

SUMMARY: The Maritime Administration (MARAD) announces the final public hearing for the ST LNG Deepwater Port Development Project (ST LNG) Deepwater Port license application for the export of liquefied natural gas (LNG) from the United States to nations abroad. The ST LNG Deepwater Port license application describes a project located approximately 10.4 nautical miles (19.2 kilometers) offshore Matagorda, Texas. When fully realized, the project would involve four 2.1 million tonnes per annum (MTPA) liquefaction systems installed in the Brazos Outer Continental Shelf Lease Block 476 (BA-476), in approximately 65 to 72 feet of water. MARAD encourages public participation during the final public hearing and is providing information on how to participate at the final public hearing.

DATES: MARAD will hold a final public hearing in connection with the ST LNG Application. It will be held on August 12, 2026, at the Bay City Civic Center, 201 7th Street, Bay City, Texas 77414, from 6:00 p.m. to 8:00 p.m. Central Daylight Time (CDT). The final public hearing will be preceded by an informational open house from 5:00 p.m. to 6:00 p.m. CDT. The public hearing may end later than the stated time, depending on the number of persons who wish to make a comment on the record.

ADDRESSES: The final public hearing will be held on August 12, 2026, at the Bay City Civic Center, 201 7th Street, Bay City, Texas 77414.

FOR FURTHER INFORMATION CONTACT: Mr. Brian Barton, Maritime Administration, telephone 202-366-0302, email: Deepwater.Ports@dot.gov.

SUPPLEMENTARY INFORMATION:

Final Public Hearing

MARAD encourages the public to attend the informational open house and public hearing for the ST LNG Deepwater Port license application. Speakers at the public hearing will be recognized in the following order: elected officials, public agencies, individuals, or groups in the sign-up order, and then anyone else who wishes to speak.

In order to allow everyone a chance to speak at the public hearing, MARAD may limit speaker time, extend the hearing hours, or both. Speakers must identify themselves, and any organization they represent, by name. All remarks will be recorded and transcribed for inclusion in the public docket.

Commenters may submit written material at the hearing either in place of,

or in addition to, speaking. Written material should include the commenter's name and address and will be included in the public docket and made available to the public on the Federal Docket Management System (FDMS) website at www.regulations.gov.

If you plan to participate in the public hearing and need special assistance such as sign language interpretation, non-English language translator services or other reasonable accommodation, please notify MARAD (*see FOR FURTHER INFORMATION CONTACT*) at least seven business days in advance of the public hearing. Include your contact information as well as information about your specific needs.

Comments During the Hearing

MARAD encourages comments on the proposed ST LNG Deepwater Port license application, verbally or in writing during the final public hearing. Comments may be used to inform MARAD's Record of Decision for the ST LNG Deepwater Port license application. MARAD encourages participants to review the applicant's information online on the FDMS website at www.regulations.gov under DOT Docket Number MARAD-2025-0096. The application, all comments, and associated documentation will be found on the docket.

Privacy Act: Anyone can search the electronic form of all comments received into the FDMS by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.).

Summary of the Application

The application proposes the ownership, construction, operation, and eventual decommissioning of the ST LNG deepwater port terminal to be located approximately 10.4 nautical miles (19.2 kilometers) offshore Matagorda, Texas. When fully realized, the project would involve four 2.1 million tonnes per annum (MTPA) liquefaction systems installed in the Brazos Outer Continental Shelf Lease Block 476 (BA-476), in approximately 65 to 72 feet of water. The proposed ST LNG deepwater port would export LNG up to 8.4 MTPA.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2026-14960 Filed 7-23-26; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2025-0096]

Deepwater Port License Application: ST LNG Deepwater Port Development Project—Final Environmental Impact Statement

AGENCY: Maritime Administration, U.S. Department of Transportation.

ACTION: Notice of availability; final environmental impact statement.

SUMMARY: The Maritime Administration (MARAD) announces the availability of the Final Environmental Impact Statement (FEIS) for the ST LNG Deepwater Port Development Project (ST LNG) Deepwater Port license application for the export of liquefied natural gas (LNG) from the United States to Free-Trade Agreement (FTA) and non-FTA countries. The ST LNG Deepwater Port license application describes a project located approximately 10.4 nautical miles (19.2 kilometers) offshore Matagorda, Texas, in approximately 65 to 72 feet of water. The FEIS analyzes the potential environmental impacts of the proposed project and reasonable alternatives, including the no action alternative. The FEIS will inform MARAD's decision to approve, approve with conditions, or disapprove the ST LNG Deepwater Port license application.

ADDRESSES: The FEIS and detailed information about the Project can be found on the Federal Docket Management System (FDMS) website at <https://www.regulations.gov> under DOT Docket Number MARAD-2025-0096.

FOR FURTHER INFORMATION CONTACT: Mr. Brian S. Barton, Maritime Administration, telephone 202-366-0302, email: Deepwater.Ports@dot.gov.

SUPPLEMENTARY INFORMATION:

Proposed Action

ST LNG, LLC (Applicant) proposes the ownership, construction, operation, and eventual decommissioning of the ST LNG deepwater port terminal capable of exporting LNG up to 8.4 million tonnes per annum (MTPA). LNG would be loaded onto standard LNG carriers with cargo capacities between 125,000 and 180,000 cubic meters (m3) (average expected size is 146,000 m3) for the export of LNG, including to Free Trade Agreement (FTA) and non-FTA nations.

A Notice of Application that summarized the ST LNG Deepwater Port License Application was published in the **Federal Register** for public comment

on July 7, 2025 (90 FR 29930). A Notice of Intent to Prepare an Environmental Impact Statement (EIS) and a Notice of Public Scoping Meeting was published in the **Federal Register** for public comment on July 15, 2025 (90 FR 31741). A Notice of Availability for the DEIS and Notice of Public Meeting was published in the **Federal Register** for public comment on April 17, 2026 (91 FR 20776). This Notice of Availability incorporates the aforementioned **Federal Register** notices by reference.

Substantive comments received from the public were considered and incorporated, as appropriate, into the FEIS. Public comments generally resulted in the addition of clarifications and analysis, but comments did not identify substantial new circumstances or information relevant to environmental concerns that have a bearing on the proposed action or its impacts. All substantive comments received, along with MARAD's responses and considerations, are available on the public docket at MARAD-2025-0096. The public will have an opportunity to provide comments on the ST LNG Deepwater Port Application at the final public hearing, announced via separate notice.

Availability of the FEIS

The FEIS and detailed information about the Project can be found on the FDMS website at <https://www.regulations.gov> under DOT Docket Number MARAD-2025-0096.

Cooperating Agencies

The following Federal agencies participated as cooperating agencies under the National Environmental Policy Act (NEPA) in the preparation of the FEIS: The Bureau of Safety and Environmental Enforcement, U.S. Environmental Protection Agency, Department of Energy, National Marine Fisheries Service, U.S. Army Corps of Engineers, and U.S. Coast Guard.

(Authority: 33 U.S.C. 1501, *et seq.*; 49 CFR 1.93(h).)

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.

Secretary, Maritime Administration.

[FR Doc. 2026-14963 Filed 7-23-26; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-1553]

Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of a petition to open a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition, DP25-002, submitted by Mr. Kevin Clouse to the Administrator of NHTSA (the "Agency") by a letter dated November 7, 2025, under 49 U.S.C. 30162 and 49 CFR part 552. The Petition requests that the Agency initiate a safety defect investigation into allegations that "the emergency egress controls for the mechanical door release are not readily accessible and clearly identifiable" and "as a result fail to comply with Federal Motor Vehicle Standard (FMVSS) 206 in the Model Year (MY) 2022 Tesla Model 3 (the "subject vehicles"). After conducting a technical review of (1) consumer complaints submitted by the petitioner; (2) consumer complaint information in NHTSA's databases; and (3) other relevant information in possession of the agency, NHTSA's Office of Defect Investigations (ODI) concluded that it is unlikely that additional investigation would result in finding that a defect related to motor vehicle safety exists, and the issue is best addressed through the rulemaking process. As a result, no further investigation of the issue raised by the Petition is warranted, and the agency has accordingly denied the Petition.

FOR FURTHER INFORMATION CONTACT: Mrs. Ayesha Huertas Torres, Vehicle Defect Division A, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 771-201-1918. Email: ayesha.huertastorres@dot.gov.

SUPPLEMENTARY INFORMATION:

1. Introduction

Any interested person may petition NHTSA to request that the agency initiate an investigation to determine whether a motor vehicle or item of replacement equipment complies with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. 30162(a)(2); 49 CFR 552.3. Upon receipt of a properly filed petition, the agency conducts a technical review of the petition, material submitted with the petition, and any additional

information. 49 CFR 552.6. The technical review may consist solely of a review of information already in the possession of the agency or it may include the collection of information from the motor vehicle manufacturer and/or other sources. *Id.* After conducting the technical review and considering appropriate factors, which may include, but are not limited to, the nature of the complaint, allocation of agency resources, agency priorities, the likelihood of uncovering sufficient evidence to establish the existence of a defect and the likelihood of success in any necessary enforcement litigation, the agency will grant or deny the petition. *See* 49 U.S.C. 30162(a)(2); 49 CFR 552.8.

2. Defect Petition Summary

In a letter dated November 7, 2025, Mr. Kevin Clouse (the Petitioner) requested that NHTSA "open a safety defect investigation into the emergency mechanical door release design" in the MY 2022 Tesla Model 3 vehicles as the design "fails to comply with FMVSS 206 requiring emergency egress controls to be readily accessible and clearly identifiable." Mr. Clouse supported his request with details regarding his own experience during an emergency event.

The Petitioner stated that following a head-on collision, the MY 2022 Tesla Model 3 suffered a total loss of electrical power and caught fire. Due to the loss of power, the electric door handles became inoperative. The Petitioner stated he was unable to locate the mechanical door handle, forcing him to climb into the back seat and exit the vehicle through a rear passenger window. The Petitioner further stated that the mechanical emergency door release in his 2022 MY Tesla Model 3 is not accessible and clearly identifiable and thus fails to comply with FMVSS 206. NHTSA has based its decision on a review of the material cited by the Petitioner, pertinent information in NHTSA's databases, and other relevant information in possession of the agency.

3. Office of Defects Investigation Analysis

A vehicle equipped with electric door handles without an accessible mechanical door release creates a risk to safety when the electric door handle becomes inoperative due to loss of power and occupants are unable to locate the mechanical door release to exit the vehicle in case of an emergency. A concealed or hard to locate door release could prevent an operator or occupant from exiting the vehicle in the event of an emergency, such as a crash or fire. The potential risk for entrapment