

DATES: The meeting will be held February 23, 1995, from 9:00 a.m. until the last speaker is heard. Written comments must be received not later than March 3, 1995.

ADDRESSES: The meeting will be held in the North Auditorium on the fourth floor of the Federal Building, 915 Second Avenue, Seattle, WA 98174. Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard, 2100 Second Street SW, Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments will become part of this docket and will be available for inspection or copying at room 3406, Coast Guard Headquarters, between 8 a.m. and 3 p.m., Monday, through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Margie G. Hegy, Project Manager, Vessel Traffic Services Division, phone (202) 267-0415. This telephone is equipped to take messages on a 24-hour basis.

SUPPLEMENTARY INFORMATION: An ATBA is a defined area that all ships or certain classes of ships are encouraged to avoid because navigation is particularly hazardous or it is exceptionally important to avoid casualties within the area. On December 7, 1994, the Maritime Safety Committee of the International Maritime Organization adopted an ATBA proposed by the U.S. off the Washington coast in the vicinity of the Olympic Coast National Marine Sanctuary. The ATBA will go into effect on June 7, 1995.

In order to reduce the risk of marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all vessels, including barges, carrying cargoes classified by the United States as hazardous materials (e.g., oil or chemicals) should avoid the area bounded by a line connecting the following points:

| Latitude | Longitude |
|---------------------|-------------|
| (1) 48°23.3'N | 124°38.2' W |
| (2) 48°23.5'N | 124°38.2' W |
| (3) 48°25.3'N | 124°46.9' W |
| (4) 47°51.7'N | 125°15.5' W |
| (5) 47°07.7'N | 124°47.5' W |
| (6) 47°07.7'N | 124°11.0' W |

Because of concerns raised shortly before IMO considered the U.S. proposal, the U.S. delegation informed the Committee that the issue of spending this ATBA to include other categories of commercial vessels would

be considered further at the national level and, if appropriate, an amendment would be submitted for IMO consideration. This meeting will give the public an opportunity to provide information and documentation as we reconsider this issue.

In addition to information you wish to provide, the Coast Guard is also interested in your response to the following questions:

1. What interest or industry group do you represent?
2. If an Agent, do you represent U.S. or foreign flag vessels?
3. Do you currently own, operate, or charter commercial vessels that have occasion to operate within the Marine Sanctuary? If yes, please describe number, type, length, gross tons, amounts of bunker fuel carried, and type/quantity of cargo.
4. What measure (e.g., length, gross tonnage, barrels of product and/or bunker carried) do you recommend be used to establish applicability for the ATBA? Why?
5. Are there products/cargo other than petroleum that should be included in the applicability? If so, why and how should they be classified/identified? What threat do they pose to the sanctuary resources?
6. It has been suggested that the applicability of the ATBA be expanded to include all vessels greater than 500 gross tons regardless of the quantity or type of cargo carried. What impact (e.g., economic, extra steaming time, safety) would this have on your business/industry?
7. If you have a specific proposal to expand the applicability, quantify the benefit to the environment that would result. What is your proposal based on? Why should these vessels be included?
8. How many vessels (or vessel transits) per year are potentially affected by the current ATBA applicability? How many by expanding the applicability to include the vessels as suggested in number 6 or 7 above?
9. Prior to creation of the ATBA, where have your vessels historically transited during coastal transits (i.e., how many miles offshore)? If you call on a coastal port within the Sanctuary, describe your approach/ track line to the port.
10. Are there industry or company policies which establish vessel routes? If so, what are they?

Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral

presentations should notify the person listed above under **FOR FURTHER INFORMATION CONTACT** no later than two days before the meeting. Written material may be submitted prior to, during, or after the meeting.

Dated: January 23, 1995.

G.A. Penington,

Rear Admiral, U.S. Coast Guard Chief, Office of Navigation Safety and Waterway Services.

[FR Doc. 95-2091 Filed 1-26-95; 8:45 am]

BILLING CODE 4910-14-M

National Highway Traffic Safety Administration

[Docket No. 94-93; Notice 2]

Decision That Nonconforming 1992 Mercedes-Benz 260E Passenger Cars are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1992 Mercedes-Benz 260E passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1992 Mercedes-Benz 260E passenger cars 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 a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the 1992 Mercedes-Benz 300E), and they are capable of being readily altered to conform to the standards.

DATES: The decision is effective on January 27, 1995.

FOR FURTHER INFORMATION CONTACT: Ted Bayler, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION: 1992 Mercedes-Benz 300E.

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), 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**.

Champagne Imports, Inc. of Lansdale, Pennsylvania (Registered Importer R-90-009) petitioned NHTSA to decide whether 1992 Mercedes-Benz 260E passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on December 6, 1994 (59 FR 62778) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

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. VSP 105 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1992 Mercedes-Benz 260E (Model ID 124.026) is substantially similar to a 1992 Mercedes-Benz 300E originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, 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: January 23, 1995.

William A. Boehly,

Associate Administrator for Enforcement.

[FR Doc. 95-2064 Filed 1-26-95; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

January 18, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Bureau of the Public Debt (BPD)

OMB Number: 1535-0111.

Form Number: SBD 2090.

Type of Review: Extension.

Title: Authorization for Purchase and Request for Change United States Series EE Savings Bonds.

Description: This form is used to authorize employers to allot funds from employees' pay for the purchase of Savings Bonds.

Respondents: Individuals or households, State or local governments, Businesses or other for-profit, Federal agencies or employees, Non-profit institutions, Small businesses or organizations.

Estimated Number of Respondents: 1,600,000.

Estimated Burden Hours Per Response: 7 minutes, 30 seconds.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 33,333 hours.

Clearance Officer: Vicki S. Ott, (304) 480-6553, Bureau of the Public Debt, 200 Third Street, Parkersburg, West VA 26106-1328.

OMB Reviewer: Milo Sunderhauf, (202) 395-7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 95-2028 Filed 1-26-95; 8:45 am]

BILLING CODE 4810-40-P

Public Information Collection Requirements Submitted to OMB for Review

January 18, 1995.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Internal Revenue Service (IRS)

OMB Number: 1545-0135.

Form Number: IRS Form 1138.

Type of Review: Extension.

Title: Extension of Time for Payment of Taxes by a Corporation Expecting a Net Operating Loss Carryback.

Description: Form 1138 is filed by corporations to request an extension of time to pay their income taxes, including estimated taxes.

Corporations may only file for an extension when they expect a net operating loss carryback in the tax year and want to delay the payment of taxes from a prior tax year.

Respondents: Businesses or other for-profit.

Estimated Number of Respondents/Recordkeepers: 2,033.

Estimated Burden Hours Per Respondent/Recordkeeper:

Recordkeeping—3 hr., 21 min.

Learning about the law or the form—35 min.

Preparing and sending the form to the IRS—41 min.

Frequency of Response: On occasion.

Estimated Total Reporting/Recordkeeping Burden: 9,392 hours.

OMB Number: 1545-0906.

Form Number: IRS Form 8362.

Type of Review: Revision.

Title: Currency Transaction Report by Casinos.

Description: Casinos have to report currency transactions of more than \$10,000 within 15 days of the transaction. A casino is defined as one licensed by a State or local government having gross annual gaming revenue in excess of \$1,000,000.

Respondents: Businesses or other for-profit.

Estimated Number of Respondents/Recordkeepers: 30,000.