

Transportation Authority Board, the MTA Long Island Rail Road will select a locally preferred alternative for its major investment strategy and seek approval from FTA and FHWA to continue with Preliminary Engineering and preparation of the Final EIS.

Issued on: June 20, 1995.

Thomas J. Ryan,

Regional Administrator, Federal Transit Administration.

[FR Doc. 95-15393 Filed 6-23-95; 8:45 am]

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[Docket No. 95-40; Notice 1]

National Highway Traffic Safety Administration

Vector Aeromotive Corporation Receipt of Application From Federal Motor Vehicle Safety Standard No. 208

Vector Aeromotive Corporation of Jacksonville, Florida, has applied to be exempted from paragraph S4.1.4 of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection*. The basis of the application is that compliance will cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith.

This notice of receipt of an application is published in accordance with the requirements of 49 U.S.C. 30113(b)(2) and does not represent any judgment of the agency on the merits of the application.

Vector intends to begin production of a two-seat high performance sport car in September 1995 called the "Vector Avtech SC ("Avtech"). Design concept specifications were developed several years ago for the Avtech, and a prototype shown at the Geneva Automobile Show in March 1992. During this time, Vector produced a sports car called the Vector W8. This car went out of production in early 1993 after a run of 22 vehicles, and Vector has produced no motor vehicles since.

Vector's single largest shareholder is V'Power Corp., a Bahamian Corporation, which is also the controlling shareholder of Automobili Lamborghini S.p.A. Lamborghini, which manufactured 1,475 cars between 1989 and 1994, was recently granted a temporary exemption from Motor Vehicle Safety Standard No. 214 *Side Impact Protection* (59 FR 59458). V'Power will provide Vector with \$5.5 million in funds to finance Vector's proposed development schedule over the next 12 months. Vector's cumulative net losses in the three years preceding

the filing of its application were approximately \$12,400,000.

Vector has received airbag development program cost estimates of approximately \$1,500,000 from airbag suppliers. It has already spent \$56,000 in pursuit of the project and an estimated 1000 man hours. Vector estimates that a year will be required in order to complete development, and that vehicles conforming to Standard No. 208 will be available in the time period June - September 1996. However, to allow for development problems, Vector has asked for an exemption until May 1, 1997. In the meantime, the Avtech will be equipped "with an active, three point, seat belt system that meets, or exceeds, all FMVSS performance requirements."

The applicant argues that an exemption would be in the public interest as its development and production "will result in additional employment at the factory, vendor, dealer, and service levels." Its success "should establish the US as a major source for ultrahigh performance vehicles and technology". The Avtech will be equipped with "the only twelve cylinder engine offered by a US manufacturer." An exemption would be consistent with traffic safety objectives because the vehicle will otherwise comply with all applicable Federal motor vehicle safety standards. In addition, the company's production will be limited. It estimates sales of 60 cars through the second quarter of 1996.

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Section, National Highway Traffic Safety Administration, room 5109, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below. Comment closing date: July 26, 1995.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50, and 501.8)

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-15527 Filed 6-23-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Changes to the List of Specially Designated Nationals of Cuba

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice of additions and deletions to the list of blocked persons and specially designated nationals.

SUMMARY: The Treasury Department is designating four entities as specially designated nationals of Cuba and adding these entities to the List of Blocked Persons and Specially Designated Nationals. In addition, the Treasury Department is removing an entity previously designated from the list.

EFFECTIVE DATE: June 21, 1995.

FOR FURTHER INFORMATION: J. Robert McBrien, Chief, International Programs, Tel.: (202) 622-2420; Office of Foreign Assets Control, Department of the Treasury, 1500 Pennsylvania Avenue, N.W., Washington, DC 20220.

SUPPLEMENTARY INFORMATION:

Electronic Availability

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Background

The Office of Foreign Assets Control ("FAC") is designating four entities as Specially Designated Nationals of Cuba and adding these entities to the List of Blocked Persons and Specially Designated Nationals and removing one entity from the list that was previously designated.

The Director of FAC has determined that the designated entities are owned or controlled by or act or purport to act directly or indirectly on behalf of the Government of Cuba and, therefore, pursuant to § 515.306 of the Cuban Assets Control Regulations, 31 CFR part 515 (the "Regulations"), are subject to the prohibitions applicable to the Government of Cuba. All unlicensed transactions with these entities or