

assemblies and front sidemarkers; (b) installation of U.S.-model taillamp assemblies which incorporate rear sidemarkers; (c) installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 111 *Rearview Mirrors*: Replacement of the passenger side rear view mirror, which is convex, with a U.S.-model component.

Standard No. 114 *Theft Protection*: Installation of a buzzer microswitch in the steering lock assembly, and a warning buzzer.

Standard No. 115 *Vehicle Identification Number*: Installation of a VIN plate that can be read from outside the left windshield pillar, and a VIN reference label on the edge of the door or latch post nearest the driver.

Standard No. 118 *Power Window Systems*: Rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection*: Installation of a seat belt warning buzzer. The petitioner states that the vehicle is equipped with an automatic restraint system consisting of a driver's and passenger's side air bag and knee bolsters. The petitioner further states that the vehicle is equipped with Type 2 seat belts in the front and rear outboard designated seating positions, and with a Type 1 seat belt in the rear center designated seating position.

Standard No. 214 *Side Impact Protection*: Installation of door beams.

Standard No. 301 *Fuel System Integrity*: Installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

Additionally, the petitioner states that the bumpers on the "1993-1996 Mercedes-Benz 220TE" must be reinforced to comply with the Bumper Standard found in 49 CFR Part 581.

The petitioner further states that before the vehicle will be imported into the United States, its VIN will be inscribed on fourteen major car parts, and a theft prevention certification label will be affixed, in compliance with the Theft Prevention Standard in 49 CFR Part 541.

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

All comments received before the close of business on the closing date indicated above 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 petition will be published in the Federal Register pursuant to the authority indicated below.

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.

Dated: June 4, 1996.

Clive Van Orden,

*Chief of Equipment and Imports Division,
Office of Vehicle Safety Compliance.*

[FR Doc. 96-14941 Filed 6-11-96; 8:45 am]

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Surface Transportation Board¹

[STB Finance Docket No. 32970]

BHP Copper, Inc.—Continuance in Control Exemption—BHP Nevada Railroad Company

BHP Copper, Inc. (BHP Copper), a noncarrier holding company, has filed a notice of exemption to continue in control of BHP Nevada Railroad Company (BNR), upon BNR's becoming a Class III rail carrier. Consummation was expected to occur on or after May 31, 1996.

BNR, a noncarrier, has concurrently filed a notice of exemption in *BHP Nevada Railroad Company—Acquisition and Operation Exemption—Northern Nevada Railroad Corporation*, STB Finance Docket No. 32969, to acquire approximately 150.241 miles of rail lines of Northern Nevada Railroad Corporation (NN) in Elko and White Pine Counties, NV.

BHP Copper controls two other nonconnecting Class III rail carriers: San Manuel Arizona Railroad Company (SMA) and Magma Arizona Railroad Company (MAA) operating in Arizona.

BHP Copper states that: (1) BNR will not connect with any of the other railroads in its corporate family; (2) the continuance in control is not part of a series of anticipated transactions that would connect BNR with any other railroad in its corporate family; and (3) the transaction does not involve a Class

I railroad. The transaction therefore is exempt from the prior approval requirements of 49 U.S.C. 11343. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III railroad carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32970, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Fritz R. Kahn, Fritz R. Kahn, P.C., Suite 750 West, 1100 New York Avenue, NW., Washington, DC 20005-3934.

Decided: June 4, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

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[STB Finance Docket No. 32969]

BHP Nevada Railroad Company—Acquisition and Operation Exemption—Northern Nevada Railroad Corporation

BHP Nevada Railroad Company (BNR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire the rail lines and other assets of Northern Nevada Railroad Corporation (NN) from milepost 0.0 at Cobre to the end of the line at milepost 148.941 at Riepetown, and from milepost 0.0 at McGill Junction to the end of the line at milepost 1.3 at McGill, a total of approximately 150.241 miles in Elko and White Pine Counties, NV.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901.