

restraint locking devices that are present in the U.S.-model. J.K. responded that the non-U.S. model vehicles that it examined had head restraint locking devices.

NHTSA's Analysis: The standard does not require head restraint locking devices. The presence or absence of these devices therefore has no bearing on the vehicle's compliance with this standard.

(7) *FMVSS No. 206 Door Locks and Door Retention Components:* The petition stated that the door locks and retention system components installed on the non-U.S. model are identical to those installed on the U.S.-model. VW stated that non-U.S. model vehicles have a door locking system in which the interior door handle has a single pull release to open the door when the locking system is activated, and that the U.S.-model vehicles have a door locking system that requires a double pull motion. According to VW, the first pull unlocks the door and the second pull opens the door latch. VW further stated that the double pull feature is required to comply with paragraph S4.1.3.2 of the standard. J.K. responded that the vehicle it examined had a door locking system that required two pulls, but acknowledged that some vehicles may not be so equipped. J.K. stated that all vehicles must be inspected for the presence of U.S.-model components and that U.S.-model components must be installed on vehicles not so equipped.

NHTSA's Analysis: The modifications VW identified as necessary would not preclude the vehicle from being deemed eligible for importation. Conformity packages submitted for vehicles imported under decisions must demonstrate that the vehicle is equipped with a door lock system that conforms to the standard.

(8) *49 CFR Part 581 Bumper Standard:* The petition stated that the bumpers and bumper mounting structures were identical to those installed on U.S.-model vehicles. VW stated that non-U.S.-model A4 and S4 vehicles have bumper systems that are different from those installed on U.S.-model vehicles. The revised petition stated that the support structure for the bumpers on the non-U.S. vehicles are identical to that of the U.S.-model and that U.S.-model bumper components must be installed in order to meet the requirements of the standard. In response to the revised petition, VW stated that the bumper system on the RS4 model differs from that on the A4 and S4 models. VW also stated that no conforming parts are available for the

SR4 model. J.K. responded that it has installed U.S.-model A4 bumper systems on the non-U.S. model RS4 "8D" chassis vehicle, that these systems bolt on directly, and that it will confirm these modifications.

NHTSA's Analysis: The agency notes that Bumper Standard compliance issues are not directly relevant to an import eligibility decision, as such a decision is to be based on the capability of a non-U.S. certified vehicle to be altered to conform to the FMVSS, and the Bumper Standard is not an FMVSS. However, because a vehicle that is not originally manufactured to comply with the Bumper Standard must be modified to comply with the standard before it can be allowed permanently into the United States, conformance with the Bumper Standard must be shown in the conformity package submitted to NHTSA to allow release of the DOT Conformance bond furnished at the time of importation.

Conclusion

Based on the contents of the petition and the resolution of the issues set forth above, NHTSA decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-400 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA decided that 2000–2001 Audi (8D) A4, S4, and RS4 passenger cars, manufactured from September 1, 1999, through August 31, 2001, for the European Market, that were not originally manufactured to comply with all applicable FMVSS, are substantially similar to 2000–2001 Audi (8D) A4, and S4 passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and are capable of being readily altered to conform to all applicable FMVSS.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Claude H. Harris,

Director, Office of Vehicle Safety Compliance.
[FR Doc. E6–3233 Filed 3–7–06; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Special Permit Applications

AGENCY: Pipeline and Hazardous Materials Safety Administration, DOT.

ACTION: List of application delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), PHMSA is publishing the following list of special permit applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: Ann Mazullo, Office of Hazardous Materials Special Permits and Approvals, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001, (202) 366–4535.

Key to "Reason for Delay"

1. Awaiting additional information from applicant.
2. Extensive public comment under review.
3. Application is technically complex and is of significant impact or precedent-setting and requires extensive analysis.
4. Staff review delayed by other priority issues or volume of special permit applications.

Meaning of Application Number Suffixes

- N—New application.
- M—Modification request.
- X—Renewal.
- PM—Party to application with modification request.

Issued in Washington, DC, on March 01, 2006.

R. Ryan Posten,

Chief, Special Permits Program, Office of Hazardous Materials Safety, Special Permits & Approvals.

Application No.	Applicant	Reason for delay	Estimated date of completion
New Special Permit Applications			
13281-N	The Dow Chemical Company, Midland, MI	4	03-31-2006
13266-N	Luxfer Gas Cylinders, Riverside, CA	4	03-31-2006
13309-N	OPW Engineered Systems, Lebanon, OH	4	03-31-2006
13341-N	National Propane Gas Association, Washington, DC	3	03-31-2006
13346-N	Stand-By-Systems, Inc., Dallas, TX	1	03-31-2006
13563-N	Applied Companies, Valencia, CA	4	03-31-2006
13347-N	Amvac Chemical Corporation, Los Angeles, CA	4	03-31-2006
13582-N	Linde Gas LLC (Linde), Independence, OH	4	03-31-2006
13999-N	Kompozit-Praha s.r.o., Dysina u Plzne, Czech Republic, CZ	4	03-31-2006
14209-N	ABB Power Technologies AB, Alamo, TN	4	04-30-2006
14221-N	U.S. Department of Energy, Washington, DC	4	04-30-2006
14218-N	Air Logistics of Alaska, Inc., Fairbanks, AK	4	03-31-2006
14197-N	GATX Rail Corporation, Chicago, IL	4	04-30-2006
14199-N	RACCA, Plymouth, MA	4	04-30-2006
14185-N	U.S. Department of Energy, Washington, DC	4	03-31-2006
14184-N	Global Refrigerants, Inc., Denver, CO	4	03-31-2006
14178-N	Bridger Fire Inc., Bozeman, MT	4	03-31-2006
14167-N	Trinityrail, Dallas, TX	4	03-31-2006
14239-N	Marlin Gas Transport, Inc., Odessa, FL	4	04-30-2006
14233-N	U.S. Department of Energy (DOE), Richland, WA	4	04-30-2006
14232-N	Luxfer Gas Cylinders—Composite Cylinder Division, Riverside, CA	4	04-30-2006
14225-N	The Colibri Group, Providence, RI	4	04-30-2006
14227-N	Aluminum Tank Industries, Inc., Winter Haven, FL	4	04-30-2006
14229-N	Senex Explosives, Inc., Cuddy, PA	4	04-30-2006
14228-N	Goodrich Corporation, Colorado Springs, CO	4	04-30-2006
14223-N	Technical Concepts, Mundelein, IL	4	04-30-2006
14212-N	Clean Harbors Environmental Services, Inc., North Andover, MA	4	04-30-2006
14262-N	GATX Rail, Chicago, IL	4	04-30-2006
14237-N	Advanced Technology Materials, Inc. (ATMI), Danbury, CT	4	04-30-2006
14231-N	FAA, Washington, DC	4	04-30-2006
14163-N	Air Liquide America L.P., Houston, TX	4	03-31-2006
14151-N	ChevronTexaco, Houston, TX	4	03-31-2006
14141-N	Nalco Company, Naperville, IL	4	03-31-2006
14138-N	INO Therapeutics, Inc., Port Allen, LA	4	03-31-2006
14038-N	Dow Chemical Company, Midland, MI	1	03-31-2006
13302-N	FIBA Technologies, Inc., Westboro, MA	4	03-31-2006
Modification to Special Permits			
10915-M	Luxfer Gas Cylinders (Composite Cylinder Division), Riverside, CA	1	03-31-2006
11579-M	Dyno Nobel, Inc., Salt Lake City, UT	4	03-31-2006
12874-M	Zomeworks Corporation, Albuquerque, NM	4	04-30-2006
14096-M	United States Enrichment Corporation (USEC), Paducah, KY	4	04-30-2006
8495-M	Kidde Aerospace, Wilson, NC	4	04-30-2006
11924-M	Wrangler Corporation, Auburn, ME	4	04-30-2006
12929-M	Matheson Tri-Gas, East Rutherford, NJ	4	04-30-2006
13484-M	Air Liquide Aermica LP, Houston, TX	4	04-30-2006
11917-M	ITW Sexton, Decatur, AL	4	04-30-2006
11903-M	Comptank Corporation, Bothwell, ON	4	03-31-2006
13229-M	Matheson Tri-Gas, East Rutherford, NJ	4	03-31-2006
6263-M	Amtrol, Inc., West Warwick, RI	4	03-31-2006
13327-M	Hawk FRP LLC, Ardmore, OK	1	03-31-2006
13488-M	FABER INDUSTRIES SPA (U.S. Agent: Kaplan Industries, Maple Shade, NJ)	4	03-31-2006
10319-M	Amtrol, Inc., West Warwick, RI	4	03-31-2006
11241-M	Rohm and Haas Co., Philadelphia, PA	1	03-31-2006
7280-M	Department of Defense, Ft. Eustis, VA	4	03-31-2006

[FR Doc. 06-2155 Filed 3-07-06; 8:45 am]
BILLING CODE 4910-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-6 (Sub-No. 433X)]

BNSF Railway Company— Abandonment Exemption—in Clay and Norman Counties, MN

BNSF Railway Company (BNSF) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments* to abandon a 5.40-mile line of railroad between BNSF's milepost 15.60, near Georgetown in Clay County, MN, and milepost 21.00, near Perley in Norman County, MN. The line traverses United States Postal Service Zip Codes 56546 and 56574.

BNSF has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements of 49 CFR 1105.7 (environment report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on April 7, 2006, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹

formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by March 20, 2006. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by March 28, 2006, with: Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to BNSF's representative: Sidney L. Strickland, Jr., 3050 K Street, NW., Suite 101, Washington, DC 20007.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

BNSF has filed environmental and historic reports which address the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by March 13, 2006. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 565-1539. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), BNSF shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by BNSF's filing of a notice of consummation by March 8, 2007, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: March 1, 2006.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. E6-3187 Filed 3-7-06; 8:45 am]

BILLING CODE 4915-01-P

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each OFA must be accompanied by the filing fee, which currently is set at \$1,200. See 49 CFR 1002.2(f)(25).

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

March 2, 2006.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before April 7, 2006 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545-0387.

Type of Review: Extension.

Title: Application for Filing Information Returns Magnetically/Electronically.

Form: IRS Form 4419.

Description: Under section 6011(e)(2) (a) of the Internal Revenue Code, any person, including corporations, partnerships, individuals, estates and trusts, who is required to file 250 or more information returns must file such returns magnetically/electronically. Payers required to file on magnetic media or electronically must complete Form 4419 to receive authorization to file.

Respondents: Business or other for-profit; Not-for-profit institutions; Federal Government; State, local or tribal government.

Estimated Total Burden Hours: 6,500 hours.

OMB Number: 1545-0973.

Type of Review: Extension.

Title: Geographic Availability Statement.

Form: IRS Form 8569.

Description: The data collected from this form is used by the executive panels responsible for screening internal and external applicants for the SES Candidate Development Program, and other executive positions.

Respondents: Individuals or households; Federal Government.

Estimated Total Burden Hours: 84 hours.

OMB Number: 1545-1049.

Type of Review: Extension.

Title: IA-7-88 (Final) Excise Tax Relating to Gain or Other Income