

by the Disability Hearings Officers to conduct and document disability hearings. The respondents are disability hearings officers in the State Disability Determination Staffs.

Number of Respondents: 3,250  
Frequency of Response: 1  
Average Burden Per Response: 60 minutes  
Estimated Annual Burden: 3,250 hours

2. Disability Hearing Officer's Decision—0960-0441. The information on form SSA-1207 is used as an official document to record the Disability Hearing Officer's decision. The respondents are Disability Hearing Officers in the State Disability Determination Services.

Number of Respondents: 14,110  
Frequency of Response: 1  
Average Burden Per Response: 45 minutes  
Estimated Annual Burden : 10,582 hours

3. Application for Benefits Under the Italy-U.S. International Social Security Agreement—0960-0445. The information on form SSA-2528 is used by the Social Security Administration to determine if a resident of Italy is eligible for Social Security benefits under the Italy-U.S. Social Security agreement. The respondents are Italian residents who file for U.S. benefits with the Italian Social Security Agency.

Number of Respondents: 200  
Frequency of Response: 1  
Average Burden Per Response: 20 minutes

Estimated Annual Burden: 67 hours

4. Disability Hearing Officer's Report of Disability Hearing—0960-0440. The information on form SSA-1205 is used by Disability Hearings Officers to conduct disability hearings. The form serves as a guide in conducting the hearings and ensures that all pertinent issues are considered. It also provides a record of the hearing. The respondents are Disability Hearings Officers in the State Disability Determinations staff.

Number of Respondents: 10,860  
Frequency of Response: 1  
Average Burden Per Response: 60 minutes  
Estimated Annual Burden: 10,860 hours

5. Chinese Custom Marriage Statement and Statement Regarding Chinese Custom Marriage—0960-0086. The information on forms SSA-1344 and SSA-1345 is used by the Social Security Administration to determine if an alleged spouse of the number holder is legally married for the purpose of paying social security benefits. The respondents are individuals applying for benefits based upon a Chinese

custom marriage or individuals who attended the marriage.

Number of Respondents: 200  
Frequency of Response: 1  
Average Burden Per Response: 14 minutes  
Estimated Annual Burden: 47 hours  
OMB Desk Officer: Laura Oliven  
Written comments and recommendations regarding these information collections should be sent directly to the appropriate OMB Desk Officer designated above at the following address: Office of Management and Budget, OIRA, New Executive Office Building, Room 10230, Washington, D.C. 20503.

Dated: May 1, 1995.

**Charlotte Whitenight,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 95-11369 Filed 5-11-95; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 95-040]

#### **Chemical Transportation Advisory Committee (CTAC), CTAC Subcommittee on Marine Vapor Control Systems and the CTAC Subcommittee on Hazardous Substances Response Plan Meetings**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meetings.

**SUMMARY:** CTAC and its Marine Vapor Control Systems and Hazardous Substances Response Plan Subcommittees will meet to discuss various issues relating to the marine transportation of hazardous materials in bulk. All meetings are open to the public.

**DATES:** The CTAC meeting will be held on Thursday, June 8, 1995, from 9:30 a.m. to 3 p.m. The Marine Vapor Control Systems Subcommittee and the Hazardous Substances Response Plan Subcommittee meetings will both be held on Wednesday, June 7, 1995, from 10 a.m. to 4 p.m. Persons wishing to make oral presentations should notify the Executive Director, listed below under **FOR FURTHER INFORMATION CONTACT**, on or before June 2, 1995.

**ADDRESSES:** The CTAC meeting will be held in Room 2415, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001. The Marine Vapor Control Systems Subcommittee meeting will be held in Room 6103, U.S. Coast Guard Headquarters. The Hazardous

Substances Response Plan Subcommittee meeting will be held in Room 2415, U.S. Coast Guard Headquarters. Written material should be sent to Captain K.J. Eldridge, Executive Director, Commandant (G-MTH-1), U.S. Coast Guard, 2100 Second Street, SW., Washington, DC 20593-0001.

**FOR FURTHER INFORMATION CONTACT:** Captain Kevin J. Eldridge, Executive Director, or Lieutenant Rick J. Raksnis, Executive Assistant, Commandant (G-MTH-1), U.S. Coast Guard, 2100 Second Street, SW., Washington, DC 20593-0001, telephone (202) 267-1217.

**SUPPLEMENTARY INFORMATION:** Notice of these meetings is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App 2 1 *et seq.* The agenda for the CTAC meeting will include the following topics:

(1) Introduction and swearing in of new members;

(2) Recommendations on the proposed 46 CFR 152 regulations;

(3) Final report from the Marine Vapor Control Systems Subcommittee on vapor control system recommendations for tank cleaning facilities;

(4) Progress report from the Hazardous Substances Response Plan Subcommittee and the Marine Occupational Safety and Health Subcommittee;

(5) Discussions on the new Coast Guard guidance for Regulation Development and Review; and

(6) An update on the Prevention through People initiative.

The Marine Vapor Control Systems Subcommittee will meet to discuss final proposed recommendations for safety standards for use of a vapor control system at tank vessel cleaning facilities.

The Hazardous Substances Response Plan Subcommittee will review and discuss the work completed by each of the four work groups. Each work group will present its major accomplishments completed thus far, and its plans for the future.

Attendance at all the meetings is open to the public. With advance notice, and at the Chairman's discretion, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations should notify the Executive Director, listed above under **ADDRESSES**, no later than June 2, 1995. Written material may be submitted at any time for presentation to the Committee or Subcommittee.

Dated: May 5, 1995.

**J.C. Card,**

*Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Safety, Security and Environmental Protection.*

[FR Doc. 95-11713 Filed 5-11-95; 8:45 am]

BILLING CODE 4910-14-M

### National Highway Traffic Safety Administration

[Docket No. 95-14; Notice 2]

#### Decision That Nonconforming 1973 Lancia Fulvia 1.3 S 2-Door Coupes Are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1973 Lancia Fulvia 1.3 S 2-Door Coupes are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1973 Lancia Fulvia 1.3 S 2-Door Coupes not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The decision is effective May 12, 1995.

**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) (formerly section 108(c)(3)(A)(i)(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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act, 15 U.S.C. 1397(c)(3)(A)(i)(II))

permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards based on destructive test data or such other evidence as NHTSA decides to be adequate.

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 determination in the **Federal Register**.

G&K Automotive Conversion, Inc. of Santa Ana, California ("G&K") (Registered Importer No. R-90-007) petitioned NHTSA to decide whether 1973 Lancia Fulvia 1.3 S 2-Door Coupes are eligible for importation into the United States. NHTSA published notice of the petition on March 14, 1995 (60 FR 13759) 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 determination must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VCP-07 is the vehicle eligibility number assigned to vehicles admissible under this determination.

#### Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1973 Lancia Fulvia 1.3 S 2-Door Coupes are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards.

**Authority:** 49 U.S.C. 30141(a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: May 8, 1995.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 95-11731 Filed 5-11-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-17; Notice 3]

#### Decision That Nonconforming 1985 Hobson Horse Trailers Are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1985 Hobson Horse Trailers are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1985 Hobson Horse Trailers not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they have safety features that comply with, or are capable of being altered to comply with, all such standards.

**DATES:** The decision is effective May 12, 1995.

**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) (formerly section 108(c)(3)(A)(i)(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. Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) (formerly section 108(c)(3)(A)(i)(II) of the Act, 15 U.S.C. 1397(c)(3)(A)(i)(II)) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable Federal motor vehicle safety standards based on destructive