

of public convenience and necessity to engage in foreign air transportation of persons, property and mail between St. Louis, on the one hand, and Tokyo and Osaka, Japan, on the other hand.

Docket Number: OST-96-1122.

Date filed: February 29, 1996.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: March 28, 1996.

Description: Application of Czech Airlines (CSA), applies pursuant to Section 41302 and Subpart Q of the Regulations, an amendment of its foreign air carrier permit, for authority so as to conform CSA's authority to and with the terms of the amended bilateral Air Transport Agreement concluded between the United States and the Czech Republic on December 8, 1995 and currently pending formal adoption in accordance with the procedures of the two countries.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-5491 Filed 3-7-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Transit Administration

Draft Environmental Impact Statement: Salt Lake County, Utah

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent.

SUMMARY: The FTA is issuing this notice to advise the public that a draft environmental impact statement (DEIS) will be prepared for a proposed transportation project in Salt Lake County, Utah.

FOR FURTHER INFORMATION CONTACT: Don Cover, U.S. Department of Transportation, Federal Transit Administration, 216 Sixteenth St., Suite 650, Denver, Colorado 80202, Telephone (303) 844-3242; or Mick Crandall, Wasatch Front Regional Council, Suite 200, 420 West 1500 South, Bountiful, Utah 84010, Telephone (801) 292-4469.

SUPPLEMENTARY INFORMATION: FTA, in cooperation with the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the Wasatch Front Regional Council (WFRC) will prepare a major investment study/draft environmental impact statement for transportation improvements in the corridor from the University of Utah through Salt Lake City to the Salt Lake City International Airport in Salt Lake County, Utah.

The Salt Lake Area Long Range Transportation Plan adopted on October 26, 1995, identifies the corridor from the University of Utah to the Salt Lake City International Airport as having the potential need for major transit investment(s). A University Corridor Transit Study completed in 1993 found that light rail transit or other major transit investments would be feasible in the corridor from the University to downtown Salt Lake City. In addition, a Long Range Transit Plan currently being developed for the Wasatch Front Region identifies the University to Airport corridor as one of the future anchor corridors for major transit investment in the region. For these reasons, the Wasatch Front Regional Council along with Salt Lake City, the Utah Transit Authority, and the Utah Department of Transportation desire to prepare a major investment study/draft environmental impact statement for the corridor from the University to the Airport.

This study will consider no-build, transportation system management, and build alternatives. A multimodal evaluation of transportation improvements in the corridor will be focus of the study, with both transit and highway improvements such as traffic management strategies being considered. Among the transit alternatives to be studied are light rail transit and express bus service on high-occupancy vehicle lanes.

This Notice of Intent will be distributed to federal, state, and local agencies and jurisdictions to advise them of the MIS/DEIS process and to request comments and suggestions. An ongoing public involvement process will be developed to provide additional opportunities for the public to participate in this planning/environmental process.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the MIS/DEIS should be directed to the FTA and/or the WFRC at the addresses provided above.

Issued on: March 1, 1996.

Louis F. Mraz, Jr.,

Regional Administrator, Federal Transit Administration, Region VIII, Denver, Colorado.

[FR Doc. 96-5490 Filed 3-7-96; 8:45 am]

BILLING CODE 4910-57-M

Maritime Administration

War Risk Insurance; Notice of Renewal

Authority of the Secretary of Transportation (Secretary) to provide insurance and reinsurance under Title XII of the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1281-1293), was extended until June 30, 2000, by Pub. L. 104-106 (110 Stat. 186, February 10, 1996).

All shipowners who had vessels entered in the Maritime Administration's standby war risk program when the Secretary's authority expired on June 30, 1995, need not reapply. Those vessels were automatically re-entered into the program when the authority was extended, and the American War Risk Agency will send written confirmation of re-entry. However, if any condition a shipowner attested to in the original application has changed, the shipowner (or the insurance broker representing the shipowner) should so advise the American War Risk Agency to assure that the vessels are still eligible for the program.

A shipowner who currently does not have vessels entered in the program but wishes to participate, may obtain an application from the American War Risk Agency, 14 Wall Street, New York, NY 10005 telephone (212) 233-5978.

For further information contact: Edmond J. Fitzgerald, Director, Office of Subsidy and Insurance, Maritime Administration, Washington, DC 20590 or telephone (202) 366-2400.

By Order of the Maritime Administrator.

Dated: March 4, 1996.

Joel C. Richard,

Secretary.

[FR Doc. 96-5557 Filed 3-7-96; 8:45 am]

BILLING CODE 4910-81-P

National Highway Traffic Safety Administration

[Docket No. 95-77; Notice 2]

Cantab Motors, Ltd.; Grant of Application for Decision of Inconsequential Noncompliance

Cantab Motors, Ltd. (Cantab) of Purcellville, Virginia, determined that some of its vehicles fail to comply with the automatic restraint system requirements of 49 CFR 571.208, Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant Crash Protection," and filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Cantab 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.

Notice of receipt of the application was published on September 18, 1995, and an opportunity afforded for comment (60 FR 48195). This notice grants the application.

Paragraph S4.1.4 of FMVSS No. 208 requires that vehicles manufactured on or after September 1, 1989, be equipped with a restraint system at each front outboard designated seating position that meets the standard's frontal crash protection requirements by means that require no action by vehicle occupants. This type of system is referred to as an automatic restraint system.

The agency granted an exemption for Cantab to manufacture vehicles without automatic restraints between May 16, 1990 and May 1, 1993. Cantab imported and manufactured nine vehicles without automatic restraint systems during this time period. However, after the exemption had expired, Cantab imported and manufactured nine more vehicles without automatic restraint systems. Of these nine vehicles, seven entered the U.S. during 1994 and two in 1995. These vehicles all meet the requirements of Standard No. 208 prior to the implementation of automatic restraint requirements. Cantab subsequently applied for and was granted a new exemption from the automatic restraint requirements for this type of vehicle (60 FR 47422).

Cantab supported its application for inconsequential noncompliance with the following.

[Cantab] submits that, during the entire time period subsequent to its initial grant of exemption in May of 1990, it has imported and manufactured a total of eighteen cars. Nine of these were imported during the period of exemption, nine subsequent to its lapsing and prior to [Cantab's] submission of a second application for exemption. Each of these eighteen cars was identically constructed to meet all applicable FMVSS, including those of FMVSS 208 prior to implementation of the automatic restraint requirements. During this time, [Cantab] has made substantial progress in the development of a dual air bag system and expects to have it installed and operative within a year.

[Cantab] has previously suggested to NHTSA in its [May 10, 1995] petition for exemption, the unusual nature of its vehicles—cars driven by enthusiasts for pleasure, rather than daily for business commuting or on long trips, by people who own two or more other passenger cars for such purposes.

[Cantab] respectfully suggests that its nine noncomplying cars, representing a minuscule proportion of the total number of motor vehicles sold and operated in the U.S. during

the period of 1994–1995, operated as noted above, constructed with well-proven safety systems, would not materially affect overall motor vehicle safety, and that their operation would be in the public interest and would be consistent with the objectives of the National Traffic and Motor Vehicle Safety Act.

No comments were received on the application.

As noted, the agency has granted Cantab's application for temporary exemption, on grounds that immediate compliance would cause it substantial economic hardship. An additional finding was that the exemption would be consistent with the public interest and motor vehicle safety. This finding was reached in part on the limited number of vehicles that will be covered by the exemption during its life. Given the fact that there are far fewer vehicles covered by the application under consideration, and that the noncompliance apparently cannot be remedied by repair, the agency wishes to reach a decision that is consistent with that reached in granting the application for temporary exemption. Given the fact that there are nine vehicles involved here, and that they comply with the requirements of FMVSS No. 208 that were once in effect, Cantab's noncompliance may be deemed inconsequential to safety.

In consideration of the foregoing, it is hereby found that the applicant has met its burden of persuasion that the noncompliance herein described is inconsequential to safety. Accordingly, its application is granted, and the applicant is exempted from providing the notification of the noncompliance that is required by 49 U.S.C. 30118, and from remedying the noncompliance, as required by 49 U.S.C. 30120.

(15 U.S.C. 1417; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: March 5, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-5566 Filed 3-7-96; 8:45 am]

BILLING CODE 4910-59-P

Research and Special Programs Administration

[Notice No. 96-5]

Hazardous Materials Transportation; Registration and Fee Assessment Program

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of filing requirements.

SUMMARY: The Hazardous Materials Registration Program will enter

registration year 1996–97 on July 1, 1996. Persons who transport or offer for transportation certain hazardous materials are required to annually file a registration statement and pay a fee to the Department of Transportation. Persons who registered for the 1995–96 registration year will be mailed a registration statement form and informational brochure in April.

FOR FURTHER INFORMATION CONTACT: David W. Donaldson, Office of Hazardous Materials Planning and Analysis (202-366-4109), Hazardous Materials Safety, 400 Seventh Street S.W., Washington, DC 20590-0001.

SUPPLEMENTARY INFORMATION: This notice is intended to notify persons who transport or offer for transportation certain hazardous materials of an annual requirement to register with the Department of Transportation. Each person, as defined by the Federal hazardous materials transportation law (49 U.S.C. 5101 *et seq.*), who engages in any of the specified activities relating to the transportation of hazardous materials is required to register annually with the Department of Transportation and pay a fee. The regulations implementing this program are in Title 49, Code of Federal Regulations, Sections 107.601–107.620.

Proceeds from the fee are used to fund grants to State, local, and Indian tribal governments for emergency response training and planning. Grants were awarded to all states, two territories, and 12 Native American tribes during FY 1995. By law, 75 percent of the Federal grant monies awarded to the States is further distributed to local emergency response and planning agencies. The FY 1994 funds helped to provide (1) training for 126,000 emergency response personnel, (2) approximately 300 commodity flow studies and hazard analyses, (3) 1,200 emergency response plans updated or written for the first time, (4) assistance to 2,200 local emergency planning committees, and (5) 850 emergency exercises.

The persons affected by these regulations are those who offer or transport in commerce any of the following materials:

A. Any highway route-controlled quantity of a Class 7 (radioactive) material;

B. More than 25 kilograms (55 pounds) of a Division 1.1, 1.2, or 1.3 (explosive) material in a motor vehicle, rail car, or freight container;

C. More than one liter (1.06 quarts) per package of a material extremely toxic by inhalation (that is, a "material