removed the running boards and positioned six (6) hatches down the center of the car. MSTR states that the loading facility employees access the roof via a permanent platform built to the same height as the car roof. They further claim that the cars are repaired at a site with a similar platform and to their knowledge no one else mounts the top of the car, therefore the running boards are unnecessary. They contend that the running boards would create a tripping hazard if applied down each side of the car roof as is currently the case with other covered hoppers with center mounted hatches. MSTR also sites cost and time constraints in relocating the running board as this would require removing two more hatch covers, welding aluminum plates over the hatches and remounting the running boards on the outside of the cars.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.,* Waiver Petition Docket Number FRA–2000–7949) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room Pl–401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at http://dms.dot.gov.

Issued in Washington, DC on January 10, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1557 Filed 1–17–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Blacklands Railroad

[Docket Number FRA–2000–8366]

The Blacklands Railroad (BLR) of Sulphur Springs, Texas, has petitioned for a permanent waiver of compliance for one locomotive from the requirements of Safety Glazing Standards, 49 CFR part 223, which requires certified glazing. The BLR is located in Sulphur Springs, Texas. The BLR states that this locomotive is used in light switching service and operates over 65 miles of track, from Greenville, TX, through Commerce, Sulphur Springs, TX. It also states that it has an additional 10 miles of trackage rights over the Union Pacific Railroad for interchange in their Mt. Pleasant yard. The average track apeed is 10–15 miles per hour with a maximum speed of 20 miles per hour.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA–2000–8366) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room P1–401, Washington, DC 20590–0001. Communications received within 45 days of the date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.–5:00 p.m.) at DOT Central Docket Management Facility, Room P1–401 (Plaza Level), 400 Seventh Street SW., Washington, DC. All documents in the public docket are also available for inspection and copying on the internet at the facility's Web site at *http://dms.dot.gov.*

Issued in Washington, DC, on January 11, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1556 Filed 1–17–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2000–8267]

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR) notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Oil Creek & Titusville Lines

The Oil Creek & Titusville Lines (OCTL), seeks a waiver of compliance from certain provisions of the Safety Glazing Standards, 49 CFR 223, which requires certified glazing, for one locomotive. The OCTL is located in Titusville, Pennsylvania. The OCTL states they operate a short line freight operation and additionally an excursion railroad operation over 15.8 miles of track through rural countryside and one community on an average of two (2) round trips per week freight and three (3) round trips per week for passenger excursions.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.,* Waiver Petition Docket Number FRA–2000–8267) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room P1–401, Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action been taken. Comments received after that date will be considered as far as practicable. All written communications concerning the proceedings are available for examination during regular business hours (9:00 a.m.–5:00 p.m.) at DOT Central Docket Management Facility, Room P10401 (Plaza Level), 400 Seventh Street, SW., Washington, DC.

All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at *http://dms.dot.gov.*

Issued in Washington, DC, on January 11, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1554 Filed 1–17–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–00–7638; Notice 2]

Recommendations for Establishing Global Technical Regulations Under the United Nations/Economic Commission for Europe 1998 Global Agreement; Motor Vehicle Safety

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

ACTION: NHTSA's recommendations to WP.29 for regulations to be considered under the 1998 Global Agreement.

SUMMARY: In July 2000, NHTSA published a notice seeking comments on its preliminary recommendations for the first motor vehicle safety technical regulations to be considered for establishment under the United Nations Economic Commission for Europe 1998 Global Agreement. NHTSA has reviewed and considered all public comments submitted in response to the notice and has prepared final recommendations to present to the World Forum for the Harmonization of Vehicle Regulations (WP.29) at the March 2001 meeting in Geneva. NHTSA will use the recommendations in deliberating with other Contracting Parties concerning the adoption of a program of work under the 1998 Global Agreement.

FOR FURTHER INFORMATION CONTACT: For technical and policy issues: Ms. Julie Abraham, Director, Office of International Policy and Harmonization, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366–2114. Fax: (202) 366–2559.

For legal issues: Nancy Bell, Attorney Advisor, Office of the Chief Counsel, NCC–20, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366–2992. Fax: (202) 366–3820.

SUPPLEMENTARY INFORMATION: You may read the materials placed in Docket No. NHTSA–00–7638 (*e.g.,* the comments submitted in response to the request for comments by other interested persons) by visiting the address: Docket Management, Room PL–401, 400 Seventh Street, SW., Washington, DC, 20590. The hours of the Docket Management System (DMS) are indicated above in the same location. Alternatively, you may read the materials electronically on the Internet. To do so, take the following steps:

(1) Go to the Web page of the Department of Transportation DMS (http://dms.dot.gov/).

(2) On that page, click on ''search'' near the top of the page or scroll down to the words ''Search the DMS Web'' and click on them.

(3) On the next page (http://dms.dot.gov/search/), scroll down to ''Docket Number'' and type in the four-digit docket number (7638) shown in the title at the beginning of this notice. After typing the docket number, click on ''search.''

(4) On the next page (''Docket Summary Information''), which contains docket summary information for the materials in the docket you selected, scroll down to ''search results'' and click on the desired materials. You may download the materials.

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I. Background

The U.S. became a signatory to the United Nations/Economic Commission for Europe (UN/ECE) Agreement Concerning the Establishment of Global and Technical Regulations for Wheeled Vehicles, Equipment and Parts Which Can Be Fitted And/or Be Used On Wheeled Vehicles (the ''1998 Global Agreement'') in June 1998. The 1998 Global Agreement, which entered into force on August 25, 2000, provides for the establishment of global technical regulations regarding the safety, emissions, energy conservation and theft prevention of wheeled vehicles, equipment and parts.[1] The Agreement contains procedures for establishing global technical regulations by either harmonizing existing regulations or developing a new regulation.

On July 18, 2000, in anticipation of the entry into force of the 1998 Global Agreement, NHTSA published a notice to obtain public comments on a list of preliminary recommendations of standards or aspects of standards for consideration by Contracting Parties in prioritizing the development and establishment of global technical regulations under the 1998 Global Agreement. (65 Fed. Reg. 44565) In that notice, NHTSA placed its recommendations into two categories based on available information and analysis concerning the relative level of stringency and benefits of U.S. and foreign standards. The first category, the ''Priority Recommendations,'' included some foreign standards or aspects of those standards that may represent best safety practices among existing national and regional regulations and that may lead to the improvement of vehicle safety in the U.S. NHTSA stated that, in allocating agency resources among the priority recommendation, it will give priority to the recommendations in this category. The second category, the ''Other Recommendations,'' included U.S. standards or aspects of standards that may represent best current safety practices and that may lead to improvement of vehicle safety worldwide. NHTSA believes that the standards in this category should obtain international review and feedback and be considered in the establishment of global technical regulations under the 1998 Global Agreement.

In addition to the above mentioned categories, the notice also noted the suggestions that had been received by the United Nations' Economic Commission for Europe World Forum for Development of Global Technical Regulations (WP.29) from the governments of Japan and the Russian Federation and various industry and consumer groups. These suggestions are posted in the NHTSA docket (NHTSA–00–7638).

In response to NHTSA's request for suggestions for changes to its preliminary recommendations, the agency received comments from Advocates for Highway and Auto Safety, the Alliance of Automobile Manufacturers, Flat Glass Manufacturers Association of Japan, Honda, the International Organization of Motor Vehicle Manufacturers (OICA), the Rubber Manufacturers Association, and Toyota.

II. NHTSA's Final Recommendations to WP.29

A. Consideration of Comments

NHTSA has reviewed the comments submitted in response to the July 2000 notice. In addition, NHTSA has

[1] The covered equipment and parts inside, but are not limited to, exhaust systems, tires, engines, acoustic shields, anti-theft alarms, warning devices and child restraint systems.