

Initiative (AWI) Framework Plan, is intended to provide better access to waterfront areas east and west of the river, including Anacostia Park, separate local traffic from regional commuter traffic, and better serve historic Anacostia, and near southeast neighborhoods. It will connect the Southeast Freeway with traffic to and from both directions of the Anacostia Freeway. The AWI seeks to restore the river's water quality, reclaim the waterfront as a magnet of activity, and stimulate sustainable development in waterfront neighborhoods. The improvement of traffic flow across the 11th Street Bridges is a step in the reinvestment and reclamation process.

(Catalog of Federal Domestic Assistance Program Number 20.205 Highway Planning and Construction. The regulations and implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: September 7, 2005.

Gary L. Henderson,

Division Administrator, District of Columbia Division, Federal Highway Administration.

[FR Doc. 05-18047 Filed 9-12-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket MARAD-2005-22416]

Lykes Lines Limited, LLC; Request For Comments Regarding the Proposed Purchase of CP Ships Limited by TUI AG and Its Impact on the Maritime Security Program (MSP)

By letter dated August 22, 2005, CP Ships USA, LLC (CP USA), successor in interest to Lykes Lines Limited, LLC (Lykes), has advised the Maritime Administration (MARAD) that TUI AG (TUI) is acquiring CP Ships Limited (CP Ships), the parent company of CP USA, through a stock purchase. Lykes has been awarded five new MSP Operating Agreements, Nos. MA/MSP-74 through 78, respectively, to the vessels CP NAVIGATOR (ex-LYKES NAVIGATOR), CP DISCOVERER (ex-LYKES DISCOVERER), CP LIBERATOR (ex-LYKES LIBERATOR), CP MOTIVATOR (ex-LYKES MOTIVATOR) and CP YOSEMITE (ex-TMM YUCATAN) for the participation of those vessels in the MSP beginning October 1, 2005. CP USA became the successor to Lykes on May 30, 2005, through reorganization and renaming of various components of

Canadian Pacific Lines, Limited, which itself was renamed CP Ships.

TUI is a German corporation and parent of the German vessel operator Hapag-Lloyd AG. Neither TUI, nor Hapag-Lloyd presently has any connection to the MSP. Implementation of the proposed purchase will bring the ultimate control of CP USA's five MSP Fleet vessels under the ownership of TUI.

The purchase of CP Ships by TUI will, in effect, transfer ultimate ownership of CP USA from one foreign corporate entity to another. The transaction requires MARAD approval under CP USA's MSP Operating Agreements Nos. MA/MSP-74 through 78. This notice is being published as a matter of discretion. MARAD will consider all comments submitted in a timely fashion on this particular application, and the topic of the transfer of MSP Operating Agreements in general, and will take such action thereto as may be deemed appropriate.

A redacted copy of this proposal will be available for inspection at the Department of Transportation (DOT) Dockets Facility and on the DOT Dockets Web site (address information follows). Any person, firm or corporation having an interest in this proposal, and desiring to submit comments concerning the transaction, may file comments as follows. You should mention the docket number that appears at the top of this notice in any submission. Written comments should be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Nassif Building, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit/>. You may call Docket Management at (202) 366-9324. You may visit the docket room to inspect and copy comments at the above listed address between 10 a.m. and 5 p.m. EDT, Monday through Friday, except holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>. Comments must be received by close of business September 23, 2005.

This notice is published as a matter of discretion, and the fact of its publication should in no way be considered a favorable or unfavorable decision on the proposed transaction, as filed, or as it may be amended.

Dated: September 7, 2005.

By Order of the Maritime Administration.

Joel C. Richard,

Secretary, Maritime Administration.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2005-21383; Notice 2]

Equistar Chemicals, LP, Grant of Petition for Decision of Inconsequential Noncompliance

Equistar Chemicals, LP (Equistar) has determined that certain brake fluid that was manufactured in 2004 and that Equistar distributed does not comply with S5.1.7 of 49 CFR 571.116, Federal Motor Vehicle Safety Standard (FMVSS) No. 116, "Motor vehicle brake fluids." Pursuant to 49 U.S.C. 30118(d) and 30120(h), Equistar has petitioned for a determination that this noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." Notice of receipt of a petition was published, with a 30-day comment period, on June 9, 2005, in the **Federal Register** (70 FR 33769). NHTSA received no comments.

Affected are a total of approximately 170,000 gallons of DOT-3 brake fluid designated as Lot 630 and manufactured by Oxid, LP in September 2004. FMVSS No. 116, S5.1.7, "Fluidity and appearance at low temperature," requires that when brake fluid is tested as specified in the standard at storage temperatures of minus 50 ± 2 °C,

(a) The fluid shall show no sludging, sedimentation, crystallization, or stratification; [and]

(b) Upon inversion of the sample bottle, the time required for the air bubble to travel to the top of the fluid shall not exceed 35 seconds * * *

NHTSA's compliance tests, conducted by ABIC Testing Laboratories, Inc. (ABIC), found that at minus 50 °C, the noncompliant brake fluid freezes, therefore showing crystallization and failing the requirements of S5.1.7(a). NHTSA's compliance tests also found that at minus 50 °C, upon inversion of the sample bottle, the time required for the air bubble to travel to the top of the fluid exceeds 35 seconds, therefore failing the requirements of S5.1.7(b).

Equistar believes that the noncompliance is inconsequential to motor vehicle safety and that no corrective action is warranted. Equistar stated the following: