

**FOR FURTHER INFORMATION CONTACT:**

Sharon Cassidy, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-5506.

**SUPPLEMENTARY INFORMATION:** As

described by the applicant the intended service of the vessel WOLF is:

*Intended Use:* "Charter passenger service and sailing instruction"

*Geographic Region:* "Maine to North Carolina (summer) and Florida (winter)"

Dated: April 14, 2005.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 05-7908 Filed 4-19-05; 8:45 am]

BILLING CODE 4910-81-P

**DEPARTMENT OF TRANSPORTATION****Maritime Administration****Marine Transportation System National Advisory Council**

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice of public meeting; Marine Transportation System National Advisory Council.

**SUMMARY:** The Maritime Administration announces that the Marine Transportation System National Advisory Council (MTSNAC) will hold a meeting to discuss MTS needs, regional MTS outreach initiatives, the West Coast port congestion issue, Council team assignments, and other issues. A public comment period is scheduled for 8:30 a.m. to 9 a.m. on Thursday, May 5, 2005. To provide time for as many people to speak as possible, speaking time for each individual will be limited to three minutes. Members of the public who would like to speak are asked to contact Richard J. Lolich by April 27, 2005. Commenters will be placed on the agenda in the order in which notifications are received. If time allows, additional comments will be permitted. Copies of oral comments must be submitted in writing at the meeting. Additional written comments are welcome and must be filed by May 12, 2005.

**DATES:** The meeting will be held on Wednesday, May 4, 2005, from 2 p.m. to 5 p.m. and Thursday, May 5, 2005 from 8:30 a.m. to 5 p.m.

**ADDRESSES:** The meeting will be held in the Radisson Hotel Sacramento, 500 Leisure Lane, Sacramento, CA 95815. The hotel's phone number is (800) 333-3333.

**FOR FURTHER INFORMATION CONTACT:**

Richard Lolich, (202) 366-4357; Maritime Administration, MAR-830, Room 7201, 400 Seventh St., SW., Washington, DC 20590; richard.lolich@marad.dot.gov.

**Authority:** 49 CFR 1.66

Dated: April 14, 2005.

Joel C. Richard,

Secretary, Maritime Administration.

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**DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****Petition To Modify an Exemption of a Previously Approved Antitheft Device; General Motors Corporation**

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

**ACTION:** Grant of a petition to modify an exemption from the parts marking requirements of a previously approved antitheft device.

**SUMMARY:** On May 15, 1995, this agency granted in full General Motors Corporation's (GM) petition for exemption from the parts-marking requirements of the vehicle theft prevention standard for the Chevrolet Lumina and Monte Carlo vehicle line (see 60 FR 25938). On March 29, 1999, the agency granted in full GM's petition for modification of the previously approved antitheft device for the Chevrolet Lumina and Monte Carlo vehicle line. This notice (see 60 FR 25938) acknowledged GM's notification that the nameplate for its Chevrolet Lumina/Monte Carlo line would be changed to the Chevrolet Impala/Monte Carlo line beginning with model year (MY) 2000. This notice also grants in full GM's second petition to modify the exemption of the previously approved antitheft device for that line. NHTSA is granting GM's petition to modify the exemption because it has determined, based on substantial evidence, that the modified antitheft device described in GM's petition to be placed on the vehicle line as standard equipment, is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements.

**DATES:** The exemption granted by this notice is effective beginning with model year (MY) 2006.

**FOR FURTHER INFORMATION CONTACT:** Ms. Rosalind Proctor, Office of International

Policy, Fuel Economy and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2290.

**SUPPLEMENTARY INFORMATION:** On May 15, 1995, NHTSA published in the **Federal Register** a notice granting a petition from GM for an exemption from the parts-marking requirements of the vehicle theft prevention standard for the Chevrolet Lumina (and Monte Carlo) vehicle line beginning with the 1996 model year. The Chevrolet Lumina (and Monte Carlo) was equipped with the PASS-Key II antitheft device (see 60 FR 25938). On March 29, 1999, NHTSA published in the **Federal Register** a notice granting in full GM's petition for modification of the previously approved PASS-Lock antitheft device for the Chevrolet Lumina and Monte Carlo vehicle line beginning with the 2000 model year. Additionally, GM informed the agency of its planned nameplate change for the Chevrolet Lumina and Monte Carlo to the Chevrolet Impala/Monte Carlo beginning with model year (MY) 2000 (see 64 FR 14963).

This notice grants in full GM's February 15, 2005 second petition to modify the exemption of the previously approved antitheft device for the MY 2006 Chevrolet Impala/Monte Carlo. GM's February 15, 2005 submission is a complete petition, as required by 49 CFR part 543.9(d), in that it meets the general requirements contained in 49 CFR part 543.5 and the specific content requirements of 49 CFR part 543.6. GM's petition provides a detailed description of the identity, design and location of the components of the antitheft system proposed for installation beginning with the 2006 model year.

GM described the MY 1996 device (PASS-Key II) installed on the Impala/Monte Carlo as a passively activated device. It also stated that the device utilized an electrically-coded ignition key, an ignition lock-cylinder and a decoder module. GM stated that the MY 2000 device (PASS-Lock) provides the functionality of its "PASS-Key" devices but features a coded-lock cylinder instead of an electrically-coded ignition key. When the electronic sensor detects proper lock rotation, it sends a code to the body function controller. If the correct code is received, the controller enables fuel and starting of the vehicle. If an incorrect code is received, the controller disables fuel and starting of the vehicle.

In GM's MY 2006 petition to modify the exemption, it stated that the Chevrolet Impala/Monte Carlo vehicle