

eligibility to share subsidy with the MORMACSKY under the September 14, 1995, action). On the same dates respectively, Mormac wishes to operate these vessels in coastwise and intercoastal trades. The continuation of subsidy under Contract Nos. MA/MSB-295(b) and MA/MSB-295(c) until June 23, 1996, and February 2, 1997, respectively, however, will necessitate Mormac's receiving permission under section 805(a) for the MORMACSTAR and the MORMACSUN to undertake domestic operations, since section 805(a) forbids the payment of subsidy to a contractor who owns, operates, or charters a vessel in domestic coastwise or intercoastal service without such permission.

The three subsidized vessels are steam tankers of about 39,300 DWT, suitable primarily for the carriage of petroleum products.

Mormac states that it hopes to seek employment on the spot market in domestic trade for the MORMACSTAR after December 9, 1995, and for the MORMACSUN after June 22, 1996, perhaps lifting petroleum products from the U.S. gulf or the west coast. Mormac notes that in these trades, protected by the Jones Act, most competitors' vessels are steam powered, and their average age is comparable to the MORMACSTAR's and MORMACSUN's so that they will be on a more level competitive footing. In this connection, Mormac points out that its vessels are well equipped and maintained, and in capacity, speed, and condition they will be well suited to the proposed trade.

Mormac believes that the permission requested will not result in unfair competition to anyone operating exclusively in the coastwise or intercoastal service nor be contrary to the objects and policy of the Act. The permission sought, Mormac explains, will be requisite only so long as the MORMACSUN or MORMACSKY is receiving ODS; which will be only a little more than a year, from December 10, 1995, until February 1, 1997, at the latest, in the case of the MORMACSTAR; and the MORMACSUN will not be engaging in the domestic trade until June 23, 1996, at the earliest, so that the permission to do so will be needed for only about seven months. According to Mormac, competition, if any, between the MORMACSTAR and MORMACSUN and other vessels now or hereafter serving the domestic petroleum products trade will be on a fair footing unaffected by ODS payments to Mormac. Mormac further believes the permission will further the accomplishment of objects and policies

of the Act by helping keep in active service two well equipped, safe, and suitable vessels carrying domestic oceanborne commerce and capable of serving as a military and naval auxiliary.

The application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm or corporation having any interest (within the meaning of section 805(a)) in Mormac's request and desiring to submit comments concerning the request must by 5:00 PM on October 30, 1995, file written comments in triplicate with the Secretary, Maritime Administration, together with a petition for leave to intervene. The petition shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief.

If no petition for leave to intervene is received within the specified time or if it is determined that petitions filed do not demonstrate sufficient interest to warrant a hearing, the Maritime Administration will take such action as may be deemed appropriate.

In the event petitions regarding the relevant section 805(a) issues are received from parties with standing to be heard, a hearing will be held, the purpose of which will be to receive evidence under section 805(a) relative to whether the proposed operations (a) would result in unfair competition to any person, firm, or corporation operating exclusively in the coastwise or intercoastal service, or (b) would be prejudicial to the objects and policy of the Act relative to domestic trade operations.

(Catalog of Federal Domestic Assistance Program No. 20.805 (Operating-Differential Subsidies)).

By Order of the Maritime Administrator.

Dated: October 12, 1995.

Joel C. Richard,

Secretary.

[FR Doc. 95-25755 Filed 10-17-95; 8:45 am]

BILLING CODE 4910-81-P

National Highway Traffic Safety Administration

[Docket No. 95-62; Notice 2]

Decision That Nonconforming 1993 BMW 525i Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1993 BMW 525i passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1993 BMW 525i 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 1993 BMW 525i), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective as of October 18, 1995.

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.

Northern California Diagnostic Laboratories, Inc. of Napa, California (Registered Importer R-92-011) petitioned NHTSA to decide whether 1993 BMW 525i passenger cars are eligible for importation into the United States. NHTSA published notice of the

petition on August 10, 1995 (60 FR 40880) 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-133 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 1993 BMW 525i not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1993 BMW 525i 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: October 12, 1995.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 95-25793 Filed 10-17-95; 8:45 am]

BILLING CODE 4910-59-M

[Docket No. 95-70; Notice 2]

Decision that Nonconforming 1992, 1993, and 1994 General Motors Suburban Multi-Purpose Passenger Vehicles are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1992, 1993, and 1994 General Motors Suburban multi-purpose passenger vehicles (MPVs) manufactured in Mexico are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1992, 1993, and 1994 General Motors Suburban MPVs manufactured in Mexico that were 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 vehicles originally manufactured for sale in the United States that were certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 1992, 1993, and 1994 General Motors Suburban MPV), and they are capable of being readily altered to conform to the standards.

DATES: The decision is effective as of October 18, 1995.

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.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas (Registered Importer R-90-005) petitioned NHTSA to decide whether 1992, 1993, and 1994 General Motors Suburban MPVs manufactured in Mexico are eligible for importation into the United States. NHTSA published notice of the petition on August 14, 1995 (60 FR 41907) 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-134 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 1992, 1993, and 1994 General Motors Suburban MPVs manufactured in Mexico that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1992 and 1993, and 1994 General Motors Suburban MPVs originally manufactured for sale in the United States and certified under 49 U.S.C. 30115, and are 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: October 12, 1995.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 95-25794 Filed 10-17-95; 8:45 am]

BILLING CODE 4910-59-M

UNITED STATES INFORMATION AGENCY

U.S. Advisory Commission on Public Diplomacy Meeting

AGENCY: United States Information Agency.

ACTION: Notice for the Federal Register.

SUMMARY: The U.S. Advisory Commission on Public Diplomacy will meet in Room 600, 301 4th Street, S.W., on October 18, 1995.

The meeting will be closed to the public because it will involve discussion of classified information relating to public diplomacy and new U.S. measures to support the Cuban people and strengthen civil society in Cuba. The Commission will meet with Mr. Steve Chaplin, Director, Office of Inter-American Affairs, USIA, and Mr. Eugene Bigler, Coordinator of USIA's Cuba Programs Working Group. (5 U.S.C. 552b(c)(1))