

proposal meets the section 6(c) standards.

#### Condition

Applicant agrees that the requested exemptive order may be conditioned upon no company held in the Series' portfolio, nor any affiliate thereof, acting as broker for any Series in the purchase or sale of any security for the Series' portfolio.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 95-14849 Filed 6-16-95; 8:45 am]

BILLING CODE 8010-01-M

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. 95-23; Notice 2]

#### Decision That Nonconforming 1992 Kenworth T800 Trucks Are Eligible for Importation

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1992 Kenworth T800 trucks are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1992 Kenworth T800 trucks 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 U.S.-certified version of the 1992 Kenworth T800), and they are capable of being readily altered to conform to the standards.

**DATE:** This decision is effective June 19, 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) 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**.

G&K Automotive Conversion, Inc. of Santa Ana, California (Registered Importer R-90-007) petitioned NHTSA to decide whether 1992 Kenworth T800 trucks are eligible for importation into the United States. NHTSA published notice of the petition on April 7, 1995 (60 FR 17846) 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-115 is the vehicle eligibility number assigned to vehicles admissible under this decision.

#### Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1992 Kenworth T800 truck not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1992 Kenworth T800 truck 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: June 14, 1995.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 95-14903 Filed 6-16-95; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Customs Service

#### Implementation of Automated Export System

**AGENCY:** U.S. Customs Service, Department of the Treasury.

**ACTION:** Notice of Implementation of Phase I of the Automated Export System (AES).

**SUMMARY:** This notice announces that beginning on July 3, 1995, the U.S. Customs Service with the assistance of the Bureau of the Census will implement the first phase of AES and also announces to the public where the AES system will be implemented.

**BACKGROUND:** AES will ultimately provide a single electronic gateway at Customs through which the exporting community can report and receive all information required by U.S. government agencies involved with export administration. AES will create a "one-stop" environment for the trade community to file export information. It will substantially reduce paperwork and eliminate duplicate reporting requirements resulting in decreased respondent burden. AES will facilitate export trade, and improve customer service, trade statistics, and outbound enforcement.

Phase I of AES is for vessel shipments only and only for voluntary participants. Additional implementation phases of AES will be announced in future notices.

Phase I of AES will be implemented in the ports of Baltimore, Maryland; Norfolk, Virginia; Charleston, South Carolina; Houston, Texas (including Galveston and Texas City); and Los Angeles-Long Beach, California.

**SECTORS AFFECTED:** Parties that may volunteer to participate in Phase I of AES include; exporters, freight forwarders, carriers, customs brokers, port authorities, and service bureaus.

**RESPONSIBILITIES OF PARTICIPANTS:** Exporters, or their agents, will be responsible for providing primary

commodity related data, while carriers will be responsible for providing primary transportation related data. These two segments of AES data, commodity and transportation, provide the details needed to complete the export transaction reporting requirements.

During the initial implementation of Phase I of AES, exporters, or their agents, and carriers will be required to continue to report export information under current regulatory requirements using the Shipper's Export Declaration or the Automated Export Reporting Program in addition to reporting export information to AES. This dual reporting period for AES participants is not expected to last past December 31, 1995. The length of the dual reporting period may be adjusted pending the outcome of the evaluation of Phase I of AES. The dual reporting requirement only applies to the export activities of the voluntary participants within the above specified ports. Following this dual reporting period, AES will be extended to other vessel ports to be announced.

**DATA CONTROLS:** Certain data contained in AES will fall under the purview of the Freedom of Information Act as well as the Privacy Act.

**CONTACTS:** For information regarding AES, please contact the AES Development Team at (202) 927-0280 or your local Customs Client Representative. To obtain reference or background material, please call the AES MarketFax at (202) 927-3555, extension 100-main menu. To obtain information about AES from a specified port location, please call the following listed phone numbers:

Baltimore .....	(410) 962-4483
Norfolk .....	(804) 543-2033
Charleston .....	(803) 881-4312
Houston (via Galveston Office) .....	(409) 766-3624
Los Angeles-Long Beach	(310) 514-6015

Dated: June 13, 1995.

**Ray Mackin,**

*Acting Director, AES Development Team.*

[FR Doc. 95-14829 Filed 6-16-95; 8:45 am]

BILLING CODE 4820-02-P

## DEPARTMENT OF VETERANS AFFAIRS

### Information Collections Under OMB Review

**AGENCY:** Veterans Benefits Administration, Department of Veterans Affairs.

**ACTION:** Notice.

The Veterans Benefits Administration (VBA), Department of Veterans Affairs, has submitted to OMB the following proposals for the collection of information under the provisions of the Paperwork Reduction Act (44 U.S.C. Chapter 35). This document lists the following information: (1) the title of the information collection, and the Department form number; (2) a description of the need and its use; (3) who will be required or asked to respond; (4) an estimate of the total annual reporting hours, and recordkeeping burden; (5) the estimated average burden hours per respondent; (6) the frequency of response; and (7) an estimated number of respondents.

**ADDRESSES:** Copies of the proposed information collection and supporting documents may be obtained from Trish Fineran, Veterans Benefits Administration (20M30), Department of Veterans Affairs, 810 Vermont Avenue, NW., Washington, DC 20420, (202) 273-6886.

Comments and recommendations concerning the proposed information collections should be directed to VA's OMB Desk Officer, Allison Eydt, OMB Human Resources and Housing Branch, New Executive Office Building, Room 10235, Washington, DC 20503 (202) 395-4650. DO NOT send requests for benefits to this address.

**DATES:** Comments on the information collections should be directed to the OMB Desk Officer on or before July 19, 1995.

Dated: June 9, 1995.

By direction of the Secretary.

**Donald L. Neilson,**

*Director, Information Management Service.*

### Extension of a Currently Approved Collection

1. Federal Fiduciary's Account, VA Form 27-4706b.

2. The form is used by Federal fiduciaries who are required to account to VA for benefits paid to them on behalf of a beneficiary rated incompetent or under legal disability. The accounting information is used by Veterans Benefits Administration to complete account audits.

3. Individuals or households—Business or other for profit—Not-for-profit institutions—Federal Government—State, Local or Tribal Government.

4. 4,370 hours.

5. 30 minutes.

6. Annually.

7. 8,740 respondents.

### Extension of a Currently Approved Collection

1. Fiduciary's Agreement, VA Form 27-4703.

2. The form outlines the responsibilities of the fiduciary with respect to the use of VA funds. When completed by Veterans Benefits Administration and signed by the Federal fiduciary, it constitutes a legally binding contract.

3. Individuals or households—Business or other for-profit—Not-for-profit institutions—Federal Government—State, Local or Tribal Government.

4. 1,390 hours.

5. 5 minutes.

6. One-time.

7. 16,676 respondents.

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