

progressed through the fleet, resulting in the majority of the affected cars having already been retrofitted to the ACF-270 design.

FRA is aware that most interested parties agree with ACF and FRA that a retrofit program is the best course of action. Through meetings with, primarily, small fleet owners, FRA has learned that many car owners have completed, or are making substantial progress on, their ACF-200 tank car retrofit programs. FRA recognizes the importance of good engineering practice and sill design in conjunction with a reliable maintenance plan. For ACF-200 tank cars, FRA agrees with ACF that the program established by Maintenance Bulletin TC-200, augmented by the P470 Angle Application, represents good engineering practice and a material safety enhancement. This Safety Advisory recommends that owners of unmodified ACF-200 tank cars bring these cars into conformity with Maintenance Bulletin TC-200 and the P470 Angle Application at the earliest practicable date.

Recommended Action: Based on the need to achieve the maximum level of safety possible in the railroad tank car transportation industry and to enhance the public's confidence in that level of safety, FRA makes the following recommendations:

1. ACF-200 tank car owners should enter into discussions with the car builder and decide the best course of action with regard to inspection of and modifications to tank cars built with the ACF-200 stub sill design and not yet retrofitted to the ACF-270 design. Copies of the ACF Maintenance Bulletin TC-200 and the P470 Angle Application are available from—Director of Customer Service, American Railcar Industries, 100 Clark Street, St. Charles, MO 63301-2075. <http://www.americanrailcar.com>.

2. ACF-200 tank car owners should modify ACF-200 tank cars to the ACF-270 design at the earliest of any of the following events:

- A tank car is due for re-qualification under 49 CFR 180.509;
- A tank car is recalled under an AAR Maintenance Advisory requiring modification in the draft sill area;
- A tank car has been in service for 150,000 miles; or
- A tank car requires general repairs and the repairs consume (or are expected to consume) at least 36 hours.

3. First priority in modifying unretrofitted ACF-200 tank cars to the ACF-270 design should go to cars in the general service fleet and, then, to the pressure car fleet.

FRA policy is that the owner of the car's reporting marks is the owner of the car and primarily responsible for maintaining the car in a safe and compliant condition. However, for purposes of this Safety Advisory, FRA would expect cooperation from the entity who controls the usage of the car in day to day operations, from the lessee/shipper, and from the title holder of the car. Although FRA does not see the need for further regulatory or enforcement action at this time, FRA will continue to monitor the status of ACF-200 tank cars in the hazardous materials industry and will take any necessary regulatory or enforcement action to ensure the highest level of safety on the nation's railroads.

Issued in Washington, DC, on May 2, 2006.

Jo Strang,

Associate Administrator for Safety.

[FR Doc. E6-6873 Filed 5-4-06; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[USCG-2006-24644]

TORP Terminal LP, Bienville Offshore Energy Terminal Liquefied Natural Gas Deepwater Port License Application

AGENCY: Maritime Administration, DOT.

ACTION: Notice of application.

SUMMARY: The Coast Guard and the Maritime Administration (MARAD) announce that they have received an application for the licensing of a natural gas deepwater port, and that the application appears to contain the required information. This notice summarizes the applicant's plans and the procedures that will be followed in considering the application.

DATES: The Deepwater Port Act of 1974, as amended, requires any public hearing on this application to be held not later than 240 days after this notice, and requires a decision on the application to be made not later than 90 days after the final public hearing.

ADDRESSES: The public docket for USCG-2006-24644 is maintained by the: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

Docket contents are 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>. Note that all comments received will be posted without change to <http://dms.dot.gov> including any personal information provided. Please see the Privacy Act heading below.

FOR FURTHER INFORMATION CONTACT:

Mary K. Jager, U.S. Coast Guard, telephone: 202-267-6084, e-mail: mjager@comdt.uscg.mil. If you have questions on viewing the docket, call Andrea M. Jenkins, Program Manager, Docket Operations, telephone: 202-366-0271.

SUPPLEMENTARY INFORMATION:

Receipt of Application

On January 12, 2006, the Coast Guard and MARAD received an application from TORP Terminal LP, 15995 North Barkers Landing, Suite 310, Houston, Texas 77079 for all Federal authorizations required for a license to own, construct, and operate a deepwater port governed by the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 et seq. (the Act). On May 1, 2006, we determined that the application appears to contain all information required by the Act.

Background

According to the Act, a deepwater port is a fixed or floating manmade structure other than a vessel, or a group of structures, located beyond State seaward boundaries and used or intended for use as a port or terminal for the transportation, storage, and further handling of oil or natural gas for transportation to any State.

A deepwater port must be licensed by the Maritime Administrator (by delegated authority of the Secretary of Transportation, published on June 18, 2003 (68 FR 36496)). Statutory and regulatory requirements for licensing appear in 33 U.S.C. 1501 et seq. and in 33 CFR part 148. Under delegations from and agreements between the Secretary of Transportation and the Secretary of Homeland Security, applications are processed by the Coast Guard and MARAD. Each application is considered on its merits.

The Act provides strict deadlines for processing an application. Once we determine that an application contains the required information, we must hold public hearings on the application within 240 days, and the Maritime Administrator must render a decision on the application within 330 days. We will publish additional **Federal Register** notices to inform you of these public hearings and other procedural

milestones, including environmental review. The Maritime Administrator's decision, and other key documents, will be filed in the public docket.

At least one public hearing must take place in each adjacent coastal State. For purposes of the Act, Alabama is the adjacent coastal State for this application. Other States can apply for adjacent coastal State status in accordance with 33 U.S.C. 1508 (a)(2).

Summary of the Application

TORP Terminal LP, proposes to construct, own, and operate a deepwater port, named Bienville Offshore Energy Terminal (BOET), in the Federal waters of the Outer Continental Shelf on Main Pass block MP 258, approximately 63 miles south of Mobile Point, Alabama, in a water depth of approximately 425 feet. The BOET Deepwater Port would be capable of mooring two LNG carriers of up to approximately 250,000 cubic meter capacity by means of two Single Anchor Leg Moorings (SALMs).

The LNG carriers would be off loaded one at a time to HiLoad floating re-gasification facilities, which use four submerged shell-and-tube heat exchangers to vaporize the LNG before sending it via 14-inch diameter flexible risers to a Pipeline End Manifold (PLEM) on the seafloor, then through 30-inch diameter pipeline to the support platform, where the gas will be metered and further sent out via interconnecting pipelines to four existing pipelines (Dauphin Island Gathering System Feedline, Transco Feedline, Destin Feedline, and Viosca Knoll Gathering System Feedline).

The major fixed components of the proposed deepwater port would be the Support Platform, two PLEMs with ancillary risers and terminal pipelines, HiLoad parking line pilings, and approximately 25 miles of new pipeline.

BOET will have an average throughput capacity of 1.2 billion standard cubic feet per day (Bcsfd). No onshore pipelines or LNG storage facilities are associated with the proposed deepwater port application. A shore based facility will be used to facilitate movement of personnel, equipment, supplies, and disposable materials between the Terminal and shore.

Construction of the deepwater port would be expected to take 30 months; with startup of commercial operations in the latter half of 2009, 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: May 1, 2006.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. E6–6789 Filed 5–4–06; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2006–24668]

Notice of Technical Workshop and Seminar—Tuesday, July 11, 2006

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

ACTION: Notice of meeting.

SUMMARY: This notice announces that NHTSA will hold a technical workshop to present information and answer questions on the Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure (TP) for the agency's safety standard on new pneumatic radial tires for use on motor vehicles (other than motorcycles and low speed vehicles) that have a gross vehicle weight rating (GVWR) of 10,000 pounds or less. The one-day technical workshop will be limited to discussing the TP, and will include a tour of a local compliance test laboratory and a working lunch. Tire manufacturers, tire importers, vehicle manufacturers, tire suppliers, tire testers, and other interested persons with technical interest and knowledge of light vehicle tire compliance testing are invited to attend. Attendance requires registration and a small fee.

DATES AND TIME: The technical workshop and tour will be held on July 11, 2006 from 8:30 a.m. to 5 p.m.

ADDRESSES: The technical workshop will be held at the Sheraton Suites Akron/Cuyahoga Falls, 1989 Front Street, Cuyahoga Falls, OH 44221.

FOR FURTHER INFORMATION CONTACT: For registration, contact Ms. Lorri Hamn, Office of Vehicle Safety Compliance,

NVS–222, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590, telephone (202) 366–9896, facsimile (202) 493–2266, or electronic mail lorri.hamn@nhtsa.dot.gov.

For technical issues, contact Mr. George Gillespie, at the same address, telephone (202) 366–5299, facsimile (202) 366–7097, or electronic mail george.gillespie@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION: *FMVSS No. 139:* On January 6, 2006, NHTSA published a final rule (70 FR 18136) responding to petitions for reconsideration of Federal Motor Vehicle Safety Standard (FMVSS) No. 139, *New pneumatic radial tires for light vehicles*. The final rule applies to new pneumatic radial tires manufactured for use on motor vehicles that have a gross vehicle weight rating (GVWR) of 10,000 pounds or less manufactured after 1975, but does not apply to tires for use on new pneumatic light truck tires with a tread depth of 18/32 inch or greater, ST or FI tires, tires that use a 8–12 inch rim or lower diameter code tires, tires for use on low speed vehicles' or for tires used on motorcycles manufactured after 1948. OVSC's test procedures for FMVSS No. 139, TP–139–02, are available on NHTSA's Web site: <http://nhtsa.gov/portal/site/nhtsa/menuitem.b166d5602714f9a73baf3210dba046a0/>.

Workshop: The technical workshop will discuss the tire marking inspection and performance testing requirements of TP–139–02.

Agenda: The workshop will begin at 8:30 a.m. and conclude by 5 p.m. The agenda includes a working lunch and a tour at one of the local tire compliance test labs under contract to OVSC. The following is a preliminary agenda for the workshop.

I. Background: FMVSS No. 139 and granted Petitions for Reconsideration.

II. OVSC Test Procedure TP–139 Purpose and Content.

III. Tire Markings.

IV. Performance Testing (high speed, endurance and low pressure performance tests).

V. Compliance Plans (FY–2006 to FY–2009): Tire Selection, Test Results and Test Reporting.

VI. Questions & Answers.

Interested parties may submit written suggestions to the agency for inclusion under agenda items or discussion topics, however, these items or topics are limited to inspection of tire markings or dynamic performance testing under TP–139 compliance testing. Copies of all written submissions and the final agenda will be placed in the docket for this notice.