

Government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug-Free Workplace (Grantees or Other Individuals). During the effective period of the cooperative agreement award as a result of this notice, the agreement shall be subject to the general administrative requirements of 49 CFR Part 19, Department of Transportation Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Non-Profit Organizations; the cost principals of OMB Circular A-21, or A-122, or FAR 31.2 as applicable to the recipient, and the NHTSA General Provisions for Assistance Agreements.

3. **Reports and Deliverables/ Milestones.** The recipient shall submit a work plan within one week after award; quarterly progress reports by the 15th day subsequent to quarter, draft final report and plan for self-sustenance within 16 months after award, and plan for self-sustenance and the final report within 18 months after award. An original and two copies of each report shall be submitted to the Contracting Officer Technical Representative. One copy of each report to be submitted to the Contracting Officer. Milestones include the development of campaign strategies and materials within two months after award; dissemination of materials and the conduct of training within four months after award, and the development of a plan for self-sustenance within 10 months after award.

4. **Specific Tasks.** The recipient shall: (1) Meet with the COTR within one week after the award of the cooperative agreement to review details of the recipient's proposed work plan and schedule for this project; (2) Work with NHTSA and finalize the work plan to reach the largest area with greatest effect. The plan shall include an evaluation component and shall acknowledge the need to build sustainable community programs; (3) Develop materials needed to reach local constituents, educate them on traffic safety and occupant protection issues, and train them to conduct effective community outreach—using existing materials as much as possible; (4) Disseminate materials along with training, etc., as necessary to implement plan; and (5) Collect evaluation data.

It is imperative that the recipient make provisions in the organization to continue the implementation of the program developed for at least 3 years after the completion of this cooperative agreement. Emphasis should be placed on making this an on-going program into existing activities.

Issued on: June 21, 1996.

James H. Hedlund,

*Associate Administrator for Traffic Safety Program.*

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**[Docket No. 96-028; Notice 2]**

**Decision that Nonconforming 1988 Nissan 240SX Passenger Cars are Eligible for Importation**

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

**ACTION:** Notice of decision by NHTSA that nonconforming 1988 Nissan 240SX passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1988 Nissan 240SX passenger cars 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 1988 Nissan 240SX), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of June 27, 1996.

**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.

Pierre Enterprises Southeast, Inc. of Fort Pierce, Florida (Registered Importer 96-098) petitioned NHTSA to decide whether 1988 Nissan 240SX passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 5, 1996 (61 FR 15332) 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-162 is the vehicle eligibility number assigned to vehicles admissible under this decision.

**Final Decision**

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1988 Nissan 240SX not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1988 Nissan 240SX 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 21, 1996.

Marilynne Jacobs

*Director, Office of Vehicle Safety Compliance*  
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