

Consensus was reached on recommended revisions and an NPRM incorporating these recommendations was published in the **Federal Register** on July 3, 1997, (62 FR 36138). The final rule was published in the **Federal Register** on June 22, 1998 (63 FR 33991). The effective date of the rule was September 21, 1998. A task force was established to address Gage Restraint Measurement System (GRMS) technology applicability to the Track Safety Standards. An amendment to the final rule is being prepared for presentation to the RSAC. Contact: Al MacDowell (202) 493-6236.

Task 96-3—Reviewing and recommending revisions to the Radio Standards and Procedures (49 CFR Part 220). This Task was accepted on April 2, 1996, and a Working Group was established. Consensus was reached on recommended revisions and an NPRM incorporating these recommendations was published in the **Federal Register** on June 26, 1997 (62 FR 34544). The final rule was published on September 4, 1998 (63 FR 47182) and was effective on January 2, 1999. Contact: Gene Cox (202) 493-6319.

Task 96-4—Reviewing the appropriateness of the agency's current policy regarding the applicability of existing and proposed regulations to tourist, excursion, scenic, and historic railroads. This Task was accepted on April 2, 1996, and a Working Group was established. The Working Group monitored the steam locomotive regulations task. Contact: Grady Cothen (202) 493-6302.

Task 96-5—Reviewing and recommending revisions to Steam Locomotive Inspection Standards (49 CFR Part 230). This Task was assigned to the Tourist and Historic Working Group on July 24, 1996. Consensus was reached and an NPRM was published on September 25, 1998 (63 FR 51404). A public hearing was held on February 4, 1999, and recommendations were developed in response to comments received. The final rule was published on November 17, 1999 (64 FR 62828). Contact: George Scerbo (202) 493-6349.

Task 96-6—Reviewing and recommending revisions to miscellaneous aspects of the regulations addressing Locomotive Engineer Certification (49 CFR Part 240). This Task was accepted on October 31, 1996, and a Working Group was established. Consensus was reached and an NPRM was published on September 22, 1998. The Working Group met to resolve issues presented in public comments. The RSAC recommended issuance of a final rule with the Working Group modifications. The final rule was

published November 8, 1999 (64 FR 60966). Contact: John Conklin (202) 493-6318.

Task 96-7—Developing On-Track Equipment Safety Standards. This task was assigned to the existing Track Standards Working Group on October 31, 1996, and a Task Force was established. The Task Force is finalizing a proposed rule to present to the RSAC for consideration. Contact: Al MacDowell (202) 493-6236.

Task 96-8—This Planning Task evaluated the need for action responsive to recommendations contained in a report to Congress entitled, Locomotive Crashworthiness & Working Conditions. This Planning Task was accepted on October 31, 1996. A Planning Group was formed and reviewed the report, grouping issues into categories.

Task 97-1—Developing crashworthiness specifications to promote the integrity of the locomotive cab in accidents resulting from collisions. This Task was accepted on June 24, 1997. A Task Force on engineering issues was established by the Working Group on Locomotive Crashworthiness to review collision history and design options and additional research was commissioned. The Working Group reviewed results of the research and is drafting standards for freight and passenger locomotives to present to the RSAC for consideration. Contact: Sean Mehrvazi (202) 493-6237.

Task 97-2—Evaluating the extent to which environmental, sanitary, and other working conditions in locomotive cabs affect the crew's health and the safe operation of locomotives, proposing standards where appropriate. This Task was accepted June 24, 1997. A draft sanitation NPRM is under review by the Working Group on Cab Working Conditions. Task forces on noise and temperature were formed to identify and address issues. The Noise Task Force is preparing draft recommendations for noise exposure requirements. Contact: Brenda Hattery (202) 493-6326.

Task 97-3—Developing event recorder data survivability standards. This Task was accepted on June 24, 1997. An Event Recorder Working Group and Task Force have been established and are actively meeting. A draft proposed rule is being reviewed. Contact: Edward English (202) 493-6321.

Task 97-4 and Task 97-5—Defining Positive Train Control (PTC) functionalities, describing available technologies, evaluating costs and benefits of potential systems, and considering implementation opportunities and challenges, including demonstration and deployment.

Task 97-6—Revising various regulations to address the safety implications of processor-based signal and train control technologies, including communications-based operating systems. These three tasks were accepted on September 30, 1997, and assigned to a single Working Group. A Data and Implementation Task Force, formed to address issues such as assessment of costs and benefits and technical readiness, completed a report on the future of PTC systems. The report was accepted as RSAC's Report to the Administrator at the September 8, 1999, meeting. The Standards Task Force, formed to develop PTC standards, is developing draft recommendations for performance-based standards for processor-based signal and train control standards for presentation to the RSAC. Contact: Grady Cothen (202) 493-6302.

Task 97-7—Determining damages qualifying an event as a reportable train accident. This Task was accepted on September 30, 1997. A working group was formed to address this task and conducted their initial meeting February 8, 1999. Contact: Robert Finkelstein (202) 493-6280.

Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 F.R. 9740) for more information about the RSAC.

Issued in Washington, DC, on December 14, 1999.

Michael J. Logue,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-99-6623]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

SUMMARY: This document announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and/or sale in the United States and certified

by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

DATES: These decisions are effective December 17, 1999.

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**.

NHTSA received petitions from registered importers to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions. No comments were received in response to these notices. Based on its review of the information submitted by the petitioners, NHTSA has decided to grant the petitions.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is

eligible for entry. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all applicable Federal motor vehicle safety standards, is substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States, and certified under 49 U.S.C. 30115, as specified in Annex A, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: December 10, 1999.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

Annex A—Nonconforming Motor Vehicles Decided To Be Eligible for Importation

1. Docket No. NHTSA-99-5503
Nonconforming Vehicle: 1998-1999 Lexus RX300
Substantially similar U.S.-certified vehicle: 1998-1999 Lexus RX300
Notice of Petition published at: 64 FR 19212 (April 19, 1999)
Vehicle Eligibility Number: VSP-307
2. Docket No. NHTSA-99-5580
Nonconforming Vehicles: 1990-1992 Acura Legend
Substantially similar U.S.-certified vehicles: 1990-1992 Acura Legend
Notice of Petition published at: 64 FR 23896 (May 4, 1999)
Vehicle Eligibility Number: VSP-305
3. Docket No. NHTSA-99-5733
Nonconforming Vehicles: 1995-1998 Toyota Avalon
Substantially similar U.S.-certified vehicles: 1995-1998 Toyota Avalon
Notice of Petition published at: 64 FR 29937 (June 3, 1999)
Vehicle Eligibility Number: VSP-308
4. Docket No. NHTSA-99-5736
Nonconforming Vehicles: 1994-1997 Honda Prelude
Substantially similar U.S.-certified vehicles: 1994-1997 Honda Prelude
Notice of Petition published at: 64 FR 29941 (June 3, 1999)
Vehicle Eligibility Number: VSP-309
5. Docket No. NHTSA-99-5908
Nonconforming Vehicles: 1998-1999 BMW 5 Series
Substantially similar U.S.-certified vehicles: 1998-1999 BMW 5 Series
Notice of Petition published at: 64 FR 36957 (July 8, 1999)
Vehicle Eligibility Number: VSP-314
6. Docket No. NHTSA-99-5909
Nonconforming Vehicle: 1995-1999 Triumph Thunderbird Motorcycles

Substantially similar U.S.-certified vehicle: 1995-1999 Triumph Thunderbird Motorcycles

Notice of Petition published at: 64 FR 36959 (July 8, 1999)

Vehicle Eligibility Number: VSP-311

7. Docket No. NHTSA-99-5910

Nonconforming Vehicles: 1995-1999 BMW 7 Series

Substantially similar U.S.-certified vehicles: 1995-1999 BMW 7 Series
Notice of Petition published at: 64 FR 36959 (July 8, 1999)

Vehicle Eligibility Number: VSP-313

8. Docket No. NHTSA-99-5911

Nonconforming Vehicles: 1987-1999 Kawasaki ZX6, ZX7, ZX9, ZX10, and ZX11 Motorcycles

Substantially similar U.S.-certified vehicles: 1987-1999 Kawasaki ZX6, ZX7, ZX9, ZX10, and ZX11 Motorcycles
Notice of Petition published at: 64 FR 36961 (July 8, 1999)

Vehicle Eligibility Number: VSP-312

9. Docket No. NHTSA-99-5912

Nonconforming Vehicles: 1991-1997 Honda VFR 750 and 1998-1999 Honda VFR 800 Motorcycles

Substantially similar U.S.-certified vehicles: 1991-1997 Honda VFR 750 and 1998-1999 Honda VFR 800 Motorcycles
Notice of Petition published at: 64 FR 36791 (July 7, 1999)

Vehicle Eligibility Number: VSP-315

10. Docket No. NHTSA-99-5913

Nonconforming Vehicles: 1993 Mercedes-Benz 320CE

Substantially similar U.S.-certified vehicles: 1993 Mercedes-Benz 320CE
Notice of Petition published at: 64 FR 36740 (July 7, 1999)

Vehicle Eligibility Number: VSP-310

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

DATES: J. Suzanne Hedgepeth, Director, Office of Hazardous Materials, Exemptions and Approvals, Research and Special Programs Administration,