OMB Control Number: 2130–0504.

Abstract: The collection of information is used by state and Federal inspectors to remove freight cars or locomotives from service until they can be restored to a serviceable condition. It is also used by state and Federal inspectors to reduce the maximum authorized speed on a section of track until repairs can be made. Additionally, the collection of information provides railroads written notice that an inspector has recommended to the FRA Administrator to remove from service a section of track that is not safe to use at any speed. Railroads must return the required form after the necessary repairs have been made.

Form Number(s): FRA F 6180.8 and FRA F 6180.8a.

Affected Public: Businesses.

Respondent Universe: 685 railroads.

Frequency of Submission: On occasion.

Estimated Annual Burden: 7 hours.

Type of Request: Extension of a currently approved collection.

Title: Designation of Qualified Persons.

OMB Control Number: 2130–0511.

Abstract: The collection of information is used to prevent the unsafe movement of defective freight cars. Railroads are required to inspect the freight cars for compliance and to determine restrictions on the movement of defective cars.

Affected Public: Businesses.

Respondent Universe: 685 railroads.

Frequency of Submission: On occasion.

Estimated Annual Burden: 40 hours.

Type of Request: Extension of a currently approved collection.

Pursuant to 44 U.S.C. 3507(a) and 5 C.F.R. 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, D.C. on January 16, 2001.

Kathy A. Weiner,

Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 01–1957 Filed 1–22–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2000–7173; Notice 2]

Decision That Nonconforming 1988–1990 Jaguar XJS and XJ6 Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1988–1990 Jaguar XJS and XJ6 passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1988–1990 Jaguar XJS and XJ6 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 vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 1988–1990 Jaguar XJS and XJ6), and they are capable of being readily altered to conform to the standards.

DATE: This decision is effective January 23, 2001.

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) petitioned NHTSA to decide whether 1988–1990 Jaguar XJS and XJ6 Passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on April 11, 2000 (65 FR 19429) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Jaguar Cars (''Jaguar''), the U.S. representative of the manufacturer of the 1988–1990 Jaguar XJS and XJ6. In this comment, Jaguar addressed several inaccuracies that it had identified in the petition. First, Jaguar noted that the petition did not identify specific models that do not require the installation of a high mounted stop lamp to conform to Standard No. 108, *Lamps, Reflective Devices, and Associated Equipment.* Jaguar identified those as the 1990 Jaguar XJ6 and both the coupe and convertible models of the 1990 Jaguar XJS.

Jaguar next stated that the petition erroneously implied that motorized automatic safety belts had been installed on non-U.S. certified models of the 1988–1989 Jaguar XJS and the 1988–1990 Jaguar XJ6. Jaguar stated that motorized automatic safety belts were standard equipment only on vehicles built for the U.S. market and were not installed on any vehicles built for markets outside of the United States, including Canada. Jaguar stated that motorized automatic safety belts will have to be installed on non-U.S. certified models of the 1988–1989 Jaguar XJS, the 1989–1990 Jaguar XJ6, and the 1990 Jaguar XJS Coupe to conform those vehicles to Standard No. 208, *Occupant Crash Protection.*

Jaguar further stated that the petition erroneously implied that all models of the 1990 Jaguar XJS will require inspection and replacement of the driver's side air bag and knee bolster with U.S. model components where necessary. Jaguar stated that only the convertible model of this vehicle will require these measures.

Finally, Jaguar stated that the petition erroneously claimed that non-U.S. certified models of the 1988–1990 Jaguar XJS and XJ6 comply with the Bumper Standard found in 49 CFR part

581. Jaguar stated that Menasco struts must be installed on those vehicles to meet the requirements of the standard.

NHTSA accorded J.K. an opportunity to respond to Jaguar's comments. J.K. stated that it agrees with Jaguar that the high mounted stop lamp need not be replaced on all vehicles identified in the petition. J.K. stated that it will inspect all vehicles and replace the high mounted stop lamp with a U.S.-model component on vehicles that lack this equipment. J.K. also agreed with Jaguar that replacement of the driver's side air bag and knee bolster is only required on the 1990 Jaguar XJS convertible and that the 1988–1989 Jaguar XJS, the 1990 Jaguar XJS Coupe, and the 1989–1990 Jaguar XJ6 require the installation of U.S. model motorized automatic safety belts. Finally, J.K. agreed with Jaguar's comments that all vehicles covered by the petition require the installation of U.S. model Menasco struts to comply with the Bumper Standard.

In light of J.K.'s agreement with all of Jaguar's comments, and the fact that Jaguar did not contend that any of the vehicles covered by the petition are incapable of being ''readily altered to comply with applicable motor vehicle safety standards,'' 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–336 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1988–1990 Jaguar XJS and XJ6 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1988–1990 Jaguar XJS and XJ6 passenger cars originally manufactured for importation into and 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: January 17, 2001.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 01–1958 Filed 1–22–01; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33993]

Delaware Valley Railway Company, Inc.—Acquisition and Operation Exemption—Delaware Transportation Group, Inc. and Gettysburg Railway Company, Inc.

Delaware Valley Railway Company, Inc. (Delaware Valley), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire, pursuant to an agreement, the assets of Delaware Transportation Group, Inc.,[1] and the right to operate from Gettysburg Railway Company, Inc.,[2] over approximately 23.4 miles of rail line between milepost 31.20, at Gettsyburg, PA, and milepost 7.84, at Mt. Holly Springs, PA. Delaware Valley certifies that its projected revenues will not result in the creation of a Class II or Class I rail carrier, and further certifies that its projected annual revenues will not exceed $5 million.

The transaction was scheduled to be consummated on or shortly after January 11, 2001.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33993, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Louis E. Gitomer, Ball Janik LLP, 1455 F Street, NW., Suite 225, Washington, DC 20005.

Board decisions and notices are available on our website at ''WWW.STB.DOT.GOV.''

Decided: January 16, 2001.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 01–1831 Filed 1–22–01; 8:45 am]

BILLING CODE 4915–00–P

[1] *See Delaware Transportation Group, Inc.—Acquisition Exemption—Delaware Valley Railway Company, Inc.,* STB Finance Docket No. 33503 (STB served Nov. 21, 1997).

[2] *See Gettysburg Railway Company, Inc.—Lease and Operation Exemption—Delaware Transportation Group, Inc.,* STB Finance Docket No. 33504 (STB served Nov. 21, 1997).

INSTITUTE OF PEACE

Announcement of the Spring Unsolicited Grant Competition Grant Program

AGENCY: United States Institute of Peace.

ACTION: Notice.

SUMMARY: The Agency announces its Upcoming Spring Unsolicited Grant Deadline, which offers support for research, education and training, and the dissemination of information on international peace and conflict resolution.

Deadline: March 1, 2001.

DATES: Application material available on request. *Receipt date for return of application:* March 1, 2001. *Notification of awards:* June 2001.

ADDRESSES: For Application Package: United States Institute of Peace, Grant Program • Unsolicited Grants, 1200 17th Street, NW • Suite 200, Washington, DC 20036–3011, (202) 429–3842 (phone), (202) 429–6063 (fax), (202) 457–1719 (TTY), Email: grant_program@usip.org.

Applications also available on-line at our web site: www.usip.org.

FOR FURTHER INFORMATION CONTACT: The Grant Program, Phone (202) 429–3842.

Dated: January 12, 2001.

Bernice J. Carney,

Director, Office of Administration.

[FR Doc. 01–1988 Filed 1–22–01; 8:45 am]

BILLING CODE 6820–AR–M