

Applicants' Conditions

Applicants agree that any order granting the requested relief will be subject to the following conditions:

1. Whenever the exchange option is to be terminated or its terms are to be amended materially, any holder of a security subject to that privilege will be given prominent notice of the impending termination or amendment at least 60 days prior to the date of termination or the effective date of the amendment, provided that: (a) No such notice need be given if the only material effect of an amendment is to reduce or eliminate the sales charge payable at the time of an exchange, to add one or more new Series eligible for the exchange option, or to delete a Series that has terminated; and (b) No notice need be given if, under extraordinary circumstances, either (i) there is a suspension of the redemption of Units of the Trust under section 22(e) of the Act and the rules and regulations promulgated thereunder, or (ii) a Trust temporarily delays or ceases the sale of its Units because it is unable to invest amounts effectively in accordance with applicable investment objectives, policies and restrictions.

2. An investor who purchases Units under the exchange option will pay a lower aggregate sales charge than that which would be paid for the Units by a new investor.

3. The prospectus of each Trust offering exchanges and any sales literature or advertising that mentions the existence of the exchange option will disclose that the exchange option is subject to modification, termination or suspension, without notice except in certain limited cases.

4. Each Series offering Units subject to a deferred sales charge will include in its prospectus the table required by item 2 of Form N-1A (modified as appropriate to reflect the differences between unit investment trusts and open-end management investment companies) and a schedule setting forth the number and date of each installment payment.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

Jonathan G. Katz,

Secretary.

[FR Doc. 95-9074 Filed 4-12-95; 8:45 am]

BILLING CODE 8010-01-M

U.S. SMALL BUSINESS ADMINISTRATION**[Declaration of Disaster Loan Area #2766]****California; Declaration of Disaster Loan Area (Amendment #1)**

The above-numbered Declaration is hereby amended, effective March 24, 1995, to include Alameda, Alpine, Calaveras, Contra Costa, Merced, San Francisco, San Joaquin, and San Mateo Counties in the State of California as a disaster area due to damages resulting from severe winter storms causing flooding, landslides, and mud debris flows beginning on February 13, 1995 and continuing.

All counties contiguous to the above-named counties have previously been declared.

All other information remains the same, i.e., the termination date for filing applications for physical damage is May 11, 1995, and for loans for economic injury the deadline is December 12, 1995.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: April 7, 1995.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 95-9145 Filed 4-12-95; 8:45 am]

BILLING CODE 8025-01-M

THRIFT DEPOSITOR PROTECTION OVERSIGHT BOARD**National Advisory Board Meeting**

AGENCY: Thrift Depositor Protection Oversight Board.

ACTION: Change of meeting date.

SUMMARY: This is to announce a change in the date for the National Advisory Board meeting schedule for April 27 as published in the Federal Register, March 30, 1995, page 16529. The meeting is rescheduled for May 31 at the Federal Deposit Insurance Corporation, 550 17th Street, N.W., Washington, D.C.

DATES: Wednesday, May 31, 9 a.m. to noon.

ADDRESSES: Federal Deposit Insurance Corporation, 550 17th Street, NW., Washington, D.C.

FOR FURTHER INFORMATION CONTACT: Jill Nevius, Committee Management Officer, Thrift Depositor Protection Oversight Board, 808 17th Street, NW, Washington, DC 20232, 202/416-2626.

Dated: April 7, 1995.

Jill Nevius,

Committee Management Officer.

[FR Doc. 95-9055 Filed 4-12-95; 8:45 am]

BILLING CODE 2221-01-M

DEPARTMENT OF TRANSPORTATION**Office of the Secretary****NAFTA Land Transportation Standards Subcommittee Work Program**

AGENCY: Office of the Secretary, Office of International Transportation and Trade, DOT.

ACTION: Notice.

SUMMARY: This notice gives the status of the Department of Transportation's (DOT) actions to implement the Land Transportation Standards Subcommittee (LTSS) work program set forth in the North American Free Trade Agreement (NAFTA). It also describes the LTSS' scope of work, notifies the public of upcoming meetings, and invites interested parties to write to DOT to be included in the Department's distribution list for LTSS reports and related information.

The United States, Canada, and Mexico intend to continue to work to develop more compatible land transportation standards through the LTSS in accordance with a timetable set in the NAFTA. Five working groups of federal and state government technical experts from the three countries were established last year to accomplish this work under the direction of the LTSS. The groups made considerable progress during the NAFTA's first year, including the completion of efforts related to cross-border rail operations. Representatives from industry, labor, and safety advocacy organizations, while not directly involved in the LTSS process, may take part in briefings and listening sessions conducted before or after the official meetings. In 1994, the LTSS held one plenary session, one executive session, and eight working group meetings. Copies of the LTSS 1994 Annual Report will be available in mid-May. The U.S. Department of Transportation conducted two public briefings in August and November 1994. The Department intends to publish periodic notices on the LTSS' activities, and to distribute regularly relevant information to individuals and organizations on its mailing list. Respondents are requested to send a fax or a post card with their full names and addresses to DOT, specifying the group(s) about which they would like to receive information.

Background

The NAFTA establishes a Committee on Standards-Related Measures, and requires that it create a subcommittee to seek—to the extent practicable—compatibility of land transportation standards among the United States, Canada, and Mexico. Annex 913.5.a-1 of the NAFTA sets forth the work program that the LTSS will follow for seeking compatibility of the countries' standards-related measures for bus and truck operations, rail personnel standards that are relevant to cross-border operations, and the transportation of hazardous materials.

Land Transportation Standards Subcommittee

The LTSS meets once a year chaired, on the U.S. side, by the Director of the Office of International Transportation and Trade, Office of the Secretary of Transportation. The chair gives general guidance and direction to U.S. working group heads, establishes the parameters for participation of U.S. delegates in delegation and trilateral meetings, and prepares policy recommendations—with the help of working group chairs—for the Secretary of Transportation's consideration. U.S. participants to the LTSS include: (1) Federal officials from the Office of the Secretary of Transportation (OST), the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), the Research and Special Programs Administration (RSPA), the U.S. Department of State, the Office of the U.S. Trade Representative, and other federal agencies as appropriate; and (2) state policy-makers identified by the National Governors' Association. Direct participation in the LTSS by other-than-government entities was extensively debated by U.S., Canadian, and Mexican officials, with only the United States favoring the inclusion of such entities in the LTSS. As a result, the three countries agreed to hold trilateral listening sessions before each plenary meeting and to conduct independent briefings as each country deemed appropriate. The LTSS held its first plenary session on July 12, 1994, in Cancun, Quintana Roo, Mexico. The heads of the three delegations also held an executive session on November 14, in Washington, D.C., to assess their progress. The working groups met on July 11 and at various other times in 1994. Dates of upcoming meetings are included below; meetings may be added or cancelled on short notice.

Working Groups

Five working groups comprising of federal, state, and provincial officials from the three countries were formed last year. In the United States, each working group operates under the leadership of a DOT official. The working groups analyze technical issues and provide the LTSS chair with information and advice on which to base policy options and recommendations. By invitation, representatives of state government organizations such as the American Association of State Highway and Transportation Officials, the American Association of Motor Vehicle Administrators, the Commercial Vehicle Safety Alliance, the International Association of Chiefs of Police, the National Association of State Regulatory Utility Commissioners, the Cooperative Hazardous Materials Enforcement Development Program, and others may also participate on the working groups. Individual working groups determine the frequency of meetings depending on the scope of work and the time-frame established in the NAFTA for seeking compatibility for the specific standards under each group's jurisdiction. Following is information on the working groups and their accomplishments to date.

1. Working Group 1—This group will consider medical and non-medical standards-related measures for drivers, including age and language requirements. It will also review measures with respect to vehicles such as tires, brakes, parts and accessories, cargo securement, maintenance and repair, inspections, and emissions and environmental pollution levels not covered by the Automotive Standards Council's work program established under Annex 913.5.a-3 of the NAFTA. In addition, it will examine standards related to the supervision and enforcement of motor carrier safety compliance. The group met in Winnipeg in October 1994 with representatives of state and provincial organizations to discuss standards related to the age and language of drivers. Soon after, on November 22, 1994, Mexico passed a law raising the age of commercial vehicle drivers from 18 to 21 and requiring that drivers have a secondary education that includes language courses in English. The new requirements are consistent with U.S. standards. Canadian action is pending. The group has developed a plan setting the priorities and time-frames for examining the standards for brakes, parts and accessories, and the securement of cargo. The plan involves

reviewing each country's individual standards to assess their level of equivalency, determining whether discrepancies would impede cross-border trade, and reaching agreements on how to make them more compatible. At the Winnipeg meeting, the group passed a resolution agreeing to use the Commercial Vehicle Safety Alliance's (CVSA) criteria for performing vehicle inspections and placing vehicles out-of-service. The group will hold its next meeting on April 26, 1995, in Colorado. For more information call Tom Kozlowski, International Programs Coordinator, Office of Motor Carriers/FHWA, at (202) 366-5370.

2. Working Group 2—This group will analyze the development of more compatible vehicle weight and dimension standards. As a first step, an ad hoc group of technical experts did an extensive comparison of U.S., Canadian, and Mexican standards last year. The tables are now being revised to reflect changes in Mexican requirements which were published on November 24, 1994. Working Group 2 will hold its second meeting on April 11 and 12, 1995, to agree on a work plan for making the size and weights standards of the three countries more compatible. There are two proposals under consideration, one presented by Mexico in July 1994 and another one submitted by Canada in October 1994. For information call Susan Binder, Division Administrator/FHWA, at (410) 962-4440.

3. Working Group 3—This group is responsible for seeking compatibility of standards-related measures relating to traffic control devices. The working group has met twice (July and October 1994) and produced a comparison of traffic control devices in the three countries. A report prepared by the working group leaders identifies differences and recommends possible actions. The report notes that existing discrepancies in this area will not significantly hinder the movement of cargo and vehicles. For information call Ernest D. L. Huckaby, Traffic Control Device Team Leader, Office of Highway Safety/FHWA, at (202) 366-9064.

4. Working Group 4—This group was charged with working towards making more compatible standards related to rail operating personnel that are relevant to cross-border operations, as well as standards related to locomotives and other rail equipment. In accordance with the NAFTA timetable, the group completed its work in January 1995. A final report describing the group's efforts and listing technical standards that need to be made compatible in the future is now in preparation. As appropriate, U.S., Canadian, and

Mexican delegates will continue to work on bilateral or trilateral issues outside the LTSS structure. For information and copies of the report call Jane Bachner, Deputy Associate Administrator for Policy/FRA, at (202) 366-0344.

5. Working Group 5—This group is seeking compatibility of standards related to the transportation of hazardous materials. Both the United States and Canada have essentially equivalent hazardous materials transportation requirements based on the United Nations Recommendations on the Transport of Dangerous Goods. Mexico has enacted legislation that provides for the development of standards consistent with the U.N. recommendations. The working group held meetings in October 1994 and in January 1995. Last fall the United States and Mexico issued jointly the U.S. Emergency Response Guidebook (ERG) in Spanish, of which 30,000 copies have been distributed in Mexico. This enabled harmonization of U.S. and Mexican emergency response information requirements. The three countries plan to issue a North American ERG by January 1996 by consolidating the information in the U.S. and Canadian guidebooks. In addition, Mexico has adopted a number of other standards that are compatible with U.S. and Canadian hazardous materials transportation regulations. For information call Frits Wybenga, International Standards Coordinator for Hazardous Materials/RSPA, at (202) 366-0656.

Meetings and Deadline

The LTSS will hold its second plenary session on June 28, 1995, at the Wall Center Garden Hotel, 1088 Burrard Street, Vancouver, British Columbia, Canada. In conjunction with the plenary meeting, the working groups may meet at the same location on June 27 and 28. Also at the same site, on June 27, special sessions will be held for representatives for the truck, bus, rail, and chemical manufacturing industries, transportation labor unions, brokers, and shippers, public safety advocates, and others who have notified us of their interest to attend and have submitted copies of their presentations to DOT at the address below by May 12, 1995. Subsequently, the Department of Transportation will hold a public briefing in Washington, D.C., to discuss the results of the listening session and the plenary and working group meetings. A notice announcing the meeting's date, time, and place will be published in the Federal Register two weeks in advance.

FOR FURTHER INFORMATION: Contact David DeCarme, Chief, Maritime, Surface, and Facilitation Division, Office of International Transportation and Trade, Office of the Secretary of Transportation, at (202) 366-2892.

ADDRESS AND FAX NUMBER: Individuals and organizations interested in being placed on the mailing list for receiving LTSS-related information are requested to send a post card indicating the complete name and address where the information should be sent, and specifying the group or groups about which information is desired. Mail post cards to David DeCarme, U.S. Department of Transportation, OST/X-20, Room 10300, 400 Seventh Street, S.W., Washington, DC 20590. Respondents may also send the above information by fax at (202) 366-7417.

Arnold Levine,

Director, Office of International Transportation and Trade.

[FR Doc. 95-9182 Filed 4-12-95; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 95-024]

Demonstration of Software to Electronically Prepare Shipping Articles, Certificates of Discharge, and Transmit Mariner Sea Service Time to the Coast Guard

AGENCY: Coast Guard, DOT.

ACTION: Notice.

SUMMARY: The Coast Guard is sponsoring a demonstration of the User Interface System (UIS). The UIS is a project to automate the collection and reporting process of mariner sea service data required by statutes. The UIS will allow shipping companies to electronically create shipping articles and certificates of discharge and transmit sea service data to the Coast Guard. The Coast Guard is also soliciting for participants in the testing process.

DATES: The demonstration will be held on Wednesday April 26, 1995, between 9 a.m. and 3 p.m.

ADDRESSES: The demonstration will be held at Science Applications International Corporation (SAIC) Tower 1, 1710 Goodridge Drive, McLean, VA 22102.

FOR FURTHER INFORMATION CONTACT: Mrs. Justine Bunnell, Project Officer, G-MVP-1, (202) 267-0238, Merchant Vessel Personnel Division of the Office of Marine Safety, Security and Environmental Protection. U.S. Coast Guard Headquarters, 2100 Second

Street, SW., Washington, DC 20593-0001.

SUPPLEMENTARY INFORMATION: The User Interface System (UIS) is a component of the Mariner Identification card project (the new Merchant Mariner's Document). The UIS is being developed for the Coast Guard to improve the recordkeeping and transmittal of merchant mariner sea service data. The system will provide for electronic transfer of data from the shipping companies to the Coast Guard database located at Coast Guard Headquarters in Washington, DC. The software will provide an interface with the Mariner Identification card and the Merchant Mariner License and Document program, a national database of merchant mariner transactions, as well as maintain compatibility with common systems used in the marine industry.

The system was developed in a stand-alone PC environment to allow users to purchase off the shelf equipment or use existing equipment to operate the software. The UIS will allow the user to enter voyage specific information, enter and maintain mariner and ratings information, report data contained on shipping articles and certificates of discharge, electronically report sea service information to Coast Guard Headquarters, and at the company's option, read the Mariner's ID (MID) card magnetic stripe for expedient data entry and verification. Shipping companies with existing computer systems may also develop their own software to electronically transmit sea service information to the Coast Guard.

The demonstration will include an explanation of the software, the methods used to develop the software, how to use the program, and hands-on work by the participants. The development team will be available to assist with the hands-on work and answer questions. Participants may bring their own personal computer (PC) if they desire. The test participants will receive a copy of the UIS program to use for 30 days in their work environment. They will use the software to generate shipping articles, certificates of discharge, and reports. The test participants will electronically transmit sea service information to the Coast Guard during the test period. They will identify any problems, make suggestions for improvement, and evaluate the software. The problems, suggestions and evaluation information will be collected on forms provided with the software. The suggestion/evaluation forms will be submitted to the Coast Guard Project Officer.