

designed to accept, regasify, odorize and meter LNG from conventional LNG carriers and deliver it to the pipeline through Calypso's unloading buoy system; and conventional LNG carriers. When empty the TRV would disconnect from the buoy and leave the port, followed by another full TRV that would arrive and connect to the buoy. The SRS would normally remain attached to its mooring buoy. To sustain continuous vaporization, the SRS' cargo tanks would be refilled approximately every two (2) to four (4) days by standard LNG carriers drawn from the global fleet. The SRS would be capable of detaching from the buoy if threatened by a severe storm, such as a hurricane, and move under its own power to safety; then return and reconnect to the buoy and continue operations once the storm danger passed.

Calypso would be capable of delivering natural gas in a continuous flow by having at least one TRV or SRS regasifying at all times. The system would be designed so that a TRV and SRS can be moored simultaneously for concurrent unloading of natural gas. Calypso would have an average throughput capacity of approximately 1.1 billion standard cubic feet per day and a peak delivery capacity of 1.9 Bcsfd.

No onshore pipelines or LNG storage facilities are associated with the proposed deepwater port application. A shore based facility would be used to facilitate movement of personnel, equipment, supplies, and disposable materials between the port and shore.

Construction of the deepwater port would be expected to take three (3) years; with startup of commercial operations following construction, should a license be issued. The deepwater port would be designed, constructed and operated in accordance with applicable codes and standards and would have an expected operating life of approximately 25 years.

#### Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

(Authority 49 CFR 1.66)

By order of the Maritime Administrator.

Dated: November 16, 2006.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. E6–19659 Filed 11–20–06; 8:45 am]

BILLING CODE 4910–81–P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

Docket No. NHTSA–2006–26357

#### Notice of Receipt of Petition for Decision That Nonconforming 1999–2000 Hatty 45 Foot Double Axle Trailers Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1999–2000 Hatty 45 foot double axle trailers are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1999–2000 Hatty 45 foot double axle trailers that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS) are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The closing date for comments on the petition is December 21, 2006.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–19478) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202–366–3151).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. § 30141(a)(1)(B), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS, and that has no

substantially similar U.S.-certified counterpart, shall be refused admission into the United States unless NHTSA has decided that the motor vehicle has safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Barry Taylor Enterprises of Richmond, California (“BTE”) (Registered Importer 01–280) has petitioned NHTSA to decide whether 1999–2000 Hatty 45 foot double axle trailers that were not originally manufactured to conform to all applicable FMVSS are eligible for importation into the United States. BTE contends that these vehicles are eligible for importation under 49 U.S.C. § 30141(a)(1)(B) because they have safety features that comply with, or are capable of being altered to comply with, all applicable FMVSS. BTE submitted information with its petition intended to demonstrate that 1999–2000 Hatty 45 foot double axle trailers, as originally manufactured, comply with many applicable FMVSS and are capable of being modified to comply with all other applicable standards to which they were not originally manufactured to conform.

Specifically, the petitioner claims that 1999–2000 Hatty 45 foot double axle trailers have safety features that comply with Standard Nos. 106 *Brake Hoses*, 119 *New Pneumatic Tires for Vehicles Other than Passenger Cars*, 121 *Air Brake Systems*, 223 *Rear Impact Guards* and 224 *Rear Impact Protection*.

Petitioner also contends that the vehicles are capable of being altered to meet the following standards, in the manner indicated:

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of rear mounted identification lamps, front side-mounted amber clearance lamps, brake lamps, and rear turn signal lamps.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles Other than*

*Passenger Cars*: installation of a tire information placard.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 a.m. to 5 p.m.]. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: November 16, 2006.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. E6-19685 Filed 11-20-06; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

#### International Standards on the Transport of Dangerous Goods; Public Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice is to advise interested persons that PHMSA will conduct a public meeting in preparation for the 30th session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE) to be held 4-12 (a.m.) December 2006 in Geneva, Switzerland.

**DATES:** Wednesday, November 29, 2006; 9:30 a.m.—3:30 p.m.

**ADDRESSES:** The meeting will be held at DOT Headquarters, Nassif Building, Room 8418, 400 Seventh Street SW., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Mr. Duane Pfund, Director, Office of International Standards, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366-0656.

**SUPPLEMENTARY INFORMATION:** The primary purpose of this meeting will be to prepare for the 30th session of the UNSCOE and to discuss draft U.S. positions on UNSCOE proposals. The 30th session of the UNSCOE is the final meeting in the current biennium cycle. The UNSCOE will consider proposals for the 15th Revised Edition of the United Nations Recommendations on the Transport of Dangerous Goods Model Regulations which will come into force in the international regulations from January 1, 2009. Topics to be covered during the public meeting include:

Transport of dangerous goods in excepted quantities, testing of intermediate bulk containers, transport of infectious substances, transport of chlorosilanes, provisions for fireworks, portable tank instructions for toxic by inhalation liquids, transport of compressed gases, requirements for fuel cell cartridges, harmonization with the IAEA Regulations for the safe transport of radioactive materials, guiding principles for the development of the Model Regulations, and various miscellaneous proposals related to listing, classifications, and hazard communication. In addition, we are soliciting comments on possible work items for inclusion in the UNSCOE's program of work for the upcoming 2007-2008 biennium.

Immediately following the portion of the public meeting designated for discussion on the 30th session of the UNSCOE, PHMSA will hold a discussion relative to the safe transport of lithium batteries. This discussion will feature an update from the Consumer Product Safety Commission on the status of lithium battery recalls, discussion of UN proposals relative to lithium batteries, industry best practice experience, and a structured discussion on developing a collaborative roadmap addressing regulatory, best practice and outreach initiatives to enhance lithium battery transport safety.

The public is invited to attend without prior notification. Due to the heightened security measures participants are encouraged to arrive early to allow time for security checks necessary to obtain access to the building. In lieu of conducting a public meeting after the 30th session of the UNSCOE to present the results of the session, PHMSA will place a copy of the Sub-Committee's report and an updated copy of the pre-meeting summary document on PHMSA's Hazardous Materials Safety Homepage at [http:// hazmat.dot.gov/regs/intl/intstandards.htm](http://hazmat.dot.gov/regs/intl/intstandards.htm).

## Documents

Copies of documents for the UNSCOE meeting and the meeting agenda may be obtained by downloading them from the United Nations Transport Division's Web site at: <http://www.unece.org/trans/main/dgdb/dgsubc/c32006.html>. This site may also be accessed through PHMSA's Hazardous Materials Safety Homepage at <http://hazmat.dot.gov/regs/intl/intstandards.htm>. PHMSA's site provides additional information regarding the UNSCOE and related matters such as a summary of decisions taken at previous sessions of the UNSCOE.

**Robert A. McGuire,**

*Associate Administrator for Hazardous Materials Safety.*

[FR Doc. 06-9324 Filed 11-21-06; 8:45 am]

**BILLING CODE 4910-60-M**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-6 (Sub-No. 447X)]

#### BNSF Railway Company— Abandonment Exemption—in Kane County, IL

BNSF Railway Company (BNSF) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 0.04-mile line of railroad that extends between milepost 3.53 and milepost 3.57, at Nifa, in Kane County, IL. The line traverses United States Postal Service Zip Code 60542.

BNSF has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected