

Issued in Washington, D.C. on July 2, 1996.  
 Donna P. Taylor,  
*Manager, Passenger Facility Charge Branch.*  
 [FR Doc. 96-17587 Filed 7-9-96; 8:45 am]  
 BILLING CODE 4910-13-M

## Federal Railroad Administration

[Docket No. RSAC-96-1, Notice No. 2]

### Railroad Safety Advisory Committee; Notice of Meeting

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of Railroad Safety Advisory Committee ("RSAC") Meeting.

**SUMMARY:** As required by Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), and 41 CFR 101-6.1015(b), the Federal Railroad Administration (FRA) gives notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The purpose of the meeting is threefold: (1) to task the RSAC with the revision of 49 CFR Part 230, Locomotive Inspection for Steam Powered Locomotives; (2) to receive progress reports from existing working groups; and (3) to engage in exploratory discussions regarding several issues that may be tasked to the RSAC in the future.

**DATES:** The meeting of the RSAC is scheduled to commence at 8:30 a.m. on Wednesday, July 24th and to conclude at 12:00 p.m. on Thursday, July 25th.

**ADDRESSES:** The meeting of the RSAC will be held at Loew's L'Enfant Plaza Hotel, S.W., Washington, D.C. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments.

**FOR FURTHER INFORMATION CONTACT:** Vicky McCully, FRA, 400 7th Street, S.W. Washington, D.C. 20590, (202) 366-6569, Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202)-366-0897, or Lisa Levine, Office of Chief Counsel, FRA, 400 7th Street, S.W., Washington, D.C. 20590, (202)-366-0621.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 8:30 a.m. on both Wednesday, July 24, 1996 and Thursday, July 25, 1996 and will be held at the Loew's L'Enfant Plaza Hotel,

S.W., Washington D.C. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico.

During this meeting, the RSAC will receive progress reports from all working groups currently operational, specifically those working groups concerned with—

- Revision of the power brake regulations applicable to freight service and related topics (see 49 CFR Parts 215, 229, 232);
- Revision of the Track Safety Standards (49 CFR Part 213);
- Revision of the Radio Standards and Procedures (49 CFR Part 220) and development of additional standards related to railroad communications; and
- Review of existing and proposed regulations to determine appropriate applicability to tourist and historic railroads and examination of FRA's policy with respect to exercise of jurisdiction over railroads off the general system of rail transportation.

The Committee will also consider a proposed task regarding examination and possible revision of existing steam locomotive inspection standards (see 49 CFR Part 230). In addition, the agency will engage in exploratory discussion with the RSAC regarding the following issues, which may be tasked to the RSAC in the future:

- (1) Accident survivability standards for locomotive event recorder data (see 49 CFR § 229.135) (may be proposed for tasking at this meeting);
- (2) Review of locomotive engineer certification standards (49 CFR Part 240); and
- (3) Blue signal protection vis-a-vis single engineers working alone and contractors (49 CFR Part 218).

FRA will brief the RSAC regarding recent developments in the regulatory program, including plans for revision of the accident/incident reporting guide following amendments to 49 CFR Part 225 published on June 18, 1996 (61 FR 30940). Please refer to the notice published in the Federal Register on March 11, 1996 (61 F.R. 9740) for more information about the RSAC.

Philip Olekszyk,  
*Acting Associate Administrator for Safety.*  
 [FR Doc. 96-17586 Filed 7-9-96; 8:45 am]

BILLING CODE 4910-06-P

## Maritime Administration

[Docket S-938]

### Farrell Lines Incorporated; Notice of Application for Waiver of Section 804(a) of the Merchant Marine Act, 1936, As Amended

Farrell Lines Incorporated (Farrell), by application dated June 27, 1996, requests a waiver of the provisions of section 804(a) of the Merchant Marine Act, 1936, as amended, so as to permit Farrell to charter and operate a foreign-flag vessel for a one-way U.S. east coast to Mediterranean voyage commencing in early August 1996 in place of the ARGONAUT, one of the vessels assigned regularly to that trade, which is being drydocked in the United States from August 7 to August 31, 1996.

Farrell agrees to carry on the foreign-flag voyage not more than the capacity (1,070 TEUs) of the ships it currently operates in the Mediterranean trade. The United States and foreign ports of call are: New York, Norfolk, Charleston, Cadiz, Livorno, Naples, Haifa, Alexandria, Izmir, and Piraeus.

Further, Farrell states that the substitute vessel is needed to: (1) Support its existing American-flag service and maintain its operating schedule integrity; (2) meet the service requirements of customers; (3) attract cargo which would otherwise move on foreign-flag vessels; and (4) generate revenues during the absence of the ARGONAUT.

Farrell believes, as demonstrated above, there are special circumstances and good cause for it to use a foreign-flag vessel in support of its U.S.-flag service, and that there will be no detrimental effect on the operations of any other operator.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such request within the meaning of section 804 of the Act and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, 400 Seventh Street SW., Washington, D.C. 20590. Comments must be received no later than 5:00 p.m. on July 16, 1996. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.804 (Operating-Differential Subsidies))

Dated: July 3, 1996.

By Order of the Maritime Administrator.  
Joel C. Richard,  
*Secretary, Maritime Administration.*  
[FR Doc. 96-17517 Filed 7-9-96; 8:45 am]  
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## National Highway Traffic Safety Administration

[Docket No. 96-069; Notice 1]

### Notice of Receipt of Petition for Decision That Nonconforming 1993 Ferrari 512 TR Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of receipt of petition for decision that nonconforming 1993 Ferrari 512 TR passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1993 Ferrari 512 TR that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is August 9, 1996.

**ADDRESS:** Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9:30 am to 4 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) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), 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.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether 1993 Ferrari 512 TR passenger cars are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1993 Ferrari 512 TR 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 1993 Ferrari 512 TR 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.

Champagne submitted information with its petition intended to demonstrate that the non-U.S. certified 1993 Ferrari 512 TR, as originally manufactured, conforms 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 1993 Ferrari 512 TR is identical to its U.S. certified counterpart with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence* \* \* \*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 107 *Reflecting Surfaces*, 109 *New Pneumatic Tires*, 112

*Headlamp Concealment Devices*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 203 *Impact Protection for the Driver From the Steering Control System*, 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*, 211 *Wheel Nuts, Wheel Discs and Hubcaps*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials*.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) inscription of the word "Brake" on the brake failure indicator lamp; (b) installation of a seat belt warning lamp; (c) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamp assemblies; (b) installation of U.S.-model front and rear sidemarker/reflector assemblies; (c) installation of U.S.-model taillamp assemblies; (d) installation of a high mounted stop lamp.

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

Standard No. 111 *Rearview Mirror*: replacement of the convex passenger side rearview mirror with a U.S.-model component.

Standard No. 114 *Theft Protection*: installation of a warning buzzer microswitch and a warning buzzer in the steering lock assembly.

Standard No. 115 *Vehicle Identification Number*: installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 118 *Power Window Systems*: rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection*: (a) installation of a U.S.-model seat belt at the driver's seating position, or a belt webbing actuated microswitch inside the driver's seat belt retractor; (b) installation of an ignition switch actuated seat belt warning lamp and buzzer; (c) installation of motorized seat belt assemblies at both front outboard seating positions. These