

unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments.

Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

**DATES:** Submit comments on or before April 9, 2007.

**ADDRESSES:** Comments should refer to docket number MARAD-2007-27422. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Joann Spittle, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 7th Street, SW., Washington, DC 20590. Telephone 202-366-5979.

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel MYSTIQUE is:

*Intended Use:* "Sailing tours on San Francisco Bay of up to 12 paying passengers, operating with a licensed Captain; literature given from agencies such as Calif. Conservation Society giving info on ecology & conservation of area navigated & marine life, oceans & wet lands. We plan to burn bio-diesel in our engine to be part of an awareness of emission standards sharing this with passengers, also demonstrating solar, wind & alternative power resources, saltwater conversion to freshwater; bio-degradable products as applied to our vessel & our mission statement. Open & private charters avail. Networking with conservation groups, educating ourselves & the public on bay trips, demonstrating how a sailboat built in 1986 can also upgrade to newer conservation & emission standards all while enjoying the wind power of sailing on the San Francisco Bay. We would like to have "theme" trips targeting specifics in above information, as well as private wedding parties,

Historical information also from the working people on the Bay, Bar Pilots, tug boat operators, ship's captains, women maritime sailors —some live some audio."

*Geographic Region:* San Francisco Bay, around Alcatraz Island, Angel Island, off city front of San Francisco, viewing the Golden Gate Bridge, Richardson Bay off Sausalito, CA. Picking up at South Beach harbor in San Francisco. Day tours with tourists & local groups wishing to view & learn about the ecology & conservation of our delicate marine life & environment in the bay & oceans & how we all play a part in that ecosystem.

**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>.

Dated: February 28, 2007.

By order of the Maritime Administrator.

**Daron T. Threet,**

*Secretary, Maritime Administration.*

[FR Doc. E7-4212 Filed 3-8-07; 8:45 am]

**BILLING CODE 4910-81-P**

**DEPARTMENT OF TRANSPORTATION**

**Maritime Administration**

[Docket No. MARAD-2007-27421]

**Requested Administrative Waiver of the Coastwise Trade Laws**

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel RENDEZVOUS.

**SUMMARY:** As authorized by Pub. L. 105-383 and Pub. L. 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket MARAD-2007-27421 at <http://dms.dot.gov>. Interested parties may comment on the effect this

action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR Part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments.

Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

**DATES:** Submit comments on or before April 9, 2007.

**ADDRESSES:** Comments should refer to docket number MARAD-2007-27421. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Joann Spittle, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5979.

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel RENDEZVOUS is:

*Intended Use:* "Crewed passenger charter."

*Geographic Region:* Waters of Washington State and Alaska (excluding Southeast Alaska).

**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>.

Dated: February 28, 2007.

By order of the Maritime Administrator.

**Daron T. Threet,**

*Secretary, Maritime Administration.*

[FR Doc. E7-4211 Filed 3-8-07; 8:45 am]

BILLING CODE 4910-81-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Announcing the Sixteenth Public Meeting of the Crash Injury Research and Engineering Network (CIREN)

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

**ACTION:** Meeting announcement.

**SUMMARY:** This notice announces the Sixteenth Public Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at eight Level 1 Trauma Centers across the United States linked by a computer network. Researchers can review data and share expertise, which may lead to a better understanding of crash injury mechanisms and the design of safer vehicles. Eight presentations on current research based on CIREN cases will be presented. The agenda will be posted to the CIREN Web site <http://www-nrd.nhtsa.dot.gov/departments/nrd-50/ciren/CIREN.html> three weeks prior to the meeting.

**DATE AND TIME:** The meeting is scheduled from 8:30 a.m. to 4 p.m. on Wednesday, March 28, 2007.

**ADDRESSES:** The meeting will be held at: Department of Transportation, 400 Seventh Street, SW., Room 6200, Washington, DC 20590.

*To Register for This Event:* If you do not have a Federal Government identification card, it is suggested that you notify us in advance in order to put your name on the security list. This will expedite your admission to the building. You may still attend the public hearing but there could be a delay in granting you access. Please e-mail your name, affiliation, phone number and e-mail address to [Tasha.Allen@dot.gov](mailto:Tasha.Allen@dot.gov) by March 23, 2007, in order to get on the pre-registration list.

*For General Information:* Mark Scarboro (202) 366-5078 or Cathy McCullough (202) 366-4734.

**SUPPLEMENTARY INFORMATION:** CIREN cases may be viewed from the NHTSA/CIREN Web site at: <http://www-nrd.nhtsa.dot.gov/departments/nrd-50/ciren/CIREN.html>. NHTSA has held three Annual Conferences where CIREN

research results were presented. Further information about the three previous CIREN conferences is also available through the NHTSA Web site. NHTSA has held public meetings on a regular basis since 2000. Presentations from these meetings are available through the NHTSA Web site. NHTSA plans to continue holding CIREN meetings on a regular basis to disseminate CIREN information to interested parties. This is the sixteenth such meeting. The CIREN Centers will be presenting papers on the side impacts in pediatric cases, injuries involving far side occupants, diffuse axonal brain injuries, seat angle and injury, brain injury and impact angle, analytic techniques for using CIREN data, and elderly data analysis including the use of Digital Imaging and Communications in Medicine (DICOMS).

Should it be necessary to cancel the meeting due to inclement weather or to any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on CIREN's Web site <http://www-nrd.nhtsa.dot.gov/departments/nrd-50/ciren/CIREN.html>. If you do not have access to the Web site, you may call or e-mail the contacts listed in this announcement and leave your telephone number or e-mail address. You will be contacted only if the meeting is postponed or canceled.

Issued on: March 5, 2007.

**Joseph N. Kanianthra,**

*Associate Administrator for Vehicle Safety Research.*

[FR Doc. E7-4209 Filed 3-8-07; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Denial of Motor Vehicle Defect Petition

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

**ACTION:** Denial of a petition for a defect investigation.

**SUMMARY:** This notice sets forth the reasons for the denial of a petition (Defect Petition DP06-003) submitted on August 24, 2006 by Mr. William B. Jeffers III of Garner, North Carolina to NHTSA's Office of Defects Investigation (ODI), requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety in model year (MY) 2002 to 2006 Toyota Camry and Camry Solara vehicles (the "subject vehicles") for

incidents relating to vehicle engine surging.

After reviewing the concerns raised by the Petitioner and other information, NHTSA has concluded that further expenditure of the agency's investigative resources on the issues raised by the petition is not warranted. The agency, accordingly, has denied the petition.

**FOR FURTHER INFORMATION CONTACT:** Mr. Scott Yon, Vehicle Control Division, Office of Defects Investigation, NHTSA, 400 7th Street, SW., Washington, DC 20590. Telephone 202-366-0139.

**SUPPLEMENTARY INFORMATION:** The Petitioner owns a MY 2006 Toyota Camry with a 4-cylinder engine that was purchased new in January 2006. The Petitioner also previously owned a MY 2005<sup>1</sup> Camry. He alleges that both vehicles exhibited vehicle engine surging, which he described as a short duration (1 to 2 second) increase in engine speed occurring while the accelerator pedal is not depressed. In an initial interview, the Petitioner estimated that 6 to 8 surge incidents, of varying severity, occurred in the MY 2006 vehicle over the course of 10,000 miles and 7 months of ownership. The Petitioner reports that the brake system is effective at overcoming the surge. However, he is concerned about reports filed with NHTSA alleging uncontrolled surging in MY 2002 to 2006 Camry vehicles bringing those vehicles to a high rate of speed (in some cases, purportedly, with the brakes applied).

In September 2006, the Petitioner's MY 2006 vehicle was serviced by a Toyota dealership. The dealership determined that two diagnostic trouble codes (P-codes) related to the operation of the throttle actuator,<sup>2</sup> P2103 and P2111, were stored in the engine control unit's memory.<sup>3</sup> The dealership ordered a new replacement throttle actuator, which was installed on the vehicle in October 2006. Thereafter, in November 2006, the Petitioner reported that another surge event occurred, more severe than his prior occurrences. The Petitioner stated that after startup, the vehicle moved forward rapidly when the throttle pedal was touched lightly. The Petitioner reports that the tires

<sup>1</sup> The open resume for DP06-003 incorrectly identified the Petitioner's previous vehicle as a MY 2003.

<sup>2</sup> The throttle actuator is the device that controls air flow into the engine and hence power production. On the subject vehicles the actuator is controlled electronically, as opposed to mechanically (via a cable).

<sup>3</sup> The Petitioner does not recall seeing any warning indications on the instrument panel nor does he report any operational malfunctions, either of which would be expected when the stored P-codes were detected.