

## DEPARTMENT OF STATE

[Public Notice 3168]

**Culturally Significant Objects Imported for Exhibition Determinations: "Salvador Dali: Optical Illusions"**

AGENCY: Department of State.

ACTION: Notice.

**SUMMARY:** Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C. 2459), the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority of October 19, 1999, I hereby determine that the objects to be included in the exhibition "Salvador Dali: Optical Illusions," imported from abroad for the temporary exhibition without profit within the United States, are of cultural significance. These objects are imported pursuant to loan agreements with foreign lenders. I also determine that the exhibition or display of the exhibit objects at the The Wadsworth Atheneum, Hartford, Connecticut from January 20 to March 26, 2000, and the Hirshhorn Museum and Sculpture Garden, Washington, D.C., from April 19 to June 18, 2000, and is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** For further information, including a list of exhibit objects, contact Carol B. Epstein, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202/619-6981). The address is U.S. Department of State, SA-44; 301-4th Street, S.W., Room 700, Washington, D.C. 20547-0001.

Dated: November 24, 1999.

**William B. Bader,***Assistant Secretary for Educational and Cultural Affairs, U.S. Department of State.*

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## DEPARTMENT OF TRANSPORTATION

**National Highway Traffic Safety Administration**

[Docket No. NHTSA-99-6545]

RIN 2127-AF54

**Federal Motor Vehicle Safety Standards; Side Impact Protection; Review: Side Impact Protection, Passenger Cars; Evaluation Report**

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for comments on technical report.

**SUMMARY:** This notice announces NHTSA's publication of a Technical Report reviewing and evaluating its existing Safety Standard 214, Side Impact Protection. The report's title is Evaluation of FMVSS 214—Side Impact Protection: Dynamic Performance Requirement; Phase 1: Correlation of TTI(d) with Fatality Risk in Actual Side Impact Collisions of Model Year 1981-1993 Passenger Cars; Plan for Phase 2: Effect of FMVSS 214 and Correlation of TTI(d) with Actual Fatality Risk in Model Year 1992-2000 Passenger Cars.

**DATES:** Comments must be received no later than April 6, 2000.

**ADDRESSES:** *Report:* You may obtain a copy of the report free of charge by sending a self-addressed mailing label to Publications Ordering and Distribution Services (NAD-51), National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. The executive summary of the report is available on the Internet for viewing on line at [www.nhtsa.dot.gov/cars/rules/regrev/evaluate/809004.html](http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/809004.html). The full report is available on the Internet in PDF format at [www.nhtsa.dot.gov/cars/rules/regrev/evaluate/pdf/809004.pdf](http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/pdf/809004.pdf).

*Comments:* All comments should refer to the Docket number of this notice. You may submit your comments in writing to: U. S. Department of Transportation Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. You may also submit your comments electronically by logging onto the Dockets Management System website at <http://dms.dot.gov>. Click on "Help & Information" or "Help/Info" to obtain instructions for filing the document electronically.

You may call Docket Management at 202-366-9324 and visit the Docket from 10:00 a.m. to 5:00 p.m., Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Charles J. Kahane, Chief, Evaluation

Division, NPP-22, Plans and Policy, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590. Telephone: 202-366-2560. FAX: 202-366-2559. E-mail: [ckahane@nhtsa.dot.gov](mailto:ckahane@nhtsa.dot.gov).

For information about NHTSA's evaluations of the effectiveness of existing regulations and programs: Visit the NHTSA web site at <http://www.nhtsa.dot.gov> and click "Regulations & Standards" underneath "Car Safety" on the home page; then click "Regulatory Evaluation" on the "Regulations & Standards" page.

**SUPPLEMENTARY INFORMATION:**

Safety Standard 214 (49 CFR 571.214) was amended in 1990 to assure occupant protection in a dynamic test that simulates a severe right-angle collision (55 FR 45752). It was phased into passenger cars by requiring percentages of cars manufactured during September 1, 1993-August 30, 1996 and all cars manufactured on or after September 1, 1996 for sale in the United States to meet the test. The purpose of Safety Standard 214 is to reduce fatalities and injuries by limiting the force levels on the occupant's thorax and pelvis. The test involves a Moving Deformable Barrier hitting the side of a vehicle. Side Impact Dummies are seated adjacent to the impact point. A Thoracic Trauma Index, TTI(d) and pelvic g's are measured on the dummies.

As required by the Government Performance and Results Act of 1993 and Executive Order 12866 (58 FR 51735), NHTSA reviews existing regulations to determine if they are achieving policy goals. The agency is evaluating the effectiveness, benefits and costs of side impact protection for new passenger cars in two phases, as crash data become available. Phase 1, completed in this report, is a statistical analysis of relationships between front-seat TTI(d) and fatality risk in actual side impacts on the highway, in baseline, pre-standard vehicles of model years 1981-93, based on Fatality Analysis Reporting System (FARS) data from late 1980 through early 1998. These baseline-tested make-models have been on the road long enough to accumulate a sufficient crash data base for meaningful statistical analyses.

The principal finding of Phase 1 is a statistically significant association of TTI(d) with side-impact fatality risk in passenger cars of model years 1981-93: the lower the TTI(d), the lower the fatality risk. The observed relationship is stronger, however, in 2-door cars than in 4-door cars. Each reduction of TTI(d)