

Head and neck injury research,

Lower extremity injury research, and
Thorax injury research.

Specific Crash Avoidance R&D topics
are:

National Advanced Driving Simulator
(NADS),

Intelligent vehicle initiative (the rear-
end collision avoidance system
operational test),

Drowsy driver monitoring,

Driver workload assessment, and Lane
change/merge collision avoidance
system guidelines.

Specific National Center for Statistics
and Analysis (NCSA) topics are:

NCSA Overview,

Fatality Analysis Reporting System
(FARS), and

Special crash investigation studies of air
bag cases.

Separately, questions regarding
research projects that have been
submitted in writing not later than 5:00
p.m. on September 3, 1999, will be
answered. The summary minutes of the
meeting, copies of materials handed out
at the meeting, and answers to the
questions submitted for response at the
meeting will be available for public
inspection in the DOT Docket in
Washington, DC, within 3 weeks after
the meeting. Copies of this material will
then be available at ten cents a page
upon request to DOT Docket, Room PL-
401, 400 Seventh Street, SW,
Washington, DC 20590. The DOT
Docket is open to the public from 10:00
a.m. to 5:00 p.m. The summary minutes,
handouts, and answers to the questions
will also be available on NHTSA's Web
site at Announcements/Public Meetings
at URL [http://www.nhtsa.dot.gov/nhtsa/
announce/meetings/](http://www.nhtsa.dot.gov/nhtsa/announce/meetings/).

NHTSA will provide technical aids to
participants as necessary, during the
Research and Development Programs
Meeting. Thus, any person desiring the
assistance of "auxiliary aids" (e.g., sign-
language interpreter, telecommunication
devices for deaf persons (TTDs), readers,
taped texts, braille materials, or large
print materials and/or a magnifying
device), please contact Rita Gibbons by
telephone on (202) 366-4862, by telefax
on (202) 366-5930, or by E-mail at
rgibbons@nhtsa.dot.gov by 5:00 p.m.
September 7, 1999.

FOR FURTHER INFORMATION CONTACT: Rita
Gibbons, Staff Assistant, Office of
Research and Development, 400
Seventh Street, SW, Washington, DC
20590. Telephone: (202) 366-4862. Fax
number: (202) 366-5930. E-mail:
rgibbons@nhtsa.dot.gov.

Issued: August 6, 1999.

Raymond P. Owings,

*Associate Administrator for Research and
Development.*

[FR Doc. 99-20710 Filed 8-10-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6062]

Notice of Receipt of Petition for Decision That Nonconforming 1996 Toyota RAV4 Multi-Purpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic
Safety Administration, DOT.

ACTION: Notice of receipt of petition for
decision that nonconforming 1996
Toyota RAV4 multi-purpose passenger
vehicles (MPVs) are eligible for
importation.

SUMMARY: This document announces
receipt by the National Highway Traffic
Safety Administration (NHTSA) of a
petition for a decision that 1996 Toyota
RAV4 MPVs 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 September 10, 1999.

ADDRESSES: Comments should refer to
the docket number and notice number,
and be submitted to: Docket
Management, Room PL-401, 400
Seventh St., SW, Washington, DC
20590. [Docket hours are from 9 am to
5 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 a 1996 Toyota RAV4 MPV that
was manufactured for European and
other foreign markets is eligible for
importation into the United States. The
vehicle which Wallace believes is
substantially similar is the 1996 Toyota
RAV4 MPV that was manufactured for
importation into and sale in the United
States and certified by its manufacturer,
Toyota Motor Corporation, as
conforming to all applicable Federal
motor vehicle safety standards.

The petitioner claims that it carefully
compared the non-U.S. certified 1996
Toyota RAV4 MPV 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.

Wallace submitted information with
its petition intended to demonstrate that
the non-U.S. certified 1996 Toyota
RAV4 MPV, 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 1996 Toyota
RAV4 MPV 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*, 113 *Hood
Latch Systems*, 114 *Theft Protection*,
116 *Brake Fluid*, 119 *New Pneumatic
Tires for Vehicles other than Passenger*

Cars, 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 Anchorages, 212 Windshield Retention, 214 Side Impact Protection, 216 Roof Crush Resistance, 219 Windshield Zone Intrusion, and 302 Flammability of Interior Materials.

Petitioner also contends that the vehicles are 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 lens; (b) replacement of the speedometer/odometer with a unit calibrated in 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 rear sidemarker assemblies; (c) installation of a high mounted stop lamp.

Standard No. 111 *Rearview Mirror*: inscription of the required warning statement in the passenger side rearview mirror.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles other than Passenger Cars*: installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: (a) installation of a seat belt warning lamp and buzzer; (b) replacement of the driver's and passenger's side air bags and knee bolsters with U.S.-model components on vehicles that are not already so equipped. The petitioner states that the vehicle is equipped with Type 2 seat belts at the front and rear outboard seating positions.

301 *Fuel System Integrity*: installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

Additionally, the petitioner states that U.S.-model components must be added to the non-U.S. certified 1996 Toyota RAV4 MPV so that it complies with the Bumper Standard found in 49 CFR Part 581.

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

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. [Docket hours are from 9 am to 5 pm]. 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.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 99-20733 Filed 8-10-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-6 (Sub-No. 384X)]

The Burlington Northern and Santa Fe Railway Company—Abandonment Exemption—in Minnehaha County, SD

The Burlington Northern and Santa Fe Railway Company (BNSF) has filed a notice of exemption under 49 CFR part 1152 Subpart F—*Exempt Abandonments* to abandon a 2.98-mile line of its railroad between milepost 147.15 and milepost 150.13 near Sioux Falls, in Minnehaha County, SD. The line traverses United States Postal Service Zip Code 57105.

BNSF has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic to be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91

(1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on September 10, 1999, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 23, 1999. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by August 31, 1999, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Sarah Whitley Bailiff, Senior General Attorney, The Burlington Northern and Santa Fe Railway Company, 3107 Lou Menk Drive, Fort Worth, TX 76131-2830.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

BNSF has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by August 16, 1999. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), BNSF shall file a notice of consummation with the Board to signify that it has exercised the authority

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).