

maintaining the facilities created by the project, and the financial impacts on the funding agencies will all be considered. Potentially affected environmental and social resources to be evaluated include, land use and neighborhood impacts, residential and business displacements and relocations, impacts on historic properties and districts, traffic and parking impacts near stations and along the alignments, economic development potential, visual impacts, impacts on cultural resources, and impacts on parklands. Impacts on archaeological resources, air quality, water quality, wetlands and noise will also be considered. New information will be gathered and detailed studies on these subjects will be conducted as necessary. Existing findings about the presence of sites containing hazardous materials will be summarized and utilized; additional studies will be done as necessary. The environmental impacts will be evaluated both for the construction period and for the long-term period of operation. Measures to mitigate adverse impacts will be considered.

V. FTA Procedures

In accordance with the regulations and guidance established by the Council on Environmental Quality, as well as with 23 CFR 450 and 23 CFR 771 of the FTA/Federal Highway Administration planning and environmental regulations and policies, an Alternatives Analysis/Draft EIS (DEIS) will include an evaluation of the social, economic, and environmental impacts of the alternatives and will review alternatives on the basis of conceptual design. The EIS will also comply with the requirements of the Clean Air Act Amendments of 1990 (CAAA) and with the Executive Order 12898 on Environmental Justice. After its preparation, the Alternatives Analysis/DEIS will be available for public and agency review and comment and a public hearing will be held. On the basis of the Alternatives Analysis/DEIS, and the comments received, the City will select a locally preferred alternative for a major investment strategy.

The locally preferred alternative will then be reaffirmed by the MPO for inclusion into the Metropolitan Transportation Plan and the Transportation Improvement Program (TIP). Following this action, the DTC / DelDOT will request FTA authorization to initiate preliminary engineering and to proceed with needed additional environmental studies prior to issuance of a Final EIS.

Issued on: June 11, 1999.

Sheldon A. Kinbar,

Regional Administrator, Federal Transit Administration, Region III.

[FR Doc. 99-15321 Filed 6-15-99; 8:45 am]

BILLING CODE 4910-57-U

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5800; Notice 1]

Cosco, Inc.; Receipt of Application for Decision of Inconsequential Noncompliance

Cosco, Incorporated, of Columbus, Indiana, has determined that a number of child restraint systems fail to comply with 49 CFR 571.213, Federal Motor Vehicle Safety Standard (FMVSS) No. 213, "Child Restraint Systems," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defects and Noncompliance Reports." Cosco has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

FMVSS No. 213, S5.5.2.(k), requires that each add-on child restraint system designed to be used rear facing must have a label that warns the consumer not to place the rear-facing child restraint system in the front seat of a vehicle that has a passenger side air bag, and a statement that describes the consequences of not following the warning. These statements must be on a red, orange, or yellow contrasting background, and placed on the restraint so that it is on the side of the restraint designed to be adjacent to the front passenger door of a vehicle and is visible to a person installing the rear-facing child restraint system in the front passenger seat.

Cosco has notified the National Highway Traffic Safety Administration that between March 31, 1999 and April 7, 1999, it manufactured 815 Arrive Infant Child Restraints, Model 02-729-TED, that do not have the air bag warning label required in S5.5.2(k) of FMVSS 213. During this time period, one of the production lines used by Cosco to produce the Arriva model used pads for the Canadian version of this child restraint which do not incorporate

the air bag warning label required by FMVSS 213.

Cosco supports its application for inconsequential noncompliance with the following:

Cosco contends this noncompliance is inconsequential as it relates to motor vehicle safety. A notice and remedy campaign ("recall") would not serve any safety related purpose and would in fact, cast doubt in the minds of the consumer as to the effectiveness of child restraints. We believe the low number of units involved (815) combined with the enormous publicity given to the warning label issue, rear-facing seats in air bag locations, and given the fact the instructions and unit labels do warn to the consumer about this misuse do not warrant a recall.

To reiterate, Cosco does not believe this noncompliance warrants a recall. The Agency, child restraint manufacturers and child passenger safety advocates are all aware of the negative impacts of recalls resulting from technical noncompliance. The two primary negative effects are, the public, because of the number and frequency of such recalls, pays no attention to recalls that in fact do in a practical way affect child passenger safety. In addition, the public upon seeing the number of recalls, concludes child restraints currently available are unsafe and therefore declines to use them. The Agency is aware and, in fact, has publicly advised consumers to use child restraints which have defects or noncompliances that have resulted in recalls until such child restraints can be corrected. This is in recognition of the fact that technical noncompliance does not compromise the overall effectiveness of child restraints. In the event a recall is ordered for the noncompliance which has been identified, both of the effects described will impact consumers negatively.

In conclusion, Cosco submits reasonable evaluation of the facts surrounding this technical noncompliance will result in the decision that no practical safety issue exists.

Interested persons are invited to submit written data, views, and arguments on the application of Cosco described above. Comments should refer to the docket number and be submitted to: U.S. Department of Transportation Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. It is requested, but not required, that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: July 16, 1999. (49 U.S.C. 30118 and 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: June 10, 1999.

L. Robert Shelton,

*Associate Administrator for Safety
Performance Standards.*

[FR Doc. 99-15251 Filed 6-15-99; 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 (Public Law 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 3:00 p.m. on Sunday, June 27, 1999, in the Associate Administrator's Conference Room of the Corporation's Administration Building, 180 Andrews Street, Massena, New York. 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 June 25, 1999, 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 June 11, 1999.

Marc C. Owen,

Advisory Board Liaison.

[FR Doc. 99-15370 Filed 6-15-99; 8:45 am]

BILLING CODE 4910-61-P

DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 99-50]

Revocation of Unimar, Inc. International as a Customs Approved Gauger and Accredited Laboratory

AGENCY: U.S. Customs Service,
Department of the Treasury.

ACTION: Notice of revocation of Unimar, Inc. International as a Customs approved gauger and accredited laboratory.

SUMMARY: Unimar, Inc. International of Houston Texas, a Customs approved gauger and accredited laboratory, under Section 151.13 of the Customs Regulations (19 CFR 151.13), was found in violation of 19 CFR 151.13 of the

Customs Regulations. Specifically, Unimar, Inc. International sites located in Brownsville, Texas; Keansburg, New Jersey; and Houston, Texas were not following proper regulations and procedures regarding equipment and instrument calibration and record keeping. Further, as required under section 151.13(b)(8) of the Customs Regulations, Unimar, Inc. International did not notify the Executive Director, Laboratories and Scientific Services, of the closing of their Gonzalez, Louisiana site. Accordingly, pursuant to 151.13(k) of the Customs Regulations, notice is hereby given that the Customs commercial gauger approval and laboratory accreditations given to Unimar, Inc. International have been revoked.

EFFECTIVE DATE: June 6, 1999.

FOR FURTHER INFORMATION CONTACT: Mr. Ira Reese, Chief Science Officer, Laboratories and Scientific Services, U.S. Customs Service, 1300 Pennsylvania Ave., NW, Suite 5.5-B, Washington, DC 20229 at (202) 927-1060.

Dated: June 8, 1999.

George D. Heavey,

*Executive Director, Laboratories and
Scientific Service.*

[FR Doc. 99-15322 Filed 6-15-99; 8:45 am]

BILLING CODE 4820-02-P