

making substantial progress toward implementing and following, the customs procedures required by the CBTPA. The President directed the USTR to announce any such determinations in the **Federal Register** and to implement any such determinations in the Harmonized Tariff Schedule of the United States (HTS).

Based on information and commitments provided by the Government of Guyana, I have determined that Guyana is making substantial progress toward implementing and following the customs procedures required by the CBTPA. Accordingly, pursuant to the authority vested in the USTR by Proclamation 7351, general note 17(a) to the HTS, U.S. note 7 to subchapter II of chapter 98 of the HTS, and U.S. note 1 to subchapter XX of chapter 98 of the HTS are each modified by inserting in alphabetical sequence in the list of eligible CBTPA beneficiary countries the name "Guyana." General note 17(d) to the HTS is modified by striking "duty-free" and inserting in lieu thereof "tariff" and by striking "October 2, 2000" and inserting in lieu thereof "the date announced in one or more **Federal Register** notices issued by the United States Trade Representative as the date on which each CBTPA beneficiary country qualifies for the tariff treatment provided in this note." The foregoing modifications to the HTS are effective with respect to articles entered, or withdrawn from warehouse for consumption, on or after November 9, 2000. The USTR will publish additional notices in the **Federal Register** announcing any determinations that other CBTPA beneficiary countries have satisfied the required customs procedures.

Richard Fisher,

Deputy United States Trade Representative.

[FR Doc. 00-29793 Filed 11-20-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed During the Week Ending November 10, 2000

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days after the filing of the application.

Docket Number: OST-2000-8265.

Date Filed: November 8, 2000.

Parties: Members of the International Air Transport Association.

Subject: CTC COMP 0321 dated 7 November 2000, Resolution 033f—Local Currency Rate Changes—Hungary, Intended effective date: 1 January 2001.

Docket Number: OST-2000-8275.

Date Filed: November 9, 2000.

Parties: Members of the International Air Transport Association.

Subject: PTC31 N&C/CIRC 0134 dated 7 November 2000, TC31 Circle Pacific Expedited Resolution 002q, PTC31 N&C/CIRC 0135 dated 7 November 2000, TC31 Circle Pacific Expedited Resolutions 002k, 073c, Intended effective date: 30 November 2000.

Docket Number: OST-2000-8277.

Date Filed: November 9, 2000.

Parties: Members of the International Air Transport Association.

Subject: PTC31 N&C/CIRC 0136 dated 7 November 2000, North and Central Pacific Areawide Expedited Resolution r-1 PTC31 N&C/CIRC 0137 dated 7 November 2000, TC31 North and Central Pacific, TC3 (except Japan)—North America, Caribbean Expedited Resolutions r2-r10 PTC31 N&C/CIRC 0138 dated 7 November 2000, TC31—North and Central Pacific, TC3—Central America, South America Expedited Resolutions r11-r16, Intended effective date: 1 December 2000.

Dorothy Y. Beard,

Federal Register Liaison.

[FR Doc. 00-29757 Filed 11-20-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-8241]

Notice of Receipt of Petition for Decision That Nonconforming 1991- 1995 BMW 8 Series Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1991-1995 BMW 8 Series passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1991-1995 BMW 8 Series passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially

similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is December 21, 2000.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. Docket hours are from 9 am to 5 pm.

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), 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, 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**.

J.K. Technologies of Baltimore, Maryland ("J.K.") (Registered Importer 90-006) has petitioned NHTSA to decide whether 1991-1995 BMW 8 Series passenger cars are eligible for importation into the United States. The vehicles which J.K. believes are substantially similar are 1991-1995 BMW 8 Series passenger cars that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Bayerische Motoren Werke, A.G., as conforming to

all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1991–1995 BMW 8 Series passenger cars to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

J.K. submitted information with its petition intended to demonstrate that non-U.S. certified 1991–1995 BMW 8 Series passenger cars, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S.-certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1991–1995 BMW 8 Series passenger cars are identical to their U.S.-certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that non-U.S. certified 1991–1995 BMW 8 Series passenger cars comply with the Bumper Standard found in 49 CFR Part 581.

Petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) Substitution of a lens marked “Brake” for a lens with a noncomplying symbol on the brake failure indicator lamp; (b) replacement of the speedometer with one calibrated in miles per hour. The petitioner stated that the entire instrument cluster on the vehicles will be replaced with a U.S.-model component.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) Installation of U.S.-model headlamps and front sidemarker lights; (b) installation of U.S.-model taillamp assemblies and associated rear

sidemarker lights; (c) installation of a U.S.-model high mounted stop light assembly.

Standard No. 110 *Tire Selection and Rims*: Installation of a tire information placard.

Standard No. 111 *Rearview Mirror*: Replacement of the passenger side rearview mirror with a U.S.-model component.

Standard No. 114 *Theft Protection*: Installation of a warning buzzer microswitch in the steering lock assembly and a warning buzzer.

Standard No. 118 *Power Window Systems*: Installation of a relay in the power window system so that the window transport mechanism is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection*: (a) Installation of a seat belt warning buzzer, wired to the driver’s seat belt latch; (b) replacement of the driver’s side air bag and knee bolster on 1991–1992 model vehicles, the driver’s and passenger’s side air bags and knee bolsters on 1993–1995 model vehicles, and the control unit, sensors, and seat belts on all model year vehicles, with U.S.-model components if the vehicle is not already so equipped. The petitioner states that all model year vehicles covered by the petition are equipped with combination lap and shoulder restraints which adjust by means of an automatic retractor and release by means of a single red push button in all front and rear outboard designated seating positions.

Standard No. 214 *Side Impact Protection*: Inspection of all vehicles and installation of U.S.-model door bars on vehicles that are not already so equipped.

The petitioner also states that a vehicle identification number plate must be affixed to the vehicle to meet the requirements of 49 CFR Part 565.

Additionally, the petitioner states that non-U.S. certified 1991–1995 BMW 8 Series passenger cars will be inspected prior to importation to ensure that they are equipped to comply with the Theft Prevention Standard found in 49 CFR Part 541 and that a U.S.-model anti-theft device will be installed on vehicles that are not already so equipped.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and

will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

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: November 16, 2000.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 00–29756 Filed 11–20–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33958]

The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Illinois Central Railroad Company and Grand Trunk Western Railroad Company

Illinois Central Railroad Company (IC) and Grand Trunk Western Railroad Company (GTW) have agreed to grant limited overhead trackage rights to The Burlington Northern and Santa Fe Railway Company (BNSF) between: (1) A point near GTW’s milepost 8.6 near 49th Street and Central Park in Chicago, IL, where GTW and BNSF connect, and a point near GTW’s milepost 23.2 near 154th Street and Lathrop in Harvey, IL, to a point near IC’s milepost 22 near IC’s Harvey Yard, a distance of approximately 16.6 miles; (2) a point near IC’s milepost 8.3 (Belt Crossing), where IC and the Belt Railway Company of Chicago connect in Chicago, IL, and a point near IC’s milepost 22 at IC’s Harvey Yard, a distance of approximately 27.3 miles; and (3) a point near IC’s milepost 2.3, where IC and BNSF connect on the West end of the St. Charles Airline Bridge and milepost 22 at IC’s Harvey Yard, a distance of approximately 21 miles. The total amount of trackage involved is approximately 64.9 miles.

The transaction is scheduled to be consummated on November 15, 2000.¹

¹ Pursuant to 49 CFR 1180.4(g), a railroad must file a verified notice with the Board at least 7 days before the trackage rights are to be consummated. In its verified notice, BNSF indicated that it proposed to consummate the transaction on or about November 14, 2000. Because the verified notice was filed on November 8, 2000, consummation could not take place until November 15, 2000, at the earliest. BNSF’s representative has been contacted and has confirmed that the