

sidemarker lights; (c) installation of U.S.-model high mounted stop light on all models that are not so equipped.

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

Standard No. 111 *Rearview Mirror*: Replacement of the passenger side rearview mirror with a U.S.-model component or inscription of the required warning statement on models equipped with equivalent mirrors.

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

Standard No. 118 *Power Window Systems*: Installation of a relay in 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 seat belt warning buzzer, wired to the seat belt latch; (b) installation of U.S.-model driver's and passenger's side air bags, knee bolsters, control units, sensors, and seat belts on models that are not so equipped. The petitioner states that the vehicles are equipped with combination lap and shoulder belts at all front and rear outboard seating positions that are self tensioning and released by means of a single red push button.

Standard No. 214 *Side Impact Protection*: Installation of door bars on models that are not so equipped. The petitioner claims that the vehicles have been tested for compliance with the dynamic performance requirements of the standard.

The petitioner also states that a vehicle identification number plate must be affixed to the vehicle to meet the requirements of 49 CFR Part 565.

Additionally, the petitioner states that all vehicles will be inspected prior to importation to ensure that they meet the parts marking requirements of the Theft Prevention Standard at 49 CFR Part 541.

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. 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: April 1, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 98-8986 Filed 4-6-98; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3642]

RIN 2127-AB76

Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices, and Associated Equipment; Review: Center High Mounted Stop Lamps; Evaluation Report

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

ACTION: Request for comments on technical report.

SUMMARY: This notice announces the publication by NHTSA of a Technical Report concerning Safety Standard 108, Lamps, Reflective Devices, and Associated Equipment. The report's title is The Long-Term Effectiveness of Center High Mounted Stop Lamps in Passenger Cars and Light Trucks. It evaluates the rear-impact crash rates of current passenger cars and light trucks equipped with Center High Mounted Stop Lamps, and compares them to the rear-impact crash rates of similar vehicles without the lamps.

DATES: Comments must be received no later than August 5, 1998.

ADDRESSES:

Report: Interested people may obtain copies of the reports free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590.

Comments: All comments should refer to the docket number of this notice and be submitted to: U.S. Department of Transportation Dockets, Room PL-401, Nassif Building, 400 Seventh Street, SW, Washington DC 20590. [Docket hours, 10:00 a.m.-5:00 p.m., Monday through Friday.]

FOR FURTHER INFORMATION CONTACT: Charles J. Kahane, Chief, Evaluation Division, Plans and Policy, National

Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (202-366-2560).

SUPPLEMENTARY INFORMATION: Safety Standard 108 (49 CFR 571.108) was amended to require Center High Mounted Stop Lamps (CHMSL) on all new passenger cars manufactured on or after September 1, 1985 for sale in the United States (48 FR 48235) and on all new light trucks (pickup trucks, vans and sport utility vehicles) manufactured on or after September 1, 1983 for sale in the United States (56 FR 16015). The purpose of CHMSL is to safeguard a car or light truck from being struck in the rear by another vehicle. When brakes are applied, the CHMSL warns drivers of following vehicles that they must slow down.

Pursuant to the Government Performance and Results Act of 1993 and Executive Order 12866 (58 FR 51735), NHTSA reviews existing regulations to determine if they are achieving policy goals. The agency has been evaluating the effectiveness, benefits and costs of the lamps since they became a requirement for new passenger cars. Two interim reports (52 FR 9609; 54 FR 32153) showed that the lamps were effective in 1986 and 1987, but recommended additional analyses to ascertain the long-term effect of CHMSL.

This report tracks the effectiveness of CHMSL, year by year, from 1986 through 1995. The statistical analyses are based on police-reported crash files from eight States. It was found that:

- The lamps were most effective in the early years. In 1987, CHMSL reduced rear impact crashes by 8.5 percent (confidence bounds 6.1 to 10.9 percent).
- Effectiveness declined in 1988 and 1989, but then leveled off. During 1989-95, CHMSL reduced rear impact crashes by 4.3 percent (confidence bounds 2.9 to 5.8 percent). This is the long-term effectiveness of the lamps.
- The effectiveness of CHMSL in light trucks is about the same as in passenger cars.
- At the long-term effectiveness level of 4.3 percent, when all cars and light trucks on the road have CHMSL, the lamps will prevent 92,000-137,000 police-reported crashes, 58,000-70,000 nonfatal injuries, and \$655,000,000 (in 1994 dollars) in property damage per year.
- The annual consumer cost of CHMSL in cars and light trucks sold in the United States is close to \$206,000,000 (in 1994 dollars).
- Even though the effectiveness of CHMSL has declined from its initial levels, the lamps are and will continue

to be highly cost-effective safety devices.

NHTSA welcomes public review of the technical report and invites the reviewers to submit comments about the data and the statistical methods used in the report. The agency is interested in learning of any additional data or information that could be used to expand or improve the analyses.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and 7 copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. (49 CFR Part 512).

All comments received before the close of business on the comment closing date 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. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested people continue to examine the docket for new material.

People desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Authority: 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

Issued on: April 2, 1998.

William H. Walsh,

Associate Administrator for Plans and Policy.

[FR Doc. 98-9069 Filed 4-6-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 560X)]

CSX Transportation, Inc.— Abandonment Exemption—In Logan County, WV

On March 18, 1998, CSX Transportation, Inc. (CSXT) filed with

the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a 0.72-mile portion of its Logan Subdivision, extending between milepost CMB-0.33 at Bandmill Junction and milepost CMB-1.05 near Melville, in Logan County, WV. The line traverses U.S. Postal Service Zip Codes 25649 and 25654 and includes the stations of Bandmill Junction and Melville.

The line does not contain federally granted rights-of-way. Any documentation in CSXT's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by July 6, 1998.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each offer must be accompanied by a \$1,000 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than April 27, 1998. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-55 (Sub-No. 560X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001, and (2) Charles M. Rosenberger, 500 Water Street—J150, Jacksonville, FL 32202.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152.

Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at (202) 565-1695.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be

served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Decided: March 31, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98-8944 Filed 4-6-98; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of the Secretary

List of Countries Requiring Cooperation With an International Boycott

In order to comply with the mandate of section 999(a)(3) of the Internal Revenue Code of 1986, the Department of the Treasury is publishing a current list of countries which may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1986).

On the basis of the best information currently available to the Department of the Treasury, the following countries may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1986).

Bahrain
Iraq
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Syria
United Arab Emirates
Yemen, Republic of

Dated: April 1, 1998.

Philip West,

International Tax Counsel (Tax Policy).

[FR Doc. 98-9045 Filed 4-6-98; 8:45 am]

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