

*Transmission Shift Lever Sequence* \* \* \*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic and Electric Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 114 *Theft Protection*, 116 *Motor Vehicle Brake Fluids*, 118 *Power Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 203 *Impact Protection for the Driver from the Steering Control Panel*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified 1998 Chrysler Grand Voyager multipurpose passenger vehicles comply with the Vehicle Identification Number plate requirement of 49 CFR part 565 and the Bumper Standard found in 49 CFR part 581. Petitioner also states that the non-U.S. certified 1998 Chrysler Grand Voyager multipurpose passenger vehicles are not covered by the Theft Prevention Standard of 49 CFR part 541.

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

Standard No. 101 *Controls and Displays*: Add brake warning indicator label, if necessary.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: Installation of headlight and taillight assemblies with sidemarker lights.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 111 *Rearview Mirror*: Etch required warning on passenger side mirror glass.

Standard No. 208 *Occupant Crash Protection*: Installation of audible safety belt warning system for the driver side and, if necessary, replacement of air bag systems and knee bolsters with U.S. versions.

The petitioner also states that a certification label must be affixed to the driver's side door jamb to meet the requirements of 49 CFR part 567.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC

20590. (Docket hours are from 9 am to 5 pm). 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: November 14, 2001.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 01-28831 Filed 11-16-01; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Saint Lawrence Seaway Development Corporation

#### Advisory Board; Notice of Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC), to be held at 9 AM on Wednesday, December 5, 2001, at the Sheraton West Palm Beach Hotel, 630 Clearwater Park Road, West Palm Beach, Florida. The agenda for this meeting will be as follows: Opening Remarks; Consideration of Minutes of Past Meeting; Review of Programs; New Business; and Closing Remarks.

Attendance at meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact not later than November 30, 2001, Marc C. Owen, Advisory Board Liaison, Saint Lawrence Seaway Development Corporation, 400 Seventh Street, SW., Washington, DC 20590; 202-366-6823.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued at Washington, DC on November 14, 2001.

**Marc C. Owen,**

*Chief Counsel.*

[FR Doc. 01-28850 Filed 11-16-01; 8:45 am]

**BILLING CODE 4910-61-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34112]

#### Cape May Seashore Lines, Inc.— Modified Rail Certificate

On October 22, 2001, Cape May Seashore Lines, Inc. (CMSL), a noncarrier, filed an application<sup>1</sup> for a modified certificate of public convenience and necessity under 49 CFR 1150, subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate approximately 28.94 miles of rail line on the Cape May Branch between milepost 51.87 at Tuckahoe, NJ, and milepost 80.0 at Cape May City, NJ, and on the Cape May Point Branch between milepost 0.0 at Cape May City and milepost 2.6 at Cape May Point. Consolidated Rail Corporation (Conrail) owned and operated the line until September 15, 1978, when it was sold to the Commuter Operating Agency of the New Jersey Department of Transportation pursuant to sections 206(c)(1)(D) and 206(d)(5)(C) of the Regional Rail Reorganization Act of 1973, as amended, 45 U.S.C. 701 *et seq.* It is CMSL's understanding that Conrail continued to provide freight service over the line until June 10, 1983, when Conrail obtained authority from the former Interstate Commerce Commission to terminate operations over the line.<sup>2</sup>

CMSL also states that after Conrail terminated its operations, The Shore Fast Line, Inc.,<sup>3</sup> a Class III short line railroad, provided freight service on the line. This carrier was subsequently replaced by the Southern Railroad of New Jersey.

On May 21, 1999, CMSL entered into a long term lease agreement with the New Jersey Transit Authority (NJTA), successor to the New Jersey DOT's Commuter Operating Agency, to provide excursion passenger service on the line. This agreement was modified on May 22, 2001, to give CMSL the sole and exclusive right to operate both excursion passenger and common carrier freight service. The initial term

<sup>1</sup> CMSL concurrently filed redacted and unredacted versions of its application, along with a request for a protective order. A protective order limiting access to and use of applicant's confidential information contained in its unredacted filing was served on November 2, 2001.

<sup>2</sup> See *Conrail Abandonment in Cape May County, NJ*, Docket No. AB-167 (Sub-No. 478) (ICC served July 1, 1983).

<sup>3</sup> See generally, *Better Materials Corporation and J.C. McHugh-Control Exemption-The Shore Fast Line, Inc., and The Shore Fast Line, Inc.-Operation and Commodities Clause Exemption*, Finance Docket No. 30156 *et al.*, (ICC served May 3, 1983).

of the lease between CMSL and NJT is for approximately 30 years, from May 21, 1999, to July 31, 2029.

The line connects with the Conrail Shared Assets Operation at milepost 51.87 at Tuckahoe, NJ, providing customers with access to both CSX Transportation, Inc. and Norfolk Southern Railroad Company. CMSL will initially provide freight service over the line on an as-needed basis, and will expand this service as conditions warrant.

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities and Political Subdivision*, Finance Docket No. 28990F (ICC served July 16, 1981).

CMSL indicates that no subsidy is involved, that there are no preconditions for shippers to meet in order to receive rail service, and that it has obtained liability insurance coverage.

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F Street NW, Washington, DC 20001; and on the American Short Line and Regional Railroad Association: American Short Line and Regional Railroad Association, 1120 G Street NW, Suite 520, Washington, DC 20005.

Decided: November 7, 2001.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. 01-28658 Filed 11-16-01; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33407]

#### Dakota, Minnesota & Eastern Railroad Corporation Construction Into the Powder River Basin

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of availability of final environmental impact statement.

**SUMMARY:** The Dakota, Minnesota & Eastern Railroad Corporation (DM&E) filed an application in 1998 with the Surface Transportation Board (Board) for authority to construct and operate new rail line facilities in east-central Wyoming, southwest South Dakota, and

south-central Minnesota. This project, known as the Powder River Basin (PRB) Expansion Project, would involve construction of approximately 280 miles of new rail line to extend DM&E's existing rail line from Wall, South Dakota west to coal mines in Wyoming's Powder River Basin. Reconstruction of another approximately 600 miles of DM&E's existing rail would allow operation of unit coal trains along the new and reconstructed route.

In addition to the Board's authorization, the project would require actions by five other Federal agencies: the U.S. Department of Agriculture Forest Service; the U.S. Department of Interior Bureaus of Land Management and Reclamation; the U.S. Army Corps of Engineers; and the U.S. Coast Guard. In conducting the necessary environmental review, the Board's Section of Environmental Analysis (SEA), in cooperation with these five Federal agencies, published a Draft Environmental Impact Statement (Draft EIS) on September 27, 2001. This was followed by a 152-day comment period and 12 public meetings, which produced more than 8,600 comments on the Draft EIS. As required by the National Environmental Policy Act (NEPA), SEA has reviewed and evaluated all comments, prepared responses, and undertaken additional research and analysis, as appropriate.

The Final EIS reflects SEA's independent analysis and incorporates input from agencies, elected officials, Tribes, communities, organizations, businesses, and members of the public. In addition to presenting the results of SEA's additional analysis, and responses to Draft EIS comments, the Final EIS includes SEA's final recommendations to the Board for mitigating, to the extent possible, the potentially significant adverse environmental impacts associated with the proposed project, if the Board decides to give final approval to DM&E's proposal. The Final EIS recommends far-reaching and extensive environmental mitigation—147 conditions in all. The Final EIS also contains information on the anticipated cost of SEA's recommended environmental mitigation and the mitigation that may be required by the five cooperating agencies.

On December 10, 1998, the Board issued a decision finding that DM&E's application satisfies the transportation-related requirements of 49 U.S.C. 10901. The Board made it clear that it would issue a subsequent decision on the entire proposed project after completion of the environmental review process required by NEPA.

Issuance of this Final EIS terminates the Board's environmental review process. SEA has determined that neither a supplement to the Draft EIS nor an additional comment period on this Final EIS is warranted. The Board will now issue a final decision, based on the entire environmental record, including public comments, the Draft EIS, the Final EIS, and SEA's recommended environmental mitigation. In its final decision, the Board will grant, deny, or grant with conditions the proposed PRB Expansion Project. The cooperating agencies will also issue decisions under their own governing statutes, based on the EIS and various applications submitted by DM&E.

DM&E cannot begin construction of its new rail line until the Board issues a final decision approving DM&E's application and the decision has become effective. Under the regulations of the President's Council on Environmental Quality implementing NEPA, no decision of the Board or cooperating agency on DM&E's proposal may be made until 30 days after the U.S. Environmental Protection Agency publishes a Notice of Availability of the Final EIS in the **Federal Register** (anticipated on November 30, 2001).

**FOR FURTHER INFORMATION CONTACT:** Victoria Rutson, Environmental Project Director, Section of Environmental Analysis, Surface Transportation Board, Powder River Basin Expansion Project, 1-877-404-3044; U.S. Department of Agriculture Forest Service: Wendy Schmitzer, (307) 358-4690; U.S. Department of the Interior Bureau of Land Management: Bill Carson, (307) 746-6607; U.S. Army Corps of Engineers: Chandler Peter, (307) 772-2300 (Omaha District) and Timothy Fell, (651) 290-5360 (St. Paul District); U.S. Department of the Interior Bureau of Reclamation: Kenneth Parr, (605) 394-9757; U.S. Coast Guard: Bruce McLaren, (314) 539-3724. [TDD/TDY for hearing impaired: 1-800-877-8339.]

**SUPPLEMENTARY INFORMATION: Public Availability:** The entire Final EIS has been mailed to key reviewing agencies, Governors, elected officials, and appropriate county officers, as well as the parties of record. It is also available to all interested persons for review at over 80 public libraries. For information on where to view a copy of the Final EIS, please call SEA's toll-free Environmental Hotline at 1-877-404-3044. The entire document is also available on the Board's Web site (<http://www.stb.dot.gov>), under "Decisions & Notices," listed as "Environmental Review" by Service