Dated: July 10, 1998.

Paul J. Pluta,

Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.

[FR Doc. 98–20697 Filed 8–3–98; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–4080]

Notice of Receipt of Petition for Decision That Nonconforming 1976 Triumph Bonneville Motorcycles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1976 Triumph Bonneville motorcycles are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1976 Triumph Bonneville motorcycles that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is September 3, 1998.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL –401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 10 am to 5 pm].

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

J.K. Motors, Inc. of Kingsville, Maryland (''J.K.'') (Registered Importer 90–006) has petitioned NHTSA to decide whether a 1976 Triumph Bonneville motorcycle is eligible for importation into the United States. The vehicle that J.K. believes is substantially similar is the 1976 Triumph Bonneville that was manufactured for importation into, and sale in, the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1976 Triumph Bonneville motorcycle to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that the non-U.S. certified 1976 Triumph Bonneville motorcycle, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1976 Triumph Bonneville is identical to its U.S. certified counterpart with respect to compliance with Standard Nos. 106 *Brake Hoses,* 111 *Rearview Mirrors,* 116 *Brake Fluid,* 119 *New Pneumatic Tires for Vehicles other than Passenger Cars,* 120 *Tire Selection and Rims for Vehicles other than Passenger Cars,* 122 *Motorcycle Brake Systems, 123 Motorcycle Controls and Displays,* and 205 *Glazing Materials.*

The petitioner also states that vehicle identification number plates meeting the requirements of 49 CFR part 565 are already affixed to non-U.S. certified 1976 Triumph Bonneville motorcycles.

Petitioner also contends that the vehicles are capable of being readily altered to meet the following standard, in the manner indicated:

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment:* (a) installation of U.S.-model headlamps and front sidemarker lights; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarker lights.

Comments should refer to the docket number and be submitted to: Docket Management, Room PL–401, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

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.

Issued on: July 29, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 98–20687 Filed 8–3–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–4079]

Final Decision That Certain Nonconforming Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Final decision that certain nonconforming vehicles are eligible for importation.

SUMMARY: This document announces a final decision by the Administrator of the National Highway Traffic Safety Administration (NHTSA) that certain motor vehicles that are certified by their manufacturers as complying with Canadian Motor Vehicle Safety Standard No. 208, *Occupant Restraint Systems,* but do not comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, *Occupant Crash Protection,* are nevertheless eligible for

importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturers as complying with the safety standards, and (2) they are capable of being readily altered to conform to FMVSS No. 208.

DATES: This decision is effective August 4, 1998.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards (FMVSS) shall be refused admission into the United States unless NHTSA has decided, either pursuant to a petition from the manufacturer or registered importer or on its own initiative, that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

On May 10, 1996, NHTSA published a notice in the **Federal Register** at 61 FR 21531, under Docket No. 98–39; Notice 1, announcing that the agency had made a tentative decision that certain motor vehicles that were certified by their manufacturers as complying with Canadian Motor Vehicle Safety Standard No. 208, *Occupant Restraint Systems,* but that do not comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, *Occupant Crash Protection,* are eligible for importation into the United States. In an annex to the notice of tentative decision, these vehicles were identified as the following passenger cars:

1994 and 1995 Chrysler LeBaron
1994 and 1995 Dodge Spirit
1994 and 1995 Dodge Shadow
1994 and 1995 Dodge Viper
1994 and 1995 Plymouth Acclaim
1994 and 1995 Plymouth Sundance
1995 Mazda Protégé.

The reader is referred to that notice for a full discussion of the factors leading to the tentative decision.

In accordance with 49 U.S.C. 301412(b), the notice solicited public comments on the tentative decision that NHTSA had made. Four comments were submitted in response to the notice of tentative decision. The first of these was submitted by Volkswagen of America, Inc. (''Volkswagen''), on its own behalf, as well as that of Volkswagen AG and Audi AG. In its comment, Volkswagen noted that it did not manufacture any of the vehicles that were the subject of the tentative decision, but construed the notice of that decision as soliciting general comments on the issue of whether NHTSA should decide that vehicles certified to Canadian standards that lack automatic restraint systems required by FMVSS No. 208 are eligible for importation into the United States. Volkswagen expressed the belief that the agency should make no general decision in this regard, but instead address the issue on a case by case basis, in its processing of import eligibility petitions submitted by registered importers. Volkswagen stated that in the case of its own carlines, Canadian certified vehicles equipped with driver and passenger air bags incorporate a system that complies with FMVSS No. 208. Volkswagen observed, however, that if the U.S. version of the vehicle is equipped with motorized or non-motorized automatic seat belts, modifications must be performed on the Canadian counterpart that include structural and electric system changes and, in some cases, seat track modifications, depending on the vehicle's model year and date of production.

The second comment was submitted by Mazda (North America), Inc. (''Mazda''), which manufactured one of the vehicles to which the tentative decision relates—the 1995 Mazda Protégé. In its comment, Mazda noted that it marketed two versions of the 1995 Protégé in Canada, only one of which was equipped with an air bag system. Mazda stated that the air bags, seat belts, and steering shafts on these vehicles have specifications that differ from those on U.S.-certified models, and that it has never tested either version to the requirements of FMVSS No. 208. Mazda noted that it also marketed in Canada a 1995 Protégé S model, which it characterized as not complying with FMVSS No. 208 and incapable of being modified to comply with this standard. Mazda stated that any such modifications would be ''extensive, complicated, and invasive, and cannot be reliably or effectively performed.''

The remaining two comments, from Norman G. Jensen, Inc. of Alexandria Bay, New York, and Laurek International of Clayton, New York, did not provide any information with respect to whether Canadian-certified vehicles that do not comply with FMVSS No. 208 are capable of being readily altered to conform to that standard.

With respect to the issues raised by Volkswagen and Mazda concerning the extent of the modifications that are necessary to conform some Canadian-certified vehicles to FMVSS No. 208, NHTSA observes that over the years since an automatic restraint requirement has been part of that standard, the agency has received, and granted, a number of petitions from registered importers seeking import eligibility decisions on vehicles requiring the installation or replacement of automatic restraint systems to comply with FMVSS No. 208. See, e.g., import eligibility decisions at 61 FR 9004 (March 6, 1996) and 61 FR 6887 (February 22, 1996). These petitions were granted on the basis of information demonstrating that automatic restraints could be installed in the subject vehicles without the need for significant structural modifications. As a result, the agency found those vehicles capable of being readily altered to conform to the standards, and therefore eligible for importation under the criteria specified in 49 U.S.C. 30141(a)(1)(A). Based on this experience, the agency has concluded that notwithstanding Volkswagen's and Mazda's comments, the vehicles subject to the tentative decision are eligible for importation into the United States. NHTSA notes that the 1995 Protégé S, which Mazda states is incapable of being modified to comply with FMVSS No. 208, is a model distinct from the ''1995 Mazda Protégé'' that is covered by this decision.

Final Decision

Accordingly, the Administrator of NHTSA hereby decides that each of the passenger cars listed in the annex to this notice is substantially similar to a passenger car originally manufactured for sale in the United States, certified under 49 U.S.C. 30115, and of the same model year, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Vehicle Eligibility Number

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. All passenger cars listed in the annex to this notice are eligible for entry into the United States under Vehicle Eligibility No. VSA–80.

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

Issued July 30, 1998.

Ricardo Martinez,

Administrator.

Annex—Vehicles Covered by Final Decision

The following passenger cars, certified by their original manufacturer as complying with all applicable Canadian Motor Vehicle Safety Standards:

1994 and 1995 Chrysler LeBaron
1994 and 1995 Dodge Spirit
1994 and 1995 Dodge Shadow
1994 and 1995 Dodge Viper
1994 and 1995 Plymouth Acclaim
1994 and 1995 Plymouth Sundance
1995 Mazda Protégé

[FR Doc. 98–20759 Filed 8–3–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33635]

Bellingham International Railroad LLC—Acquisition and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

Bellingham International Railroad LLC (BIR) a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to acquire the exclusive rail freight easement and all track, track materials, and related structures and facilities from The Burlington Northern and Santa Fe Railway Company (BNSF) and to operate 2.0 miles of rail line between milepost 2.98 and milepost 4.98 in Bellingham, Washington.[1]

The transaction was expected to be consummated on or shortly after July 22, 1998.

If the verified notice contains false or misleading information, the exemption is void *ab initio.* Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transactions.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33635, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Karl Morell, Esq., BALL JANIK LLP, 1455 F Street, NW., Suite 225, Washington, DC 20005.

[1] BIR certifies that the projected revenues will not exceed those that would qualify it as a Class III rail carrier and its revenues are not projected to exceed $5 million.

Board decisions and notices are available on our website at ''WWW.STB.DOT.GOV.''

Decided: July 27, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98–20790 Filed 8–3–98; 8:45 am]

BILLING CODE 4915–00–M

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

July 21, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Pub. L.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 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before September 3, 1998 to be assured of consideration.

Bureau of the Public Debt (PD)

OMB Number: 1535–0082.
Form Number: PD F 5237.
Type of Review: Extension.
Title: Subscription for Purchase of U.S. Treasury Securities State and Local Government Series One-Day Certificates of Indebtedness.
Description: PD F 5237 is used to collect information from State and Local Government entities wishing to purchase Treasury Securities.
Respondents: State, Local or Tribal Governments.
Estimated Number of Respondents: 300.
Estimated Burden Hours Per Respondent: 8 minutes.
Frequency of Response: On occasion.
Estimated Total Reporting Burden Hours: 39 hours.

OMB Number: 1535–0083.
Form Number: PD F 5238.
Type of Review: Extension.
Title: Request for Redemption of U.S. Treasury Securities—State and Local Government Series One-Day Certificates of Indebtedness.
Description: PD F 5238 is used to collect information from State and Local Government entities to process redemptions of U.S. Treasury Securities.
Respondents: State, Local or Tribal Government.
Estimated Number of Respondents: 300.
Estimated Burden Hours Per Respondent: 3 minutes.
Frequency of Response: On occasion.
Estimated Total Reporting Burden Hours: 15 hours.

OMB Number: 1535–0097.
Form Number: PD Fs 4087, 4087–1, 4087–3 and 5380.
Type of Review: Extension.
Title: Bond of Indemnity and Detached Coupon Statement.
Description: The information is requested to support claims for relief on account of lost, stolen, or destroyed securities or coupons.
Respondents: Individuals or households, Business or other for-profit, Not-for-profit institutions, State, Local or Tribal Government.
Estimated Number of Respondents: 5,500.
Estimated Burden Hours Per Respondent: 10 minutes.
Frequency of Response: On occasion.
Estimated Total Reporting Burden Hours: 1,333 hours.

OMB Number: 1535–0112.
Form Number: PD F 5395.
Type of Review: Extension.
Title: Treasury Securities Commercial Tender Form.
Description: The information is requested to process the tenders and to ensure compliance with regulations.
Respondents: Individuals or households, Business or other for-profit, Not-for-profit institutions.
Estimated Number of Respondents: 1,500.
Estimated Burden Hours Per Respondent: 15 minutes.
Frequency of Response: On occasion.
Estimated Total Reporting Burden Hours: 375 hours.

OMB Number: 1535–0117.
Form Number: PD F 1010.
Type of Review: Extension.
Title: Resolution by Governing Body of an Organization Authorizing Assignment and Disposition of Specified Securities Owned in its Own Right or in a Fiduciary Capacity.
Description: PD F 1010 is completed by an official of an organization that is designated to act on behalf of the organization.
Respondents: Business or other for-profit.
Estimated Number of Respondents: 25.
Estimated Burden Hours Per Respondent: 10 minutes.
Frequency of Response: On occasion.
Estimated Total Reporting Burden Hours: 4 hours.