

automated collection techniques or other forms of information technology.

Comments, to DMS or OIRA, must contain the OMB Control Numbers of all ICRs addressed. Comments to DMS must contain the docket number of this request, USCG 1999-6334. Comments to OIRA are best assured of having their full effect if OIRA receives them 30 or fewer days after the publication of this request.

#### Information Collection Requests

##### 1. Title: Vessel Reporting Requirement.

OMB Control Number: 2115-0551.

Type of Request: Extension of currently approved collection.

Affected Public: Owners, charterers, managing operators, or agents of U.S. vessels.

Form(s): N/A.

Abstract: The collection of information requires the owner, charterer, managing operator, or agent of a vessel of the United States to immediately notify the Coast Guard if there is a reason to believe that his or her vessel may be lost or imperiled. The person must follow up the report with written communication submitted to the Coast Guard within 24 hours.

Annual Estimated Burden Hours: The estimated burden is 137 hours annually.

##### 2. Title: Report of Oil or Hazardous Substance Discharge.

OMB Control Number: 2115-0137.

Type of Request: Extension of a currently approved collection.

Affected Public: Persons in charge of vessels, onshore or offshore facilities.

Forms: N/A.

Abstract: The collection of information requires that any person in charge of a vessel, an onshore or offshore facility report to the National Response Center, as soon as he or she has knowledge of any discharge of oil or a hazardous substance.

Annual Estimated Burden Hours: The estimated burden is 7,917 hours annually.

Dated: February 4, 2000.

G.N. Naccara,

Rear Admiral, U.S. Coast Guard, Director of Information and Technology.

[FR Doc. 00-3156 Filed 2-10-00; 8:45 am]

BILLING CODE 4910-15-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Obion and Dyer Counties, Tennessee and Fulton County, Kentucky

AGENCY: Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Obion and Dyer Counties, Tennessee and Fulton County, Kentucky.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mark Doctor, Project Management Engineer, Federal Highway Administration, 640 Grassmere Park, Suite 112, Nashville, Tennessee 37211, Telephone: (615) 781-5788.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Tennessee Department of Transportation and the Kentucky Transportation Cabinet, will prepare an Environmental Impact Statement (EIS) on a proposal to construct a four-lane divided freeway in Obion and Dyer Counties, Tennessee and Fulton County, Kentucky. The proposed project would involve improvements to existing Highway US 51/State Route (SR) 3 from the interchange with Highway US 412/SR 20 in Dyer County, Tennessee, north to the Purchase Parkway in Fulton County, Kentucky, for a distance of about 74 kilometers (46 miles).

The proposed improvement is a section of independent utility of the Congressionally-designated High Priority Corridor 18, or future Interstate 69. The purpose of the corridor is to improve international and interstate trade and to facilitate economic development. The proposed project would also provide a link between two existing full access-controlled highways and provide for future traffic capacity needs.

Alternatives to be considered are: (1) Taking no action; (2) three build alternatives consisting of upgrading sections of existing US 51/SR 3 and building other sections on new location; and (3) other alternatives that may arise from public and agency input. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

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 or are known to have an interest in this proposal. A public hearing will be held upon completion of the Draft EIS and public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing. A formal scoping meeting is planned.

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 EIS should be directed to the FHWA at the address provided above.

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

Issued on: January 26, 2000.

Charles S. Boyd,

Tennessee Division Administrator, Nashville.

[FR Doc. 00-3272 Filed 2-10-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2000-6871]

#### Notice of Request for the Extension of Currently Approved Information Collection

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collection: 49 U.S.C. Section 5312(a) Research, Development, Demonstration and Training Projects

**DATES:** Comments must be submitted before April 11, 2000.

**ADDRESSES:** All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, SW, Washington, DC 20590. All comments received will be available for examination at the above address from 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

**FOR FURTHER INFORMATION CONTACT:** 49 U.S.C. Section 5312(a) Research, Development, Demonstration and Training Projects—Mr. Henry Nejako, Office of Research, Demonstration and Innovation, (202) 366-0184. Title: 49 U.S.C. Section 5312(a) Research,

Development, Demonstration and Training Projects (*OMB Number: 2132-0546*).

**BACKGROUND:** 49 U.S.C. Section 5312(a) authorizes the Secretary of Transportation to make grants or contracts for research, development, and demonstration projects that will reduce urban transportation needs, improve mass transportation service, or help transportation service meet the total urban transportation needs at a minimum cost. In carrying out the provisions of this section, the Secretary is also authorized to request and receive appropriate information from any source.

The information collected is submitted as part of the application for grants and cooperative agreements and is used to determine eligibility of applicants. Collection of this information also provides documentation that the applicants and recipients are meeting program objectives and are complying with FTA Circular 6100.1B and other Federal requirements.

Issued: February 7, 2000.

**Dorrie Y. Aldrich,**

*Associate Administrator for Administration.*

[FR Doc. 00-3135 Filed 2-10-00; 8:45 am]

**BILLING CODE 4910-57-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 99-6473 Notice 1]

#### Registered Importers; Receipt of Applications for Determination of Inconsequential Noncompliance

The following companies, as registered importers under 49 U.S.C. 30141(c), imported passenger cars that failed to comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant Crash Protection": Auto Enterprises, Inc., Dickson Motor Sales and Leasing, Inc., JM Motors, Inc., Superior Auto Sales, Inc., Auto Import Services, Inc., Lairek International Trade Service, Inc., Elite Limited Auto Sales and Leasing, Ltd., Champagne Imports, Inc., Potsdam Importers, Inc., International Vehicle Importers, Inc., Auto King, Inc., and Liphardt and Associates, Inc. A registered importer is a firm recognized by the National Highway Traffic Safety Administration (NHTSA) as being capable of modifying vehicles that are imported into the United States to assure that they comply with all applicable FMVSS's. Under Section 30147, registered importers are obligated to notify owners and remedy

safety related defects and noncompliances in these vehicles. All of the registered importers involved except for Liphardt and Associates, Inc., filed appropriate reports pursuant to 49 CFR Part 573 "Defect and Noncompliance Reports." These registered reporters have also applied to be exempted from the notification and remedy requirements of Section 30118 and 30120. The basis of the applications is that the noncompliance is inconsequential to motor vehicle safety.

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

The following passenger cars ("subject vehicles"), certified by their original manufacturers as complying with all applicable Canadian Motor Vehicle Safety Standards, do not comply in all respects with FMVSS No. 208:

Chrysler LeBaron, 1994 and 1995 MY  
Dodge Spirit, 1994 and 1995 MY  
Dodge Shadow, 1994 and 1995 MY  
Dodge Viper, 1994 and 1995 MY  
Plymouth Sundance, 1994 and 1995 MY  
Plymouth Acclaim, 1994 and 1995 MY

#### Description of Noncompliance

The subject vehicles imported by the petitioners were manufactured on or after September 1, 1993, the date on which FMVSS No. 208 first required an automatic restraint for both front outboard seating positions. However, these vehicles are equipped with a driver side air bag and a passenger side type 2, 3-point shoulder/lap belt which met the standard as in effect before September 1, 1993.

#### Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided, either pursuant to a petition from the manufacturer or registered importer or on its own initiative, that the motor vehicle is substantially similar to a motor vehicle of the same model year, originally manufactured for importation into and sale in the United States, and certified under 49 U.S.C. 30115, and the vehicle is capable of being readily altered to conform to all applicable FMVSSs. NHTSA has decided, on its own initiative, that the subject motor vehicles are substantially similar to motor vehicles originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115, and of the same model year

that they are, and capable of being readily altered to conform to all applicable FMVSS. See 63 FR 41617 (August 4, 1998).

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 has been determined eligible for entry. The subject vehicles were imported from Canada under the VSA-1 eligibility code, assigned to all Canadian vehicles that the Administrator decided to be eligible for importation. Documentation substantiating compliance of the subject vehicles with the FMVSS was submitted to NHTSA after importation. NHTSA then reviewed the submissions and, for the vast majority of the affected vehicles, issued a decision letter advising that the submitted documentation was acceptable. In September 1995, NHTSA informed the importers that the amended requirements of FMVSS No. 208 had not been met. The importers had misunderstood FMVSS No. 208 and had believed the passenger-side restraint could be a manual belt when the driver's side was air bag equipped. This configuration was permissible until September 1, 1993. This provision expired after that date, requiring automatic restraints on both sides. When this matter was brought to the attention of the registered importers, they stopped importing vehicles not meeting FMVSS No. 208.

#### Arguments by Importers

A detailed chronology of the circumstances leading to this notice is contained in the "Notification of Defect pursuant to 49 CFR 573 and Petition pursuant to 49 CFR 556 for exemption from recall based on inconsequentiality," dated September 14, 1998, submitted by Superior Auto Sales, Inc. Several of the other registered importers affected joined in this petition.

A summary of petitioners' arguments follows:

The remedy for the affected vehicles would be either the installation of an automatic seat belt or passenger side air bag. Both of these options may not increase vehicle safety.

NHTSA has recently revised the passenger side air bag requirements, due to concerns regarding the extensive force of the air bag deployment. Any air bag system installed as a remedy for the affected vehicles would not meet the revised criteria. Thus, the remedy would require installation of old technology air bags. The owners of these vehicles could even petition NHTSA for permission to disable this safety feature.