

Request for comments

The Coast Guard encourages interested persons to participate by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this specific Notice of Meeting (CGD01-97-079) and the specific issue to which each comment applies, and give reasons for each comment. The Coast Guard requests that all comments and attachments be submitted in an 8½"×11" unbound format suitable for copying and electronic filing. If this is not practical, a second copy of any bound material is requested. Persons desiring acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

The Coast Guard has scheduled a public meeting on December 4, 1997, at 9 a.m., to receive oral presentations. The public meeting will be held in the Function Room on the first floor of Building 1, at the Coast Guard Integrated Support Command, 427 Commercial St., Boston, MA.

Background

Barges carrying oil or hazardous materials in bulk are periodically anchored in the waters of the COTP Boston zone without an attending tugboat. Depending on the weather and anchor holding conditions, a tank barge is vulnerable to grounding in the event that its anchor begins to drag or the anchor chain breaks. Early detection of a failed or dragging anchor and the quick response of a tugboat are essential in preventing barges from grounding.

This Notice of Meeting is intended to address these concerns about public safety and the environment associated with this practice of leaving anchored barges unattended.

Agenda of Meeting

Currently, there is no federal regulation that requires barges carrying oil or hazardous materials in bulk to be manned while left unattended at anchor. The Coast Guard seeks comments on methods and practices currently used for determining the position of a barge and providing tug assistance. Additionally, the Coast Guard seeks comments on means of improving current safety practices including the use of new technologies, manning requirements, and tug assistance.

Procedural

All sessions are open to the public. At the Chairperson's discretion, members of the public may make oral presentations during the meeting.

Persons wishing to make oral presentations at the meeting should notify LT Michael H. Day no later than November 20, 1997. Written material for distribution at the meeting should reach the COTP Boston no later than November 20, 1997. If a person submitting material would like copies distributed in advance of the meeting, that person should submit 25 copies to the COTP Boston no later than November 20, 1997.

Information on Services for the Handicapped

For information on facilities or services for the handicapped or to request special assistance at the meeting, contact COTP Boston as soon as possible.

Dated: September 30, 1997.

J.L. Grenier,

Captain of the Port, Boston.

[FR Doc. 97-28288 Filed 10-23-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Nos. 97-048; Notice 2 97-051; Notice 2 97-052; Notice 2 97-053; Notice 2]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

SUMMARY: This notice announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and/or sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

DATES: These decisions are effective October 24, 1997.

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**.

NHTSA received petitions from registered importers to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions. No comments were received in response to these notices. Based on its review of the information submitted by the petitioners, NHTSA has decided to grant the petitions.

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. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all

applicable Federal motor vehicle safety standards, is substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States, and certified under 49 U.S.C. 30115, as specified in Annex A, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: October 20, 1997.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

Annex—A—Nonconforming Motor Vehicles Decided To Be Eligible For Importation

1. Docket No. 97-048
Nonconforming Vehicles: 1990-1994, 1996, and 1997 Saab 900 SE
Substantially similar U.S.-certified vehicles: 1990-1994, 1996, and 1997 Saab 900 SE
Notice of Petition published at: 62 FR 42157 (August 5, 1997)
Vehicle Eligibility Number: VSP-219
2. Docket No. 97-051
Nonconforming Vehicles: 1987-1997 Kawasaki ZX400 Motorcycles
Substantially similar U.S.-certified vehicles: 1987-1997 Kawasaki ZX600 Motorcycles
Notice of Petition published at: 62 FR 43425 (August 13, 1997)
Vehicle Eligibility Number: VSP-222
3. Docket No. 97-052
Nonconforming Vehicles: 1996-1997 Ducati 748 Biposto Motorcycles
Substantially similar U.S.-certified vehicles: 1996-1997 Ducati 916 Biposto Motorcycles
Notice of Petition published at: 62 FR 43770 (August 15, 1997)
Vehicle Eligibility Number: VSP-220
4. Docket No. 97-053
Nonconforming Vehicles: 1992, 1994-1997 BMW 750iL
Substantially similar U.S.-certified vehicles: 1992, 1994-1997 BMW 750iL
Notice of Petition published at: 62 FR 43771 (August 15, 1997)
Vehicle Eligibility Number: VSP-221.

[FR Doc. 97-28279 Filed 10-23-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Modification of a Previously Approved Antitheft Device; Saab

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

ACTION: Grant of petition for modification of a previously approved antitheft device.

SUMMARY: On June 20, 1997, Saab Cars, USA, Inc. (Saab) filed a petition with the National Highway Traffic Safety Administration (NHTSA) asking for a second modification to an agency-approved exemption from the vehicle theft prevention standard for its 900 car line. NHTSA is granting Saab's petition for modification of its exemption from the parts-marking requirements of the vehicle theft prevention standard for its model year (MY) 1999 900 car line because it has determined, based on substantial evidence, that the antitheft device described in Saab's petition to be placed on the car line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements.

DATES: The exemption granted by this notice is effective at the beginning of the 1999 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, S.W., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2739.

SUPPLEMENTARY INFORMATION: On July 26, 1993, NHTSA published in the **Federal Register** a notice granting a petition from Saab for an exemption from the parts marking requirements of the vehicle theft prevention standard for the Saab 900 car line beginning with MY 1994 (See 58 FR 39853). By letters dated September 8 and 12, 1994, Saab petitioned for the first modification to its device. The agency determined that the proposed changes made on Saab 900's antitheft device for MY 1995 were de minimis changes and did not require it to submit a petition to modify its exemption pursuant to 49 CFR Part 543.9(c)(2).

On June 20, 1997, Saab submitted a second petition for modification of its previously approved antitheft system for MY 1999. According to the petition, Saab will begin MY 1999 production of the 900 car line in February 1998. This notice responds to that petition.

Saab's submission is a complete petition, as required by 49 CFR Part 543.9(d), in that it meets the general requirements contained in 49 CFR Part 543.5 and the specific content requirements of 49 CFR Part 543.6. Saab's petition also provided a detailed description of the identity, design and location of the components of the antitheft system, including diagrams of

the components and their location in the vehicle beginning with the 1999 model year. On August 20, 1997, the agency contacted Saab by telephone and obtained additional information which clarified the nature of the changes to its antitheft system for the 900 car line for MY 1999.

In its MY 1999 petition, Saab stated that for its MY 1999 car line, the driver/operator will be able to arm the system, activate the central-locking feature and monitor the protected areas of the vehicle from unauthorized tampering either by using the remote transmitter or locking the driver's or passenger's door with the correct ignition key. This is a change from the previously approved system, in which only the remote transmitter had the capability to arm and disarm the system and only the ignition key could activate the central-locking feature.

In addition, Saab stated that for MY 1999, the remote transmitter will not arm or disarm the starter immobilization feature of the system. The only way to activate and deactivate that feature will be by using the correct ignition key containing a radio signal transponder. In the previously approved system, the starter immobilization feature as well as the ignition and fuel immobilization features could be armed and disarmed by using the remote transmitter.

The petition also states that the MY 1999 Saab 900 car line will incorporate a battery backup for the alarm siren, "free wheeling" door lock cylinders, a tilt sensor which will detect possible theft of the vehicle by means of a flatbed or tow truck removal, and a panic function feature.

Saab also stated that for MY 1999, the electronic components in the 900 car line will use more advanced technology between various vehicle systems, including but not limited to the engine management system and the on-board diagnostic requirements. Beginning with MY 1999, the 900 car line will incorporate a new advanced communications architecture, "CAN-BUS". The "CAN-BUS" architecture will improve the speed and reliability of the electronic communications between vehicle systems, and allow improvements in the standard antitheft system.

However, Saab noted that the use of the "CAN-BUS" architecture means that it will not be able to use the fuel and ignition immobilization features of its antitheft system in all of the vehicles for the 900 car line in the 1999 model year. These features will be present only in those vehicles that are equipped with a turbo-charged engine; they will not be present in the vehicles with the 2.3 liter