, Inc.—Acquisition and Operation Exemption—Certain Assets of H&S Railroad Company, Inc., and Chattahoochee & Gulf Railroad Co., Inc.*, STB Finance Docket No. 34912 (STB served Sept. 15, 2006).

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: November 1, 2006.

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

Vernon A. Williams,
Secretary.

[FR Doc. E6-19039 Filed 11-8-06; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34946]

**Portland & Western Railroad, Inc.—
Temporary Trackage Rights
Exemption—Portland Terminal
Railroad Company**

Pursuant to a written trackage rights agreement, Portland Terminal Railroad Company (PTRR) has agreed to grant temporary overhead trackage rights to Portland & Western Railroad, Inc. (PNWR), extending between milepost 0.91 on BNSF Railway Company's (BNSF) Fallbridge Subdivision and milepost 0.0 on Union Pacific Railroad Company's (UP) Portland Subdivision, all located near Union Station in Portland, OR, a distance of approximately 1.5 miles.

The transaction was scheduled to be consummated on or after October 30, 2006, and the temporary trackage rights are scheduled to expire on December 30, 2006.

This transaction is related to two concurrently filed notices of exemption in STB Finance Docket No. 34944, *Portland & Western Railroad, Inc.—Temporary Trackage Rights Exemption—BNSF Railway Company*, and STB Finance Docket No. 34945, *Portland & Western Railroad, Inc.—Temporary Trackage Rights Exemption—Union Pacific Railroad Company*. In STB Finance Docket No. 34944, BNSF has agreed to grant temporary overhead trackage rights to PNWR over a 3.6-mile line of railroad extending from the facilities of the Portland Terminal Railroad Company at Portland, OR, to Willbridge, OR, on (a) BNSF main track #1 between milepost 0.69 and milepost 4.32 and (b) BNSF