

777.123, the FHWA, in cooperation with the New York State Department of Transportation (NYSDOT), will prepare a supplement to a Final Environmental Impact Statement/Section 4(f) Evaluation (EIS) on a proposal to restore U.S. Route 9A (West Street) in New York County (Manhattan). The original EIS for the improvements on Route 9A from Battery Park to 59th Street was published in May 1994, for which the Record of Decision was issued in July 1994. The Supplemental EIS (SEIS) will be a comprehensive summary of the results of the analyses performed for the proposed action in the section of Route 9A from Albany Street to Chambers Street for a distance of about one-half mile, where conditions have changed as a result of the attacks of September 11, 2001. The scope of issues to be addressed in the SEIS is consistent with those issues previously addressed in the original EIS.

As part of the Lower Manhattan redevelopment efforts, the NYSDOT and the FHWA, in cooperation with Lower Manhattan Development Corporation (LMDC), Port Authority of New York & New Jersey (PANY&NJ), New York City Department of Transportation (NYC DOT) and the Metropolitan Transportation Authority (MTA), are studying alternatives to rebuild the section of Route 9A/West Street between Albany Street and Chambers Street. The section of highway in these limits was destroyed by the September 11, 2001 terrorist attacks on the World Trade Center (WTC) or subsequently damaged by cleanup and/or recovery activities. The study to reconstruct Route 9A/West Street is being undertaken in order to integrate the reconstruction of Route 9A into the overall redevelopment planning initiative for Lower Manhattan to better serve the existing and planned adjacent uses. The section of West Street from Battery Place to Chambers Street was under construction and almost complete just prior to the 9-11 attack. The plan being constructed at the time was the preferred plan from the 1994 Route 9A FEIS.

The alternatives currently under consideration for Route 9A/West Street are: (1) The No Action Alternative, which is included as a baseline alternative against which all other alternatives are measured. This alternative would make permanent the six-lane roadway that was opened March 29, 2002. (2) An At-Grade Alternative, which restores eight lanes, four northbound and four southbound, in front of the WTC site as originally approved in the 1994 Route 9A FEIS with a slight alignment shift to the west

to avoid the now exposed WTC slurry wall. This alternative would also provide pedestrian overpasses to facilitate movement of pedestrians across West Street. (3) A Short Bypass Alternative, which restores eight lanes in front of the WTC site by depressing four through traffic lanes and providing four lanes at grade for local traffic circulation. The bypass would drop below street grade in an 1100-foot-long covered underpass north of Albany Street and rise to street level just south of Murray Street to provide an enhanced setting, green space and public space at the proposed WTC memorial site and World Financial Center (WFC). A wide sidewalk would also be provided adjacent to the WTC site for north-south pedestrian traffic and memorial visitors.

The build alternatives are consistent with the original goals and objectives of the Route 9A Reconstruction Project, near completion just prior to the 9/11 attacks, and also address those of the LMDC. The LMDC planning initiative as outlined in the "Principles and Preliminary Blue Print for the Future of Lower Manhattan" report and the needs resulting from the terrorist attack are important in the evaluation of this project. Additional influences on the project include the "New York City's Vision for Lower Manhattan" developed by New York City and presented by Mayor Michael Bloomberg in December 2002 and the selected WTC site development plan by Studio Daniel Libeskind Architects. The build alternatives being considered for Route 9A / West Street address and are compatible with the principles and plans outlined in these documents.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. A Public Meeting will be held on November 19, 2003, at the U.S. Customs House, from 12 p.m. to 8 p.m., at which comments from the public will be taken, and a transcript of the entire proceedings will be produced. Public notice will be given for the time and place of future meetings and the public hearing on the Draft SEIS. The Draft SEIS will be available for public and agency review and comment. Coordination with the public, stakeholders and agencies involved will continue to be provided throughout preparation of the SEIS.

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 SEIS should be directed to the NYSDOT or FHWA at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123

Issued on: October 29, 2003.

Douglas P. Conlan,

District Operations Engineer, Federal Highway Administration, Albany, New York.
[FR Doc. 03-27103 Filed 10-27-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2003-16356]

Notice of Receipt of Petition for Decision That Nonconforming 2002 and 2003 Ferrari 575 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2002 and 2003 Ferrari 575 passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2002 and 2003 Ferrari 575 passenger cars 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 November 28, 2003.

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]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if

submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: (Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA 202–366–3151).

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**.

G&K Automotive Conversion, Inc. of Santa Ana, California ("G&K") (Registered Importer 90–007) has petitioned NHTSA to decide whether 2002 and 2003 Ferrari 575 passenger cars are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are 2002 and 2003 Ferrari 575 passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 2002 and 2003 Ferrari 575 passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

G&K submitted information with its petition intended to demonstrate that non-U.S. certified 2002 and 2003 Ferrari 575 passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 2002 and 2003 Ferrari 575 passenger cars are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 118 *Power Window Systems*, 124 *Accelerator Control Systems*, 135 *Passenger Car Brake 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*, 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) Substitution of the word "Brake" for the ECE warning symbol as the marking for the brake failure indicator lamp; (b) modification of the speedometer to read in miles per hour. The petitioner states that the instrument cluster will be modified by installing U.S.-version software information which will result in the seat belt warning symbol and other warning emblems reading appropriately in English.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model front and rear sidemarker assemblies; (b) modification of the tail lamp assembly wiring (by welding the circuit in the tail lamp assembly) so that the tail lamps will operate in the same manner as those on the vehicle's U.S.-certified counterpart.

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

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

Standard No. 114 *Theft Protection*: downloading of U.S.-version software

information so that the vehicle complies with the standard.

Standard No. 208 *Occupant Crash Protection*: inspection of all vehicles and replacement of any passive restraint system components that are not identical to the U.S.-model components with U.S.-model components. The petitioner states that the non-U.S. certified comparison vehicle is equipped with seatbelts that are not identical to the U.S.-model vehicle.

Standard No. 209 *Seat Belt Assemblies*: inspection of all vehicles and replacement of any seat belts, air bags, knee bolsters, crash sensors, and air bag control units with U.S.-model components on vehicles that are not already so equipped. The petitioner states that the vehicles should be equipped with automatic restraint system components that are identical to those found on the vehicles' U.S. certified counterparts, and with combination lap and shoulder belts that are self-tensioning and are released by means of a single red push button.

Standard No. 225 *Child Restraint Anchorage Systems*: installation of U.S.-model tether anchorages.

Standard No. 301 *Fuel System Integrity*: replacement of the complete vent pipe, disareator, fuel tank connecting pipe, and pipe for vapor recycling with U.S.-model components.

Standard No. 401 *Interior Trunk Release*: installation of compliant interior trunk release components, including an inner hood unlocking device, a safety handle for use by persons trapped within the trunk compartment, a cable for the handle, as well as connection hardware, a dowel and a clip.

Petitioner states that front and rear bumper bracket components will have to be replaced with U.S. model components for the vehicles to comply with the Bumper Standard found in 49 CFR part 581. Petitioner identified the components requiring replacement as including left- and right-hand brackets and supports, as well as a pad and plate for the front bumper, and left- and right-hand brackets, as well as a plate, pad, bumper fixing plate, and rivet for the rear bumper.

The petitioner states that all vehicles will be inspected prior to importation to ensure that all required anti-theft devices identical to those found on the vehicles' U.S. certified counterparts are installed. Any modifications necessary to achieve compliance with the Theft Prevention Standard found at 49 CFR part 541 will be made at that time.

In addition, the petitioner states that a vehicle identification number (VIN) plate must be affixed to the vehicles so

that it is readable from outside the driver's windshield pillar and a VIN reference label must be affixed to the edge of the driver's door or to the latch post nearest the driver in order to meet the VIN requirements of 49 CFR part 565.

Lastly, the petitioner states that a certification label will be affixed to the driver's side doorjamb to meet the requirements of the vehicle certification regulations in 49 CFR part 567.

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.

Issued on: October 23, 2003.

Kenneth N. Weinstein,

Associate Administrator for Enforcement.

[FR Doc. 03-27129 Filed 10-27-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

International Standards on the Transport of Dangerous Goods; Public Meetings

AGENCY: Research and Special Programs Administration (RSPA), Department of Transportation

ACTION: Notice of public meetings.

SUMMARY: This notice is to advise interested persons that RSPA will conduct public meetings in preparation for and to report the results of the 24th session of the United Nations Subcommittee of Experts on the Transport of Dangerous Goods (UNSCOE) to be held December 3-10, 2003 in Geneva, Switzerland.

DATES: November 19, 2003, 9:30 a.m.-12:30 p.m., Room 6200; December 17, 2003, 9:30 a.m.-12:30 p.m., Room 6200.

ADDRESSES: Both meetings will be held at DOT Headquarters, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Bob Richard, International Standards Coordinator, or Mr. Duane Pfund, Assistant International Standards Coordinator, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366-0656.

SUPPLEMENTARY INFORMATION: The primary purpose of the first meeting will be to prepare for the 24th session of the UNSCOE and to discuss draft U.S. positions on UNSCOE proposals. The primary purpose of the second meeting will be to provide a briefing on the outcome of the UNSCOE session and to prepare for the 25th session of the UNSCOE. Topics to be covered during the public meetings include: (1) Harmonization of the Recommendations on the Transport of Dangerous Goods with the Globally Harmonized System of Classification and Labeling of Chemicals, (2) Hazards to the aquatic environment, (3) Procedures for incident reporting, (4) Evaluation of the United Nations packaging requirements, (5) Transport of Dangerous Goods in limited quantities and consumer commodities, (6) Miscellaneous proposals related to listing and classification and the use of packagings and tanks. The public is invited to attend without prior notification. Due to the heightened security measures participants are encouraged to arrive early to allow time for security checks necessary to obtain access to the building.

Documents

Copies of documents for the UNSCOE meeting and the meeting agenda may be obtained by downloading them from the United Nations Transport Division's Web site at: <http://www.unece.org/trans/main/dgdb/dgsubc/c32003.html>. This site may also be accessed through RSPA's Hazardous Materials Safety Homepage at <http://hazmat.dot.gov/intstandards.htm>. RSPA's site provides additional information regarding the UNSCOE and related matters such as a summary of decisions taken at the 23rd session of the UNSCOE.

Issued in Washington, DC, on October 22, 2003.

Frits Wybenga,

Deputy Associate Administrator for Hazardous Materials Safety.

[FR Doc. 03-27130 Filed 10-27-03; 8:45 am]

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DEPARTMENT OF THE TREASURY

Fiscal Service

Fee Schedule for the Transfer of U.S. Treasury Book-Entry Securities Held on the National Book-Entry System

AGENCY: Bureau of the Public Debt, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury is announcing a new fee schedule for the transfer of book-entry securities maintained on the National Book-Entry System (NBES). This fee schedule will take effect on January 2, 2004. The basic fee for the transfer of a Treasury book-entry security will be \$.21, unchanged from fees in effect since July 1, 2003. The Federal Reserve funds movement fee will be decreasing from \$.05 to \$.04, resulting in a combined fee of \$.25 for each Treasury securities transfer.

In addition to the basic fee, off-line transfers have a surcharge. The surcharge for an off-line Treasury book-entry transfer in CY 2004 will be increasing from \$25.00 to \$28.00.

EFFECTIVE DATE: January 2, 2004.

FOR FURTHER INFORMATION CONTACT: Edward C. Leithead, Director, Primary & Secondary Market Fixed Income Securities (Financing), Bureau of the Public Debt, c/o Federal Reserve Bank of New York, 33 Liberty Street, New York, NY 10045-0001, telephone (212) 720-2883.

John M. Lilly, Financial Systems Analyst, Bureau of the Public Debt, Room 510, 999 E Street, NW., Washington, DC 20239-0001, telephone (202) 691-3550.

SUPPLEMENTARY INFORMATION: On October 1, 1985, the Department of the Treasury established a fee structure for the transfer of Treasury book-entry securities maintained on NBES.

Effective January 2, 2004, the basic fee will be \$.21 for each Treasury securities transfer and reversal sent and received, unchanged from fees in effect since July 1, 2003. The surcharge for an off-line Treasury book-entry transfer will increase from \$25.00 to \$28.00.

The basic transfer fee assessed to both sends and receives is reflective of costs associated with the processing of a security transfer. The off-line surcharge reflects the additional processing costs associated with the manual processing of off-line securities transfers.

The Treasury does not charge a fee for account maintenance, the stripping or reconstitution of Treasury securities, wires associated with original issues, or