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Dated: May 22, 2000.

By Order of the Maritime Administrator.

**Joel C. Richard,**  
Secretary.

[FR Doc. 00-13242 Filed 5-25-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the information collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. Described below is the nature of the information collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection was published on March 10, 2000 [65 FR 13075].

**DATES:** Comments must be submitted on or before June 26, 2000.

**FOR FURTHER INFORMATION CONTACT:** Otto A. Strassburg, Chief, Division of Marine Insurance, Office of Insurance and Shipping Analysis, MAR-570, Room 8117, Maritime Administration, 400 Seventh Street, SW, Washington, D.C. 20590, telephone number 202-366-4161. Copies of this collection can also be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration.

*Title of Collection:* "Approval of Underwriters for Marine Hull Insurance."

*OMB Control Number:* 2133-0517.

*Type of Request:* Approval of an existing information collection.

*Affected Public:* Foreign underwriters of marine insurance and insurance brokers.

*Form(s):* None.

*Abstract:* This collection of information involves the approval of marine hull underwriters to insure MARAD program vessels. Foreign applicants will be requested to submit financial data upon which MARAD approval would be based. In certain

cases, brokers would be required to certify that American underwriters were offered opportunity to compete for the business.

*Annual Estimated Burden Hours:* 46 hours.

*Addressee:* Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention MARAD Desk Officer.

*Comments are Invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Dated: May 23, 2000.

**Joel C. Richard,**

Secretary, Maritime Administration.

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2000-7291; Notice 1]

#### General Motors Corporation; Receipt of Application for Determination of Inconsequential Non-Compliance

General Motors Corporation (GM) has applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301 "Motor Vehicle Safety" for a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant Crash Protection," on the basis that the noncompliance is inconsequential to motor vehicle safety. GM has filed a report of a noncompliance pursuant to 49 CFR part 573 "Defects and Noncompliance Report."

This notice of receipt of the application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgement concerning the merits of the application.

### Description of Noncompliance

GM has identified a condition in which the required seat belt audible signal on some 1996-99 Model Year Chevrolet Astro and GMC Safari vans may occasionally operate for less than the 4 to 8 second time required. Upon such occurrence, the signal would not fully comply with the audible signal portion of the S7.3 seat belt warning provision of FMVSS No. 208. GM has submitted a 49 CFR 573.5 noncompliance notification to the agency which details the affected vehicles. Pursuant to section 30118(d) and 30120(h) of Chapter 301 and 49 CFR part 556, and for reasons set forth, GM requested exemption from the notification, and remedy provisions of 49 U.S.C. 30118 and 30120 on the basis that the noncompliance is inconsequential to motor vehicle safety.

"A total of 461,851 1996-99 MY Chevrolet Astro and GMC Safari vans were built with an audible driver seat belt warning system that may, in a random manner (1) operate properly, (2) terminate the audible signal in less than the minimum 4 second requirement, or (3) not operate at all. The possibility of a random noncompliance results from a transient signal being generated at the seat belt switch input to the audible signal module when the ignition switch is turned to start and the belt latch mechanism is not fastened. The module may interpret this transient signal input as the seat belt latch mechanism being fastened and thereby terminate the audible tone. The condition is caused by a ground voltage difference between the seat belt switch and the signal module creating a transient signal that the module was not designed to filter. At the time the subject module and associated wiring harness were developed, GM truck engineering did not have a formal requirement for electrical grounding and module input filtering."

"A new module and wiring harness were implemented at the assembly plant in January 1999, that changed this condition. To prevent this issue in the future, electrical grounding rules that define specific requirements for modules and their inputs have been implemented to evaluate all electrical ground designs during the design review process. This condition is not present in other GM vehicles with the same signal module because the respective component ground is compatible with the module design in other GM products. GM also has reviewed its warranty information regarding the subject vehicle's audible signal. There has been no change in the

occurrences of customer warranty claims regarding the seat belt audible signal for the 1995 vehicles, produced prior to this issue, and the warranty claim made on the vehicles involved.”

#### Supporting Information Submitted by General Motors

It is GM's understanding that the purpose of the seat belt warning requirement is to provide a reminder to the vehicle's driver to wear a seat belt. Section 7.3 of FMVSS 208 currently allows a manufacturer two alternatives for complying with the seat belt warning requirements. As Option 1, S7.3(a)(1) essentially requires (1) an audible signal of 4 to 8 seconds, and (2) a minimum 60 second telltale light when the driver seat belt is unbuckled and the ignition is moved to the "on" or "start" position. If the driver seat belt is buckled, neither the audible signal nor the telltale light should be activated when the ignition is turned to the "on" or "start" position. As Option 2, S7.3 (a)(2) essentially requires (1) an audible signal of 4 to 8 seconds when the driver seat belt is unlocked and the ignition is moved to the "on" or "start" position, and (2) a 4 to 8 second telltale light whenever the ignition is moved to the "on" or "start" position, whether or not the driver seat belt is buckled.

The subject vehicles were designed to Option 1 and comply with the portion of the requirements to activate a continuous or flashing warning light for a minimum of 60 seconds if the ignition is turned to the "on" or "start" position and the driver seat belt is not buckled, thus notifying a driver that he/she is not buckled up. Specifically, the subject vehicles comply with this portion of the requirement by displaying a continuous warning light for approximately the first 20 seconds and then a flashing light for approximately 55 seconds if the driver belt is not buckled. The subject vehicles, therefore, provide a visual warning signal that exceeds the 60 second duration requirement of Option 2. Furthermore, the design duration of 75 seconds for the visual signal provides a considerable enhancement over the 4 to 8 second duration requirement allowed by Option 2.

GM believes that the subject vehicles provide an enhanced seat belt warning indicator to remind the driver to wear a seat belt. Under these particular conditions, GM believes that the noncompliance to S7.3 f FMVSS 208 is inconsequential as it relates to motor vehicle safety, and therefore, requests the affected vehicles exempted from the notification, recall and remedy provisions of Section 30120 of the Safety Act.

Interested persons are invited to submit written data, views and arguments on the petition of GM, described above. Comments should refer to the Docket Number and be submitted to: Docket Management, National Highway Traffic Safety Administration, Room PL 401, 400 7th Street, SW., Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date will also be filed and will be considered to the extent practicable. When the application is granted or denied, a Notice will be published in the **Federal Register** pursuant to the authority indicated below.

*Comment closing date:* June 26, 2000.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 49 CFR 501.8)

Issued on: May 22, 2000.

**Stephen R. Kratzke,**

*Associate Administrator for Safety Performance Standards.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 579X)]

#### CSX Transportation, Inc.— Abandonment Exemption—in Parke and Vermillion Counties, IN

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon an approximately 1.17-mile line of its railroad between milepost BD-191.41 at Montezuma and milepost BD-192.58 at Hillsdale in Parke and Vermillion Counties, IN. The line traverses United States Postal Service Zip Codes 47862 and 47854.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12

(newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on June 25, 2000, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by June 5, 2000. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by June 15, 2000, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Natalie S. Rosenberg, Counsel, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202. If the verified notice contains false or misleading information, the exemption is void *ab initio*.

CSXT has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by May 31, 2000. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).