

flights as soon as possible. In our judgment, the discussions proposed by the applicants may achieve the United States' goal—the elimination of smoking—much sooner than independent action by individual airlines.

We also find that the requested approval and grant of antitrust immunity to discuss a voluntary agreement to ban smoking on international commercial flights in transatlantic service is appropriately limited in nature and well-calculated to achieve a result consistent with our objective of eliminating smoking on all international flights. As noted, the Joint Applicants propose to announce a date and place for such discussions, and to invite representatives of all interested domestic and foreign air carriers, as well as representatives of international airports and interested civic groups. We will also require that representatives of airline employee unions or associations and private consumer groups (including the commenters in this proceeding) be invited to attend, although the latter may be limited to observer status.

We have determined to grant the request for discussion authority and antitrust immunity in this order, rather than through a show-cause proceeding. The discussions sought by the applicants seek to carry out an established public policy goal of the United States, the prohibition of smoking on international flights. Implementing that goal as soon as possible will provide important public health benefits. We are willing to grant antitrust immunity in this instance because, unlike most situations where it has been sought, the purpose of the discussions at issue here is fully consistent with the public interest. To the extent that consumer service options would be curtailed by an agreement, such a result is inherent in the public policy decision to eliminate smoking aboard aircraft. Furthermore, any agreement reached by the carriers may not be implemented without our approval, and interested persons will have an opportunity to comment on any application for such approval.

In addition, to minimize any adverse impact on the public interest, we will condition our approval and grant of antitrust immunity upon the following express conditions: (1) The discussion authority is limited to 120 days from the date of publication of this order; (2) advance notice of any meeting shall be given to all identifiable entities and groups noted above, as well as to the Department of Transportation, the Department of Justice, and the Federal Trade Commission; (3) representatives

of the Department of Transportation, the Department of Justice and the Federal Trade Commission shall be permitted to attend the meetings authorized by this order; (4) the Joint Applicants or a representative shall file within 14 days with the Department a report of each meeting held including *inter alia* the date, place, attendance, a copy of any information submitted to the meeting by any participant, and a summary of the discussions and any proposed agreements; (5) any agreement reached must be submitted to the Department for approval and must be approved before its implementation; (6) the attendees at such meetings must not discuss rates, fares or capacity; and (7) the discussions will be held in the metropolitan Washington, D.C. area.

Accordingly,

1. The Department approves the request for discussion authority filed by the Joint Applicants in this docket, subject to the restrictions listed below, under section 41308 of title 49 of the United States Code, for 120 days from the date of publication of this order, for discussions directed toward eliminating smoking on all international flights in transatlantic service;

2. The Department exempts persons participating in the discussions approved by this order from the operation of the antitrust laws under section 41309 of Title 49 of the United States Code;

3. The Department's approval is subject to the following conditions:

(a) Advance notice of any meeting shall be given to all identifiably interested air carriers, foreign air carriers, international airports, airline employee unions or associations, civic groups and consumer groups, as well as to the Department of Transportation, the Department of Justice, and the Federal Trade Commission;

(b) Representatives of the entities and groups listed in subparagraph (a) above shall be permitted to attend all meetings authorized by this order;

(c) The Joint Applicants or a representative shall file within 14 days with the Department a report of each meeting held including *inter alia* the date, place, attendance, a copy of any information submitted to the meeting by any participant, and a summary of the discussions and any proposed agreements;

(d) Any agreement reached must be submitted to the Department for approval and must be approved before its implementation;

(e) Attendees at such meetings must not discuss rates, fares or capacity;

(f) The Department shall retain jurisdiction over the discussions to take

such further action at any time, without a hearing, as it may deem appropriate; and

(g) Any meetings authorized by this order shall be held in the metropolitan Washington, D.C. area.

4. Petitions for reconsideration may be filed pursuant to our rules in response to this order;

5. We will serve a copy of this order on all parties served by the Joint Applicants in this docket, as indicated by the service list attached to their Application, on all parties filing Answers to the Application, and Congressman Richard J. Durbin; and

6. We will publish a copy of this order in the **Federal Register**.

By:

Patrick V. Murphy,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-2498 Filed 1-31-95; 8:45 am]

BILLING CODE 4910-62-M

Coast Guard

[CGD 91-202]

RIN 2115-AE10

Escort Vessels for Certain Oil Tankers

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: A two-part study assessing the capability of escort tugs to control disabled tankers in Prince William Sound, Alaska, was commissioned by the Disabled Tanker Towing Study Group. The study specifically reviewed the present equipment, personnel, and procedures aboard the tankers and escort vessels operating in Prince William Sound, as well as the assist capabilities of the vessels presently in service for escorting these tankers. Both parts of the study have now been completed, and the U.S. Coast Guard has been granted permission to make it available to the public through the National Technical Information Service (NTIS).

ADDRESSES: The study is published as two separate parts, which may be ordered from the National Technical Information Service, Springfield, VA 22161 (phone orders (703) 487-4650; MasterCard, Visa, and American Express are accepted).

FOR FURTHER INFORMATION CONTACT: Thomas Jordan, Project Manager, OPA 90 Staff, at U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001, or by phone at (202) 267-6751.

SUPPLEMENTARY INFORMATION:**Background**

In the aftermath of the EXXON VALDEZ grounding, the state of Alaska established a contingency plan that includes provisions requiring laden tankers to be escorted through Prince William Sound. The escort vessels are expected to provide immediate assistance to a tanker in the event it suffers a propulsion or steering failure. The escort vessels also have some spill response capabilities. At present, there are 11 tugs and escort vessels in this service, operating out of Port Valdez and escorting tankers to Hinchinbrook Entrance.

The Disabled Tanker Towing Study Group (DTTSG) was formed to review the present escort vessel practices in Prince William Sound. The DTTSG is formed of representatives from the Regional Citizen's Advisory Council (RCAC) for Prince William Sound, the Prince William Sound Tanker Association, the Alyeska Pipeline Service Company, the Alaska Department of Environmental Conservation, and the U.S. Coast Guard.

The DTTSG commissioned The Glostien Associates, Inc., to prepare a two-part study. The first part conducted an expert review and evaluation of the emergency towing equipment aboard the tankers and escort vessels operating in Prince William Sound. The second part determined, by means of actual tanker/tug trials and computer simulation analyses, the capabilities of the escort vessels to actually control disabled tankers within the navigational limits of Prince William Sound, under various weather and operating conditions.

Part 1 of the study was previously announced in a notice of availability published by the Coast Guard (59 FR 1411; January 10, 1994). This present notice announces the availability of Part 2 of the study.

Ordering Information

A synopsis of each part of the study is given here in order to provide the public with an overview of the study and its findings. Persons interested in obtaining full copies of the study may order it from the National Technical Information Service. The NTIS publication number for Part 1 of the study is PB94-120961 (price \$27.00 for paper copy, or \$12.50 for microfiche copy). The publication number for Part 2 is PB95-147617 (price \$119.00 for paper copy, or \$52.00 for microfiche copy). A separate shipping and handling charge of \$8.00 per order also applies. It generally takes 3 to 6 weeks to fill an

order, unless a customer opts to pay for 24-hour turnaround.

Summary of Part 1

Part 1 of the DTTTS, entitled "Evaluation of Existing Equipment, Personnel and Procedures," is summarized as follows:

The DTTTS is an objective evaluation by an experienced salvage towing master of the existing tugs, emergency towing equipment, towing practices, and discussion of alternate tug types.

The Part 1 investigation was performed by subcontractor Smit Tak BV, based in Rotterdam. Captain Jan ter Haar, a senior Smit Tak salvage master, conducted interviews and observed normal operations and emergency drills in the Valdez area.

All tankers calling at Valdez are required to carry specific emergency towing gear for rapid deployment and connection to a rescue tug. This "Prince William Sound Emergency Towing Package" is stowed and deployed differently on various vessels. Captain ter Haar recommends that all vessels adopt systems that can be readied for deployment in 15 minutes or less by a crew of two without using winch power.

Captain ter Haar demonstrated, in drills, several effective alternative methods of making towing connections with the tugs' own gear, without deploying the ship's Prince William Sound Towing Package. Drills were also used to assess crew skills in towing large tankers in adverse weather with multiple tugs. He concludes that additional drills and training, both in the makeup and towing operations, would be beneficial.

Captain ter Haar concludes that the vessels presently under contract are suitable for rescue towing in Prince William Sound under a full range of weather conditions. In the open waters of the Gulf of Alaska, at and beyond Hinchinbrook Entrance, he concludes that a larger salvage tug would improve the capability to prevent a major casualty.

Summary of Part 2

Part 2 of the DTTTS, is entitled "Computer Simulations of Escort and Rescue Towing Scenarios." Part 2 evaluates, using computer simulations, the capability of existing escort vessels in Prince William Sound, Alaska, and examines alternatives, if any, that could enhance escort and rescue towing capabilities in a worst case failure scenario. The study was subsequently expanded to include a parametric study to investigate the consequences of variants from the worst case. The parametric variables included wind

speed, tanker speed, failure rudder angle, failure recognition time and tug notification time.

Tug escort of laden tankers has been a feature of tanker operations in Valdez Narrows since the opening of Alyeska Valdez Marine Terminal in 1977. Shortly after the grounding of the EXXON VALDEZ in 1989, escorting was extended all the way through Prince William Sound to Seal Rocks in the Gulf of Alaska.

Tankers calling in Prince William Sound range in size from 60,000 to 265,000 DWT. Three representative sizes, 90,000 DWT, 170,000 DWT and 265,000 DWT, were chosen for computer simulation.

In developing the parameters of the study, it was decided that worst-case scenarios would be investigated because if the escort system was effective in worst cases it would be effective in all situations. The worst-case scenario was a combination of: a hard-over rudder failure, loss of power, extreme weather conditions, a failure recognition delay and a conservative definition of areas (red zones) where a response effort would be considered ineffective.

The study investigated (via computer simulations) five geographic locations in Prince William Sound (PWS): Valdez Narrows; Valdez Arm; central Prince William Sound; Hinchinbrook Entrance; and the Gulf of Alaska near Seal Rocks. The climatology used for this study was the worst-case wind and sea state resulting from a 25-year return period storm or the defined closure condition in each of the study's geographic areas.

The study defined the worst-case tanker failure scenario to be:

- A 35-degree locked rudder failure.
- A time delay for failure recognition.
- Simultaneous shutdown or loss of the propulsion system upon rudder failure recognition.

The parametric study investigated less extreme variations to the failure scenario (rudder failures at 10 and 20 degrees, shorter time delays for failure recognition and tug notification, and reversing of the tanker engine).

Each class of tugs currently on charter was modeled for use in the computer simulations, as well as four other tug designs as possible alternatives. These alternative vessels were:

- 4000 BHP vertical axis propeller tractor tug.
- 7600 BHP vertical axis propeller tractor tug.
- 7110 BHP azimuthing propeller (Z-drive) pusher tug (sometimes called a reverse tractor).
- 168-ton bollard pull deep sea salvage tug.

The ability of the various types and sizes of tugs to perform escort and emergency towing was determined based on existing performance data, computer simulations and available operating experience.

A matrix of simulation cases was developed, representing a full range of combinations of tug types, deployments and associated time delays, geographic locations and tanker sizes and speeds. In addition to the matrix of worst-case scenarios, over 1,000 additional cases, involving parametric reductions in the severity of the defined variables, were performed.

The study's results of the worst-case and parametric studies are summarized below.

- For the worst-case scenario, the larger tractor tug (with additional assist from an untethered ERV tug), or the largest conventional tug tethered as a rudder tug (with additional assist from another conventional tug and an ERV tug both tethered alongside), is capable of controlling all three modeled tankers in the Valdez Narrows if the tanker speed at failure is less than or equal 4 knots.
- All of the current escort tugs have adequate power to tow a disabled tanker in the worst-case climatology of Valdez Arm. However, the simulations show the need for increasing the sea room between the outbound track and Buoy 9 near Pt. Freemantle.
- Both the SEA VOYAGER and the ERV class tugs are capable of towing any of the three sizes of tankers to windward in the modeled worst-case (45-knot wind) conditions for central Prince William Sound. However, there is inadequate sea room from the TSS lane to Naked Island for the tug to rig its towline and begin towing. In lesser wind speed conditions, however, there would be adequate sea room for these tugs to begin towing before any of the three sizes of tankers reached Naked Island. A SEA SWIFT class tug requires additional assistance from an ERV tug to tow any

of the three sizes of tankers to windward.

- There is insufficient sea room to accommodate arrival time delays of existing tugs on standby at the Pilot Station, Naked Island or Port Etches based on the worst-case parameters set for this study. This result supports the current escort policy in Prince William Sound.
- The simulations for Hinchinbrook Entrance in the worst-case climatology show the need for increasing the sea room between the outbound track and Montague Island. For all cases with a right rudder failure occurring in the center of the southbound separation lane, the tanker will enter the red zone around Schooner Rock before an escorting tug can provide effective assistance.
- However, the parametric study for Hinchinbrook Entrance identifies some successful combinations under reduced wind conditions that result in towing control before the disabled vessel enters the red zone.
- None of the tugs investigated in this study can tow the modeled 170,000 and 265,000 DWT vessels to windward in the worst-case climatology identified for the Gulf of Alaska. However, both the simulated SEA VOYAGER class tug and the salvage tug at least have the capability to control its downwind drift direction.
- The simulations indicate that the salvage tug can tow the disabled 90,000 DWT vessel to windward in the Gulf of Alaska given the assumed worst-case conditions.
- The parametric study of reduced wind conditions for the Gulf of Alaska show that all three sizes of tankers can be towed to windward by the SEA VOYAGER class tug in 30 knots of wind or less or by the salvage tug in 50 knots of wind or less.

Dated: January 24, 1995.

Joseph J. Angelo,

Acting Chief, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 95-2493 Filed 1-31-95; 8:45 am]

BILLING CODE 4910-14-P

Research and Special Programs Administration

[Notice No 95-1]

Supplemental Emergency Preparedness Grant Program; Correction

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Correction.

SUMMARY: In notice document 95-1720 beginning on page 4657 in the issue of Tuesday, January 24, 1995, make the following corrections:

On page 4657 in the second column, the date comments must be submitted on or before was shown as February 6, 1995. This should be changed to read March 1, 1995.

On page 4657 in the third column the telephone for further information was listed as (202) 366-6601. This should be changed to read (202) 366-0001.

On page 4658 in the second column under Grant and Selection Criteria the fifth paragraph, (4), reads, "A statement of work for the upcoming budget period that describes and sets priorities for the activities and tasks to be conducted, the costs associated with each activity, the number and types of deliverables and products to be completed, and a schedule for implementation." It should read, "A statement of work for the grant program's first budget period (September 15, 1995 to September 15, 1996) that describes and sets priorities for the activities and tasks to be conducted, the costs associated with each activity, the number and types of deliverables and products to be completed, and a schedule for implementation."

Issued in Washington, DC on January 27, 1995.

Alan I. Roberts,

Associate Administrator for Hazardous Materials Safety.

[FR Doc. 95-2411 Filed 1-31-95; 8:45 am]

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