

bear any responsibility for the organization's commitments, the selection of the safety seats actually purchased or distributed, or the education of recipients of the seats as to proper use. No additional information is required to be submitted at this time in support of this element of the certification.

Evaluation Criteria

Certifications must demonstrate that the organization meets all criteria listed above. Certifications will be evaluated based on the following factors:

1. Understanding of the requirements of the agreement and soundness of approach as shown by the organization's plan and certification.

2. The ability to identify underserved low income and special needs families.

3. The ability to distribute child safety seats to these target populations at the community level.

- The experience of the organization, or its affiliates, in distributing child safety seats

- The breadth and diversity of the underserved population the organization can effectively reach

4. The ability to provide education to recipients.

- The experience of the organization, or its affiliates, in providing education on the use of child safety seats or on other related public health issues

- The level of training of the organization's staff or of the staff of its affiliates

5. The ability to conduct a distribution and education program that either creates new initiatives, or complements (rather than duplicates) existing initiatives, in the geographic areas to be served.

Certification Procedures

To be considered, certifications must be received no later than 30 days after the date on which today's notice is published in the **Federal Register**. Certifications should be submitted to Office of Occupant Protection, NTS-11, Room 5118, 400 Seventh Street, S.W., Washington, D.C. 20590.

Certifications must include each of the following:

(1) Certification Statement

A written statement, signed by an authorized official of the organization, certifying that the organization shall:

- (i) work, through its state or local affiliates, with agencies such as children's hospitals and health agencies to identify families who could not otherwise afford seats or who have special needs; (ii) have an existing loaner or give-away child safety seat program or have staff trained in child passenger safety issues;

- (iii) distribute the seats to low-income families and/or families with special needs across a broad geographical area throughout the United States; (iv) comply with NHTSA guidelines with respect to the approximate mix of child safety seats (e.g., infant, toddler, booster, special needs); (v) distribute all of the seats purchased with the funds provided by GM to the local agencies within 120 days of the receipt of the funds; (vi) educate recipients of the seats as to methods of proper installation and use; (vii) not use more than 10 percent of the funds provided by GM for administrative expenses related to distribution of the seats; (viii) add the GM-provided funds to the total of its existing funds spent on the distribution of child safety seats to low-income families and not divert any funds currently budgeted to such activities to other activities; (ix) allow the activities conducted pursuant to this program to be audited by such third party as selected by DOT; (x) acknowledge and agree that such commitments and promises shall be enforceable; and (xi) acknowledge and agree that GM does not assume or bear any responsibility for the organization's commitments, the selection of the safety seats actually purchased or distributed, or the education of recipients of the seats as to proper use.

(2) Plan

A plan describing how the organization will reach a broad geographical area, how it will identify underserved low income and special needs families that will be served by the program, and how it will accomplish the purchase and distribution of child safety seats within 120 days of receipt of the funds. The plan must include a proposed schedule for the purchase and distribution of seats, and either letters of support from the organizations that are (or would be) responsible for child safety seat programs in the geographic areas to be served (such as state highway safety offices and state public health agencies) or a description of the organization's plans to coordinate with these responsible organizations.

(3) Additional Information

The following additional information to ensure that the organization is capable of meeting the objectives of the agreement:

- Information regarding the organization's structure and a designation of geographic locations of state and local affiliates to be involved in the effort;
- Information regarding the organizations and agencies with which the organization will be affiliated for purposes of this program;
- A description of the organization's, or its affiliates': existing loaner or give-away programs; experience in providing education on the use of child safety seats or on other related public health

issues; the number of trained staff; a description of training conducted or taken; and the dates of last training;

- A mission statement of the organization;
- The method to be used to identify underserved low income or special needs families;
- A list of the geographic locations that would be targeted for receipt of the seats;

- The maximum number of seats the organization is capable of distributing within 120 days of its receipt of the funds; the amount of funding the organization is requesting from GM to purchase and distribute this number of seats; the proposed mix and types of seats needed to serve the age and needs of the populations to be targeted (e.g., 25% booster seats, 50% toddler seats, 20% infant seats and 5% special needs seats); the expected per unit cost to purchase and distribute each type of seat; the method used to derive the mix; and, if applicable, any change in mix or price if the organization receives less funding than the full amount requested; and

- A description of the means to be used by the organization or its affiliates to educate families about the proper installation and use of child safety seats.

Organizations must submit one original and two copies of their certifications. Certifications shall be subject to 18 U.S.C. 1001, which prohibits making of false statements. Organizations are requested to submit four additional copies to facilitate the review process, but there is no requirement or obligation to do so.

Organizations that would like to be notified upon receipt of their certifications should enclose a self-addressed stamped postcard in the envelope with their certifications. Upon receiving the certifications, the postcard will be returned by mail.

Issued on: March 27, 1995.

Michael B. Brownlee,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 95-7986 Filed 3-28-95; 2:55 pm]

BILLING CODE 4910-59-P

[Docket No. 94-60; Notice 2]

Denial of Petition for Import Eligibility Decision

This notice sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(C)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)).

The petition, which was submitted by J.K. Motors, Inc. of Kingsville, Maryland (J.K.), a registered importer of motor vehicles, requested NHTSA to decide that a 1994 Alfa Romeo 164

Quadrifoglio passenger car that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to the version of the 1994 Alfa Romeo 164 Quadrifoglio that was originally manufactured for importation into and sale in the United States and that was certified by its original manufacturer, Alfa Lancia Industriale, as complying with the safety standards, and (2) it is capable of being readily modified to conform to all applicable Federal motor vehicle safety standards.

NHTSA published a notice in the **Federal Register** on August 15, 1994 (59 FR 41811) that contained a thorough description of the petition, and solicited public comments upon it. One comment was received in response to this notice, from Fiat Auto R&D U.S.A., a division of Fiat Auto U.S.A., Inc. (Fiat), the U.S. representative of the vehicle's original manufacturer.

In its comment, Fiat stated that the structure of the non-U.S. certified Alfa Romeo 164 Quadrifoglio differs from that of its U.S. certified counterpart to accommodate a different powertrain. Fiat further stated that the vehicle's manufacturer determined that "without completely redesigning the rear portion" of the non-U.S. certified Alfa Romeo 164 Quadrifoglio, it would be "extremely costly and technically impossible" to bring the vehicle into compliance with applicable Federal motor vehicle safety standards, particularly Standard No. 301, *Fuel System Integrity*, and other vehicle crashworthiness standards.

NHTSA accorded J.K. an opportunity to respond to Fiat's comments. As of the date of this notice, J.K. has failed to submit such a response. This has compelled NHTSA to conclude, from the state of the record, that the petition does not clearly demonstrate that the non-U.S. certified version of the 1994 Alfa Romeo 164 Quadrifoglio is eligible for importation. The petition must therefore be denied under 49 CFR 593.7(e).

In accordance with 49 U.S.C. 30141(b)(1) (formerly section 108(c)(3)(C)(ii) of the Act), NHTSA will not consider a new import eligibility petition covering this vehicle until at least three months from the date of this notice.

Authority: 49 U.S.C. 30141 (a)(1)(A) and (b)(1); 49 CFR 593.7; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: March 27, 1995.

Harry Thompson,

Acting Director, Office of Vehicle Safety Compliance.

[FR Doc. 95-7909 Filed 3-30-95; 8:45 am]

BILLING CODE 4910-59-P

Research and Special Programs Administration

Meetings of Pipeline Safety Advisory Committees

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 1) notice is hereby given of the following meetings of the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC) and the Technical Pipeline Safety Standards Committee (TPSSC). Each Committee meeting as well as a joint session of the two Committees will be held in Room 2230 of the U.S. Department of Transportation Building, 400 Seventh Street SW., Washington, DC.

On May 2, at 8:00 a.m., the TPSSC will meet. Agenda items include discussion and voting on Qualifications of Pipeline Personnel and Passage of Instrumented Internal Devices.

At 1:00 p.m., TPSSC will be joined by members of the THLPSSC for a joint session which will include:

1. Welcome by the RSPA Administrator
2. Policy Issues
3. Regulatory Reinvention Initiatives
4. Update of the National Association of Pipeline Safety Representatives and National Association of Regulatory Utilities Commissioners Committees
5. One-Call Campaign
6. New Jersey Institute of Technology Report
7. Risk Management

On May 3, from 8:00 a.m. to 12:00 noon, the joint TPSSC-THLPSSC session will include: (1) DOT Restructuring, (2) Legislation, (3) Environmentally Sensitive Areas, and (4) Regulatory Updates including Mandatory Participation in One-Call System, Excess Flow Valves, Definitions of Gas Gathering Lines, Customer Owned Service Lines, and Emergency Flow Restricting Devices.

At 1:00 p.m., the THLPSSC will meet. Agenda items include discussion and voting on Qualification of Pipeline Personnel and Passage of Instrumented Internal Devices.

Each meeting will be open to the public, but attendance will be limited to the space available. Please note that

attendance will particularly be limited during the joint session of the two committees because of space constraints.

Members of the public may present oral statements on the topics. Due to the limited time available, each person who wants to make an oral statement must notify Bernardyne Williams or Gwen Hill, Room 2335, Department of Transportation Building, 400 Seventh Street, SW., Washington, DC 20590, telephone (202) 366-6570, not later than April 24, 1995, of the topics to be addressed and the time requested to address each topic. The presiding officer may deny any request to present an oral statement and may limit the time of any oral presentation. Members of the public may present written statements to the Committee before or after any meeting.

Issued in Washington, DC, on March 28, 1995.

Cesar De Leon,

Acting Associate Administrator for Pipeline Safety.

[FR Doc. 95-7982 Filed 3-30-95; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

Public Information Collection Requirements Submitted to OMB for Review

March 23, 1995.

The Office of Thrift Supervision (OTS) has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-11. Copies of the submission(s) may be obtained by calling the OTS Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the OTS Clearance Officer, Office of Thrift Supervision, 1700 G Street, NW., Washington, D.C. 20552.

OMB Number: 1550-0062

Form Number: Not Applicable

Type of Review: Extension

Title: Minimum Security Devices and Procedures

Description: The Bank Protection Act and OTS implementing regulations require savings associations to establish security devices and procedures. The required written security program allows OTS to evaluate whether savings associations have adopted policies and procedures to ensure compliance with the regulations and statute.