

and with a lap belt in the rear center seating position.

**Standard No. 214 Side Impact**

**Protection:** Installation of door bars on certain vehicles imported from Germany or Switzerland that may lack these components. The petitioner states that these door bars will be identical to those found on the vehicles' U.S.-certified counterparts, or will be fabricated from appropriate chrome moly tubing.

The petitioner also states that as required under NHTSA regulations on vehicle identification numbers at 49 CFR Part 565, non-U.S. certified 1990–1995 BMW 5 Series passenger cars will have installed 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.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., 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: October 30, 1996.

Marilynne Jacobs,  
Director, Office of Vehicle Safety Compliance.  
[FR Doc. 96–28351 Filed 11–4–96; 8:45 am]

BILLING CODE 4910–59–P

**[Docket No. 96–111; Notice 1]**

**Notice of Receipt of Petition for Decision That Nonconforming 1994, 1995, and 1996 Jaguar XJS Passenger Cars Are Eligible for Importation**

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

**ACTION:** Notice of receipt of petition for decision that nonconforming 1994, 1995, and 1996 Jaguar XJS 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 1994, 1995, and 1996 Jaguar XJS passenger cars 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 December 5, 1996.

**ADDRESSES:** 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), 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.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("Wallace") (Registered Importer 90–005) has petitioned NHTSA to decide whether 1994, 1995, and 1996 Jaguar

XJS passenger cars are eligible for importation into the United States. The vehicles which Wallace believes are substantially similar are the 1994, 1995, and 1996 Jaguar XJS passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1994, 1995, and 1996 Jaguar XJS passenger cars to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Wallace submitted information with its petition intended to demonstrate that non-U.S. certified 1994, 1995, and 1996 Jaguar XJS passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1994, 1995, and 1996 Jaguar XJS passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence*, . . . , 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 118 *Power Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 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 Anchorage*, 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 1994, 1995, and 1996 Jaguar XJS passenger cars comply with the Bumper Standard found in 49 CFR Part 581.

Petitioner also contends that non-U.S. certified 1994, 1995, and 1996 Jaguar XJS passenger cars are capable of being readily altered to meet the following standards, in the manner indicated:

**Standard No. 101 Controls and Displays:** (a) Substitution of a lens marked "Brake" for a lens with an ECE symbol on the brake failure indicator

lamp; (b) replacement of the speedometer/odometer with one calibrated in miles per hour.

**Standard No. 108 Lamps, Reflective Devices and Associated Equipment:** Installation of U.S.-model headlight assemblies and front sidemarkers.

The petitioner states that non-U.S. certified 1994, 1995, and 1996 Jaguar XJS passenger cars are already equipped with conforming high mounted stop lamps.

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

**Standard No. 111 Rearview Mirror:** Permanent etching of the required warning statement onto the surface of the passenger side rearview mirror.

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

**Standard No. 208 Occupant Crash Protection:** Installation of a seat belt warning buzzer. The petitioner states that the vehicles are equipped with driver's and passenger's side air bags that are identical to those found on the vehicles' U.S.-certified counterparts. The petitioner also states that the vehicles are equipped with Type 2 seat belts in all front and rear outboard designated seating positions, and notes that there are no center seating positions in the vehicles.

The petitioner also states that as required under NHTSA regulations on vehicle identification numbers at 49 CFR Part 565, non-U.S. certified 1994, 1995, and 1996 Jaguar XJS passenger cars will have installed 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.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 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: October 30, 1996.

Marilynne Jacobs,  
*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 96-28352 Filed 11-4-96; 8:45 am]  
**BILLING CODE 4910-59-P**

## Surface Transportation Board<sup>1</sup>

[Finance Docket No. 32530]

### Kansas City Southern Railway Company—Construction and Operation Exemption—Geismar Industrial Area Near Gonzales and Sorrento, Louisiana

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

**ACTION:** Notice of Final Scope of study for environmental impact statement (EIS).

**SUMMARY:** On April 8, 1996, the Board's Section of Environmental Analysis (SEA) issued a final scope of study and requested written comments. SEA received five comments, has reviewed them, and is re-issuing the final scope of study with a few modifications to clarify certain elements of the scope.

**FOR FURTHER INFORMATION CONTACT:** Michael Dalton, Section of Environmental Analysis, Room 3219, Surface Transportation Board, 12th and Constitution Avenue, NW., Washington, DC 20423; phone number (202) 927-6197. TDD for the hearing impaired: (202) 927-5721.

**SUPPLEMENTARY INFORMATION:** Copies of the complete scope of study have been served on all parties to this proceeding. A copy of the scoping document may be obtained by contacting Mr. Dalton.

A notice of availability of the draft EIS will be announced in the Federal Register and served on all parties to the proceeding.

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to section 49 U.S.C. 10901. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former section of the statute, unless otherwise indicated.

By the Board, Elaine K. Kaiser, Chief,  
Section of Environmental Analysis.

Vernon A. Williams,  
*Secretary.*

[FR Doc. 96-28375 Filed 11-4-96; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF THE TREASURY

### Office of Thrift Supervision

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Office of Thrift Supervision, Department of the Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13. Currently, the Office of Thrift Supervision within the Department of the Treasury is soliciting comments concerning the information collection entitled "Outside Borrowings."

**DATES:** Written comments should be received on or before January 6, 1997, to be assured of consideration.

**ADDRESSES:** Send comments to Manager, Dissemination Branch, Records Management and Information Policy, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, Attention 1550-0062. These submissions may be hand delivered to 1700 G Street, NW., from 9:00 A.M. to 5:00 P.M. on business days; they may be sent by facsimile transmission to FAX Number (202) 906-7755. Comments over 25 pages in length should be sent to FAX Number (202) 906-6956. Comments will be available for inspection at 1700 G Street, NW., from 9:00 A.M. until 4:00 P.M. on business days.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information should be directed to Pamela Schaar, Corporate Activities Division, Supervision, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, (202) 906-7205.

#### SUPPLEMENTARY INFORMATION:

*Title:* Outside Borrowings.

*OMB Number:* 1550-0062.

*Form Number:* Not Applicable.