DATES: The meeting will be held February 23, 1995, from 9:00 a.m. until the last speaker is heard. Written comments must be received not later than March 3, 1995.

ADDRESSES: The meeting will be held in the North Auditorium on the fourth floor of the Federal Building, 915 Second Avenue, Seattle, WA 98174. Written comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard, 2100 Second Street SW, Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments will become part of this docket and will be available for inspection or copying at room 3406, Coast Guard Headquarters, between 8 a.m. and 3 p.m., Monday, through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Margie G. Hegy, Project Manager, Vessel Traffic Services Division, phone (202) 267–0415. This telephone is equipped to take messages on a 24-hour basis.

supplementary information: An ATBA is a defined area that all ships or certain classes of ships are encouraged to avoid because navigation is particularly hazardous or it is exceptionally important to avoid casualties within the area. On December 7, 1994, the Maritime Safety Committee of the International Maritime Organization adopted an ATBA proposed by the U.S. off the Washington coast in the vicinity of the Olympic Coast National Marine Sanctuary. The ATBA will go into effect on June 7, 1995.

In order to reduce the risk of marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all vessels, including barges, carrying cargoes classified by the United States as hazardous materials (e.g., oil or chemicals) should avoid the area bounded by a line connecting the following points:

Latitude	Longitude
(1) 48°23.3′N	124°38.2′ W
(2) 48°23.5′N	124°38.2′ W
(3) 48°25.3′N	124°46.9′ W
(4) 47°51.7′N	125°15.5′ W
(5) 47°07.7′N	124°47.5′ W
(6) 47°07.7′N	124°11.0′ W

Because of concerns raised shortly before IMO considered the U.S. proposal, the U.S. delegation informed the Committee that the issue of spending this ATBA to include other categories of commercial vessels would be considered further at the national level and, if appropriate, an amendment would be submitted for IMO consideration. This meeting will give the public an opportunity to provide information and documentation as we reconsider this issue.

In addition to information you wish to provide, the Coast Guard is also interested in your response to the following questions:

- 1. What interest or industry group do you represent?
- 2. If an Agent, do you represent U.S. or foreign flag vessels?
- 3. Do you currently own, operate, or charter commercial vessels that have occasion to operate within the Marine Sanctuary? If yes, please describe number, type, length, gross tons, amounts of bunker fuel carried, and type/quantity of cargo.
- 4. What measure (e.g., length, gross tonnage, barrels of product and/or bunker carried) do you recommend be used to establish applicability for the ATBA? Why?
- 5. Are there products/cargo other than petroleum that should be included in the applicability? If so, why and how should they be classified/identified? What threat do they pose to the sanctuary resources?
- 6. It has been suggested that the applicability of the ATBA be expanded to include all vessels greater than 500 gross tons regardless of the quantity or type of cargo carried. What impact (e.g., economic, extra steaming time, safety) would this have on your business/industry?
- 7. If you have a specific proposal to expand the applicability, quantify the benefit to the environment that would result. What is your proposal based on? Why should these vessels be included?
- 8. How many vessels (or vessel transits) per year are potentially affected by the current ATBA applicability? How many by expanding the applicability to include the vessels as suggested in number 6 or 7 above?
- 9. Prior to creation of the ATBA, where have your vessels historically transited during coastal transits (i.e., how many miles offshore)? If you call on a coastal port within the Sanctuary, describe your approach/ track line to the port.
- 10. Are there industry or company policies which establish vessel routes? If so, what are they?

Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral

presentations should notify the person listed above under FOR FURTHER INFORMATION CONTACT no later than two days before the meeting. Written material may be submitted prior to, during, or after the meeting.

Dated: January 23, 1995.

G.A. Penington,

Rear Admiral, U.S. Coast Guard Chief, Office of Navigation Safety and Waterway Services. [FR Doc. 95–2091 Filed 1–26–95; 8:45 am] BILLING CODE 4910–14–M

National Highway Traffic Safety Administration

[Docket No. 94-93; Notice 2]

Decision That Nonconforming 1992 Mercedes-Benz 260E Passenger Cars are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT. **ACTION:** Notice of decision by NHTSA that nonconforming 1992 Mercedes-Benz 260E passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1992 Mercedes-Benz 260E 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 1992 Mercedes-Benz 300E), and they are capable of being readily altered to conform to the standards.

DATES: The decision is effective on January 27, 1995.

FOR FURTHER INFORMATION CONTACT: Ted Bayler, Office of Vehicle Safety Compliance, NHTSA (202–366–5306). SUPPLEMENTARY INFORMATION: 1992 Mercedes-Benz 300E.

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