which comments are submitted, and state the expected impacts on current icebreaking operations and the reasons for those impacts. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

Background

Under Executive Order No. 7521 of December 21, 1936, the Coast Guard has assisted as practicable in keeping the channels and harbors along the northeast and mid-Atlantic coast of the United States open to shipping during the winter and in preventing flooding from ice jams. In doing so, the Coast Guard has attempted to meet the reasonable demands of commerce and to support other agencies in their icebreaking efforts.

To accomplish this mission, the Coast Guard maintains a fleet of icebreaking tugs, ice-capable buoy tenders, and ice-reinforced boats. This fleet has undergone substantial changes since the 1960's. Replacement cutters and boats generally have been larger and more capable of meeting the changing requirements of their primary mission areas. However, they are fewer in number and may not have all of the icebreaking capabilities of the vessels they replaced. For example, the physical size of the larger cutters and boats may restrict their ability to operate in the upper reaches of rivers where ice jams typically form.

On occasion, private interests have operated or hired commercial tugs for icebreaking services. [Coast Guard policy prohibits if from competing with commercial icebreaking concerns.] However, commercial concerns apparently have not been able to meet worst-year ice conditions.

The Review

Consistent with the President's effort to reinvent government, the Coast Guard is now reviewing its East Coast icebreaking program to assess its effectiveness, to identify the impacts resulting from changes in the Coast Guard's icebreaking fleet, and to determine the program's needs for the future. The Coast Guard is particularly interested in receiving comments and data on the following subjects:

1. The Coast Guard's present ability to satisfy the reasonable demands of commerce for icebreaking along the East Coast.
2. The continuing need for the Coast Guard to maintain icebreaking capabilities along the East Coast.
3. The impact and alternatives available should the Coast Guard no longer provide icebreaking services along the East Coast.
4. Private industry's ability to provide icebreaking services.
5. The need, if any, to replace the Coast Guard's 65 foot icebreaking tugs and the capabilities required of the replacement vessels to minimize costs while maintaining necessary support.

This list of subjects is not intended to suggest that the Coast Guard's role or level of service should or will change. It is intended to assist the Coast Guard in evaluating the costs and benefits of its present icebreaking program and its needs for the future.

Dated: December 12, 1995.

J. A. Creech,

*Captain, U.S. Coast Guard, Acting Chief, Office of Navigation Safety and Waterway Services.*

[FR Doc. 95–30678 Filed 12–15–95; 8:45 am]

**BILLING CODE 4910–14–M**

## National Highway Traffic Safety Administration

## Announcing the Thirteenth Meeting of the Motor Vehicle Safety Research Advisory Committee

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

**ACTION:** Meeting announcement.

**SUMMARY:** This notice announces the thirteenth meeting of the Motor Vehicle Safety Research Advisory Committee (MVSRAC). The Committee was established in accordance with the provisions of the Federal Advisory Committee Act to obtain independent advice on motor vehicle safety research. Discussions at this meeting will include NHTSA's research programs, including critical injury control issues facing the agency.

**DATE AND TIME:** The meeting is scheduled to begin at 9:00 a.m., on Wednesday, January 17, 1996, and conclude at 1:00 p.m., on Thursday, January 18, 1996.

**ADDRESSES:** The meeting will be held in Rooms 6244–48 of the U.S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, DC.

**SUPPLEMENTARY INFORMATION:** In May 1987, the Motor Vehicle Safety Research Advisory Committee was established. The purpose of the Committee is to provide an independent source of ideas for motor vehicle safety research. The MVSRAC will provide information, advice and recommendations to NHTSA on matters relating to motor vehicle safety research, and provide a forum for the development, consideration and communication of motor vehicle safety research, as set forth in the MVSRAC Charter.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the Committee Chairperson.

A public reference file (Number 88–01) has been established to contain the products of the Committee and will be open to the public during the hours of 9:30 a.m. to 4:00 p.m. at the National Highway Traffic Safety Administration's Technical Reference Division in Room 5108 at 400 Seventh Street, S.W., Washington, DC 20590, telephone: (202) 366–2768.

**FOR FURTHER INFORMATION CONTACT:** Ms. Barbara Coleman, Office of Research and Development, 400 Seventh Street, S.W., Room 6206, Washington, DC 20590, telephone: (202) 366–1537.

Issued on: December 13, 1995.

William A. Boehly,

*Chairperson, Motor Vehicle Safety Research Advisory Committee.*

[FR Doc. 95–30687 Filed 12–15–95; 8:45 am]

**BILLING CODE 4910–59–P**

## Research and Development Programs Meeting

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of meeting cancellation.

**SUMMARY:** This notice announces the cancellation of a public meeting at which NHTSA was scheduled to describe and discuss specific research and development projects. Further, the notice requests comments regarding a proposed schedule change from quarterly meetings to biannual meetings.

**BACKGROUND:** The National Highway Traffic Safety Administration holds quarterly public meetings devoted primarily to detailed presentations of specific research and development projects. Three meetings each year are held in Detroit, Michigan, and a fourth meeting is held in Washington, DC, in conjunction with the National Highway Traffic Safety Administration's quarterly meetings on safety performance standards and safety assurance programs.

**MEETING CANCELLATION:** The National Highway Traffic Safety Administration's public meeting devoted primarily to presentations of specific research and development projects as announced in the Federal Register (Vol. 60, No. 212, page 55752) for December 19, 1995, has been canceled. The meeting on safety performance standards and safety assurance programs, scheduled for December 20, 1995, and announced in the same Federal Register notice has not been canceled and will be held as scheduled.

**ADDRESSES:** Requests for further information and comments may be directed to the Office of the Associate Administrator for Research and Development, NRD–01, National Highway Traffic Safety Administration, Room 6206, 400 Seventh St., SW, Washington, DC 20590. The telefax number is 202–366–5930.

**SUPPLEMENTARY INFORMATION:** NHTSA provides detailed presentations about its research and development programs in a series of public meetings. The series started in April 1993. The purpose is to make available more complete and timely information regarding the agency's research and development programs. The twelfth meeting in the series will be held on March 12, 1996, in Detroit, Michigan. Thereafter, the meetings on the agency's research and development programs only will be held biannually, with the meeting sites alternating between Washington, DC, and Detroit, Michigan, scheduled to be held in conjunction with the agency's quarterly meetings on safety performance standards and safety assurance programs. No other changes to the format for the research and development programs meetings are planned. Each meeting will be announced in the Federal Register along with a request for suggested presentation topics and deadlines for submission of topics and questions. Before the meeting, the agenda for the meeting listing the research and development topics to be presented will be published in the Federal Register.

NHTSA requests comments from interested parties on the proposed schedule change from quarterly to biannual meetings. Comments should be submitted by 4:15 p.m. on January 17, 1996, to the Office of the Associate Administrator for Research and Development, NRD–01, National Highway Traffic Safety Administration, Room 6206, 400 Seventh St., SW, Washington, DC 20590. The telefax number is 202–366–5930.

**FOR FURTHER INFORMATION CONTACT:** Rita Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, SW, Washington, DC 20590. Telephone: 202–366–4862. Fax number: 202–366–5930.

Issued: December 12, 1995.

William A. Boehly,

*Associate Administrator for Research and Development.*

[FR Doc. 95–30688 Filed 12–13–95; 4:25 pm]

BILLING CODE 4910–59–P

## DEPARTMENT OF VETERANS AFFAIRS

### Cost-of-Living Adjustments and Headstone or Marker Allowance Rate

**AGENCY:** Department of Veterans Affairs.

**ACTION:** Notice.

**SUMMARY:** As required by law, the Department of Veterans Affairs (VA) is hereby giving notice of cost-of-living adjustments (COLAs) in certain benefit rates and income limitation. These COLAs affect the pension and parents' dependency and indemnity compensation (DIC) programs. These adjustments are based on the rise in the Consumer Price Index (CPI) during the one-year period ending September 30, 1995. VA is also giving notice of the maximum amount of reimbursement that may be paid for headstones or markers purchased in lieu of Government-furnished headstones or markers in Fiscal Year 1996, which began on October 1, 1995.

**DATES:** These COLAs are effective December 1, 1995. The headstone or marker allowance rate is effective October 1, 1995.

**FOR FURTHER INFORMATION CONTACT:** Paul Trowbridge, Consultant, Regulations Staff, Compensation and Pension Service (211B), Veterans Benefit Administration, Department of Veterans Affairs, 810 Vermont Avenue, NW., Washington, DC 20420, (202) 273–7210.

**SUPPLEMENTARY INFORMATION:** Under 38 U.S.C. 2306(d), VA may provide reimbursement for the cost of non-Government headstones or markers at a rate equal to the actual cost or the average actual cost of Government-furnished headstones or markers during the fiscal year preceding the fiscal year in which the non-Government headstone or marker was purchased, whichever is less.

Section 8041 of Public Law 101–508 amended 38 U.S.C. 2306(d) to eliminate the payment of the monetary allowance in lieu of VA-provided headstone or marker for deaths occurring on or after November 1, 1990. However, in a precedent opinion (O.G.C. Prec. 17–90), VA's General Counsel held that there is no limitation period applicable to claims for benefits under the provisions of 38 U.S.C. 2306(d).

The average actual cost of Government-furnished headstones or markers during any fiscal year is determined by dividing the sum of VA costs during that fiscal year for procurement, transportation, Office of Memorial Programs and miscellaneous administration, inspection and support staff by the total number of headstones and markers procured by VA during that fiscal year and rounding to the nearest whole dollar amount.

The average actual cost of Government-furnished headstones or markers for Fiscal Year 1995 under the above computation method was $101. Therefore, effective October 1, 1995, the maximum rate of reimbursement for non-Government headstones or markers purchased during Fiscal Year 1996 is $101.

Cost-of-Living Adjustments

Under the provisions of 38 U.S.C. 5312 and section 306 of Public Law 95–588, VA is required to increase the benefit rates and income limitations in the pension and parents' DIC programs by the same percentage, and effective the same date, as increases in the benefit amounts payable under title II of the Social Security Act. The increased rates and income limitations are also required to be published in the Federal Register.

The Social Security Administration has announced that there will be a 2.6 percent cost-of-living increase in social security benefits effective December 1, 1995. Therefore, applying the same percentage, the following increased rates and income limitations for the VA pension and parents' DIC programs will be effective December 1, 1995:

TABLE 1.—IMPROVED PENSION

[Maximum annual rates]

(1) Veterans permanently and totally disabled (38 U.S.C. 1521):
- Veteran with no dependents, $8,246
- Veteran with one dependent, $10,801
- For each additional dependent, $1,404

(2) Veterans in need of aid and attendance (38 U.S.C. 1521):
- Veteran with no dependents, $13,190
- Veteran with one dependent, $15,744
- For each additional dependent, $1,404

(3) Veterans who are house bound (38 U.S.C. 1521):
- Veteran with no dependents, $10,080
- Veteran with one dependent, $12,634
- For each additional dependent, $1,404

(4) Two veterans married to one another, combined rates (38 U.S.C. 1521):
- Neither veteran in need of aid and attendance or housebound, $10,801
- Either veteran in need of aid and attendance, $15,744
- Both veteran in need of aid and attendance, $20,686
- Either veteran housebound, $12,634