

Government. The maturities and amounts of component reserve investments shall be generally consistent with the anticipated liquidity needs of the FCSBA capital replacement and repair program. Component reserve investment decisions will be approved by the FCA Board.

**Budgeting for Reimbursable Expenses.** The FCA regularly reimburses the FCSBA for telecommunications and other expenditures on a cost recovery basis. Because there is no positive or negative financial impact on the FCSBA, these transactions are handled on a "net" basis and thus not included in the budget.

**Budget Execution.** The FCSBA President shall administer the annual budget as approved by the FCA Board. Necessary expenditures during the course of the year that would exceed the object class budget require approval by the FCA Board. Exceptions to this policy are made in the event of emergency or the funding of accrued employee benefits. Expenditures in these cases will be brought to the FCA Board for approval within 30 days of occurrence. In considering its approval, the FCA Board has the option of either adjusting other object classes, utilizing the operating reserve, or taking other action as it deems appropriate.

#### F. Contract Management

**General.** In accordance with Article IV of the FCSBA Bylaws, it is the policy of the FCA Board that all contracts issued on or on behalf of the FCSBA be:

- (1) When in excess of \$15,000, competitively bid with a minimum of three bids.
- (2) When less than \$15,000, and more than \$2,500, obtained with a minimum of three price quotes.
- (3) Generally awarded to the lowest bidder meeting contract specifications except in those instances where the differences in cost are considered negligible relative to a particular benefit offered by a higher bid.
- (4) Reviewed and approved by the FCA Board when in excess of the amount of \$150,000, or for the purpose of outside auditors, property managers, or special studies that were not approved during the budget process.
- (5) Retained in file a minimum of three years.
- (6) When possible, bid in conjunction with the budget year.

**Exceptions.** Notwithstanding the above requirements, the FCA Board has the authority to make exceptions as it deems appropriate to the circumstances. Additionally, competitive bidding is not required if the circumstances warrant immediate resolution or are vendor

specific to equipment in which case the FCSBA President will provide the Board with a detailed report of the surrounding circumstances in 30 days.

**Contract Timeframes.** Recurring contracts are normally for annual terms, however, when deemed cost effective, the FCSBA may allow terms up to three years. Obtaining best and final offers from bidders is encouraged.

**Approval Authorization.** The President is authorized to approve contracts consistent with these guidelines and the FCSBA SOP. The President may redelegate up to \$50,000 of contracting authority to the building property manager.

**Contract Performance.** The President shall insure that adequate systems are in place to measure, administer, and report on the performance of FCSBA contracts.

#### G. Asset Management

**Personal Property.** The FCSBA President shall insure that adequate methodologies and systems are in place to ensure that FCSBA property is effectively accounted for on a periodic basis.

#### H. The FCSBA as a System Institution

**Examination.** The FCSBA is examined as provided by the Act. The scope of examination shall be generally consistent with the level of risk deemed associated with the operating practices of FCSBA management.

**Assessments for Examination.** The FCSBA will be charged annually for assessments consistent with FCA regulation found in 12 CFR 607.4, "Assessment of Other Institutions."

**Liquidation by System Request.** Should the Boards of the Banks determine, pursuant to Article IX of the FCSBA Articles of Association, that the FCSBA should be dissolved and liquidated, the Boards, by appropriate resolution, may request that the FCA Board appoint a receiver to dissolve and liquidate the FCSBA in accordance with the Act and the regulations promulgated thereunder.

#### I. FCSBA Services to the FCA

**Basic Services.** The FCSBA provides space to the FCA Headquarters in McLean, Virginia, and leases space on behalf of FCA for its field offices. Basic services provided to the FCA are similar to what is typical of rented office space and include, but are not limited to, such items as utilities, janitorial service, repairs for normal wear and tear, parking and appropriate landscaping as well as amenities which are available to all tenants and have the effect of maintaining property values and/or enhancing rental income.

**Supplemental Services.** In addition to providing basic services, the FCSBA will, on a case-by-case basis, provide certain supplemental support services related to FCA's housing needs under the following kinds of circumstances:

- (1) The FCSBA can provide the service on better terms than the FCA.
- (2) The service, if not provided by the FCSBA, could potentially adversely effect the aesthetic or other value of property, systems, building infrastructure, the health and safety of occupants, or the occupancy level of commercial tenants.
- (3) The capacity exists for the FCSBA to provide the service within the context of its employee expertise and/or its overall responsibilities to all tenants.
- (4) By providing the service, an advantage inures to the benefit of the FCS which would not otherwise occur.
- (5) An FCA Board determination that the service will be of particular benefit to the FCA, the FCS or the public.

As deemed necessary, the FCSBA President shall issue SOP(s) prescribing operational or other details of FCSBA services provided to the FCA.

**Non-Reimbursable and Reimbursable Services.** Whether or not the FCA will reimburse the FCSBA for a supplemental service will generally be determined as follows:

- (1) Reimbursement is not required for support provided by the FCSBA when resources are available within FCA Board approved budgets for the FCSBA and one or more of the criteria for supplemental services expenditures outlined above have been met.

- (2) Unless otherwise determined by an FCA Board action, supplemental support services requiring resources beyond that available within the FCSBA budget will require reimbursement.

Reimbursements in excess of \$10,000 which occur on an ongoing basis will require a written Memorandum of Understanding outlining the terms and conditions of the services provided and reimbursement. One time, or minor recurring reimbursements may be handled by invoice. Reimbursable expenses shall be determined on an actual cost basis or a recognized methodology to achieve the goal of making the FCSBA "whole" on the transaction.

Adopted this 7th day of July, 1995 by order of the Board.

Dated: July 13, 1995.

**Floyd Fithian,**

*Secretary, Farm Credit Administration.*

[FR Doc. 95-17781 Filed 7-19-95; 8:45 am]

BILLING CODE 6705-01-P

**FEDERAL MARITIME COMMISSION****Notice of Agreement(s) Filed**

The Federal Maritime Commission hereby gives notice of the filing of the following agreement(s) pursuant to section 5 of the Shipping Act of 1984.

Interested parties may inspect and obtain a copy of each agreement at the Washington, DC Office of the Federal Maritime Commission, 800 North Capitol Street NW., 9th Floor. Interested parties may submit comments on each agreement to the Secretary, Federal Maritime Commission, Washington, DC 20573, within 10 days after the date of the **Federal Register** in which this notice appears. The requirements for comments are found in section 572.603 of Title 46 of the Code of Federal Regulations. Interested persons should consult this section before communicating with the Commission regarding a pending agreement.

*Agreement No.:* 202-002744-085.

*Title:* West Coast of South America Agreement.

*Parties:*

A.P. Moller-Maersk Line  
Compania Chilena de Navegacion  
Interoceania, S.A.  
Crowley American Transport, Inc.  
Flota Mercante Grancolombiana, S.A.  
Lykes Bros. Steamship Co., Inc.  
Sea-Land Service, Inc.  
South Pacific Shipping Company, Ltd.  
d/b/a Ecuadorian Line

*Synopsis:* The proposed amendment revises Article 14(c) (1) and (2) of the service contract provision to remove the requirement that all service contracts, except those designated as "seasonal", commence January 1 and terminate December 31 of the same year. The parties have requested a shortened review period.

*Agreement No.:* 203-011506.

*Title:* Matson/APL Space Sharing Agreement.

*Parties:*

American President Lines, Ltd.  
("APL")  
Matson Navigation Company, Inc.  
("Matson")

*Synopsis:* The proposed Agreement would permit APL to charter space from Matson and to coordinate their services. They may also agree to temporarily alter vessel capacity and share other information of mutual concern in the trade between ports and points in the United States including Hawaii and Guam, and Puerto Rico via Pacific U.S. ports and ports in the Far East and Pacific Islands.

*Agreement No.:* 224-010889-003.

*Title:* Port of Galveston/Container Terminal of Galveston, Inc. Terminal Agreement.

*Parties:*

Port of Galveston  
Container Terminal of Galveston, Inc.

*Synopsis:* The proposed amendment clarifies the insurance requirements of the Agreement.

*Agreement No.:* 201-200063-014.

*Title:* NYSA-ILA Tonnage Assessment Agreement.

*Parties:*

New York Shipping Association  
International Longshoremen  
Association

*Synopsis:* The proposed amendment reduces certain tonnage assessment rates in the Port of New York and New Jersey.

*Agreement No.:* 224-200087-009.

*Title:* Port of Oakland/Maersk Pacific Ltd. Terminal Agreement.

*Parties:*

Port of Oakland ("Port")  
Maersk Pacific Ltd. ("Maersk")

*Synopsis:* The proposed amendment provides for Maersk to install, at their cost, manlifts on the Port's Crane's No. X-409 and X-410, in addition, the Port will reimburse a portion of the secondary use revenues from the cranes for the reimbursement of Maersk's installation costs should Maersk cease operations at the Port before the 15-year payoff period for the installation costs.

*Agreement No.:* 224-200954.

*Title:* Port of New York & New Jersey/ Columbus Line USA, Inc. Container Incentive Agreement.

*Parties:*

Port Authority of New York & New  
Jersey ("Port")  
Columbus Line USA, Inc. ("Columbus  
Line")

*Synopsis:* The Agreement provides for the Port to pay Columbus Lines an incentive of \$15.00 for each import container and \$25.00 for each export container loaded or unloaded from a vessel at the Port's marine terminals during calendar year 1995, provided each container is shipped by rail to or from points more than 260 miles from the Port.

Dated: July 17, 1995.

By Order of the Federal Maritime  
Commission.

**Joseph C. Polking,**

*Secretary.*

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BILLING CODE 6730-01-M

item has been submitted to OMB for review pursuant to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501, et seq.). Requests for information, including copies of the collection of information and supporting documentation, should be directed to Bruce A. Dombrowski, Deputy Managing Director, Federal Maritime Commission, 800 North Capitol Street NW., Room 1082, Washington, DC 20573, telephone number (202) 523-5800. Comments may be submitted to the agency and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503, Attention: Desk Officer for the Federal Maritime Commission, within 15 days after the date of the **Federal Register** in which this notice appears.

**Summary of Item Submitted for OMB Review***46 CFR Part 582*

FMC requests an extension of clearance for 46 CFR part 583, which implements Section 23(a) of the Shipping Act of 1984 provisions. The Act requires each non-vessel operating common carrier to furnish the Commission with an acceptable bond, proof of insurance or other surety and that these be available to pay for damages arising from transportation related activities, reparations or penalties. The Commission estimates that approximately 2,100 NVOCCs will file financial responsibility related documents each year. Annual respondent burden for complying with the regulation is 2,100 manhours (1 hour per response). Estimated annual cost to the Federal Government is \$18,500; estimated annual cost to respondents is \$63,500.

**Joseph C. Polking,**

*Secretary.*

[FR Doc. 95-17798 Filed 7-19-95; 8:45 am]

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**[Docket No. 95-09]**

**AAEL American Africa Europe Line GmbH, v. Virginia International Trade & Investment Group LLC and William W. Joyce III; Notice of Filing of Complaint and Assignment**

Notice is given that a complaint filed by AAEL America Africa Europe Line GmbH ("Complainant") against Virginia International Trade & Investment Group LLC and William W. Joyce III ("Respondents") was served June 8, 1995. Complainant alleges that Respondents have violated section 10(a)(1) of the Shipping Act of 1984, 46

**Item Submitted for OMB Review**

The Federal Maritime Commission hereby gives notice that the following