The Beacon Port Main Terminal would be located in 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.
Joel C. Richard,
Secretary, Maritime Administration.

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.
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. Kaniathanra,
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, 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.

ADDRESS: 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: Vernon A. Williams, Secretary.

[FR Doc. E6–18903 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