

Regulatory Branch, CESAM-OP-SP, P.O. Box 2288, Mobile, AL 36628-0001.

If you would like to submit comments to the USACE on proposed actions in Texas, mail them to: Mr. Reagan Richter, U.S. Army Corps of Engineers, 5151 Flynn Parkway Ste. 306, Corpus Christi, TX 78411-4318. Mail your comments so that they will be received, on or before May 22, 2006.

#### Supplementary Information/ Background

##### Proposed Action

We published information about deepwater ports, the statutes and regulations governing their licensing, the receipt of the current application, and a notice of intent to prepare an EIS for the Proposed Compass Port Deepwater Port at 69 FR 35657, June 25, 2004 and we have announced the availability of the draft EIS at 70 FR 7288, February 11, 2005. 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 plan calls for the Proposed Deepwater Port to be located in the Mobile Outer Continental Shelf (OCS) and Mississippi Sound areas of the U.S. Gulf of Mexico, approximately 11 miles off Dauphin Island, Alabama in lease block Mobile 910. Compass Port would serve as an LNG receiving, storage, and regasification facility, located in approximately 70 feet of water depth, and would incorporate docking facilities, unloading facilities, two LNG storage tanks, an offshore pipeline and support facilities.

The Proposed Deepwater Port would be able to receive LNG carriers up to 255,000 cubic meters cargo capacity. LNG carrier arrival frequency would be planned to match specified terminal gas delivery rates. LNG would be stored in two integral full-containment tanks, each with a capacity of 150,000 cubic meters, and a combined capacity of 300,000 cubic meters of LNG.

The regasification process would consist of lifting the LNG from the

storage tanks, pumping the LNG to pipeline pressure, vaporizing across heat exchanging equipment, and sending out through the pipeline to custody transfer metering for ultimate delivery to downstream interstate pipeline capacity. No gas conditioning is required since the incoming LNG will meet the gas quality specifications of the downstream pipelines. The Proposed Deepwater Port would be designed for an average delivery of approximately 1.0 billion cubic feet per day (bcfd) of pipeline quality gas.

Compass Port LLC also proposes the installation of approximately 26.8 miles of 36-inch diameter natural gas transmission pipeline on the OCS. In addition, approximately 4.9 miles of 36-inch diameter pipeline would be installed onshore to connect the proposed deepwater port and offshore pipeline with existing gas distribution pipelines near Coden, Alabama.

The applicant has proposed the Kiewit Offshore Services site in Ingleside, TX for the fabrication of the concrete GBS's which would be used to contain the LNG storage tanks.

Dated: April 4, 2006.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. E6-5106 Filed 4-6-06; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

#### National Highway Traffic Safety Administration

##### Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on December 28, 2005 [70 FR 76909].

**DATES:** Comments must be submitted on or before May 8, 2006.

**FOR FURTHER INFORMATION CONTACT:** Mr. Donovan Green, NHTSA Office of Crash Avoidance Standards, 400 Seventh Street, SW., Room 5307, NVS-122,

Washington, DC 20590. Mr. Green's telephone number is (202) 493-0248. His fax number is (202) 493-2739.

#### SUPPLEMENTARY INFORMATION:

#### National Highway Traffic Safety Administration

**Title:** Tires Identification and Recordkeeping.

**OMB Control Number:** 2127-0050.

**Type of Request:** Extension of a currently approved collection.

**Abstract:** Each tire manufacturer and rim manufacturer must label their tire or rim with the applicable safety information. These labeling requirements ensure tires are mounted on the vehicles for which they are intended. It is estimated that this rule affects 10 million respondents annually. This group consists of approximately 8 tire manufacturers, 12,000 new tire dealers and distributors, and 10 million consumers who choose to register their tire purchases with the manufacturers.

**Affected Public:** Tire and rim manufacturers, new tire dealers and distributors, and consumers.

**Estimated Total Annual Burden:**  
250,000 hours.

**Estimated Number of Respondents:**  
10,000,000.

#### Comments Are Invited On

- Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility.

- Whether the Department's estimate for the burden of the proposed information collection is accurate.

- Ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued on: April 3, 2006.

**Stephen R. Kratzke,**

*Associate Administrator for Rulemaking.*

[FR Doc. E6-5049 Filed 4-6-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

#### National Highway Traffic Safety Administration

**[Docket No. NHTSA-2006-24324; Notice 1]**

#### American Honda Motor Company, Inc., Receipt of Petition for Decision of Inconsequential Noncompliance

American Honda Motor Company, Inc. (Honda) has determined that certain

vehicles that it produced in 2005 and 2006 do not comply with S3.1.4.1 of 49 CFR 571.102, Federal Motor Vehicle Safety Standard (FMVSS) No. 102, "Transmission shift position sequence, starter interlock, and transmission braking effect." Honda has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Honda has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Honda's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

Affected are a total of approximately 2,641 model year 2006 Honda Ridgeline vehicles. S3.1.4.1 of FMVSS No. 102 requires,

[I]f the transmission shift position sequence includes a park position, identification of shift positions, including the positions in relation to each other and the position selected, shall be displayed in view of the driver whenever any of the following conditions exist: (1) The ignition is in a position where the transmission can be shifted; or (b) The transmission is not in park.

Honda explains the noncompliance as follows:

\* \* \* American Honda offered, as an optional part, through its dealers, a wiring harness as part of a trailer towing kit. The wiring harness included a circuit to provide for back-up lights, if present on a trailer, to illuminate when the transmission was shifted into reverse gear. The Ridgeline utilizes an electronic display in the instrument panel to indicate transmission gear position. When the wiring harness in question has been installed, and the ignition key is turned to the accessory position, the electronic display indicates not only the actual position of the selected gear, but also illuminates the reverse position indicator in the display, such that there are two indicator lights lighted at the same time, unless the reverse position is the gear selected, in which case only the reverse position indicator will be lighted.

Honda has corrected the problem that caused these errors so that they will not be repeated in future production.

Honda believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Honda states that neither the actual function of the transmission nor the transmission lockout will be affected. Honda states that there is no possibility of danger from the noncompliant display while

the key is in the accessory position. Honda states:

The key cannot be removed, the vehicle cannot start, and the actual gear position would be illuminated, as well as the reverse position. There are two possible scenarios to consider.

In the first and most common scenario, if the key had been removed, upon initial insertion of the key, the vehicle would have had to be in "PARK," and turning the key to the accessory position will illuminate both the "PARK" and "REVERSE" indications, but not allow the vehicle to be shifted from the "PARK" position. Then, when the key was turned to the "on" position, allowing the vehicle to be shifted from the "PARK" position, the gear position indicator would function properly.

In the second scenario, if the key has been left in the ignition while in a gear other than "PARK," when the operator turns the key to the accessory position, the electronic display will indicate the correct gear, as well as reverse. This would be a highly unusual circumstance, and the vehicle would not start unless the key was turned to the "on" position, in which case the gear position indicator would function properly. Nor could the key be removed until the shift lever was placed in the "PARK" position. Even if this highly unlikely situation were to occur, movement of the shift lever would indicate the correct gear, as well as the illumination of the reverse gear. It would become readily apparent to the operator that the illumination of the reverse gear would be inappropriate and not indicative of the actual gear being engaged. Again, once the ignition is turned to the "ON" position, the gearshift indicator would function completely normally. At no time would the engine operate while in the "ACCESSORY" position.

Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods. Mail: Docket Management Facility, U.S. Department of Transportation, Nassif Building, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC. It is requested, but not required, that two copies of the comments be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except Federal Holidays. Comments may be submitted electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help" to obtain instructions for filing the document electronically. Comments may be faxed to 1-202-493-2251, or may be submitted to the Federal eRulemaking Portal: go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

The petition, supporting materials, and all comments received before the close of business on the closing date indicated below will be filed and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated below.

*Comment closing date:* May 8, 2006.

**Authority:** (49 U.S.C. 30118, 30120; Delegations of authority at CFR 1.50 and 501.8)

Issued on: April 4, 2006.

**Daniel C. Smith,**

*Associate Administrator for Enforcement.*  
[FR Doc. E6-5124 Filed 4-6-06; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2006-24323; Notice 1]

### Volkswagen of America Inc., Receipt of Petition for Decision of Inconsequential Noncompliance

Volkswagen of America Inc. (Volkswagen) has determined that the designated seating capacity placards on certain vehicles that it produced in 2005 and 2006 do not comply with S4.3(b) of 49 CFR 571.110, Federal Motor Vehicle Safety Standard (FMVSS) No. 110, "Tire selection and rims." Volkswagen has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Volkswagen has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Volkswagen's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

Affected are a total of approximately 39 Phaeton vehicles produced between May 22, 2005 and March 8, 2006. S4.3(b) of FMVSS No. 110 requires that a "placard, permanently affixed to the glove compartment door or an equally accessible location, shall display the \* \* \* [d]esignated seating capacity." The noncompliant vehicles have placards stating that the seating capacity is five when in fact the seating capacity