

D.C. 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.
Joel C. Richard,
Secretary.
[FR Doc. 96-12879 Filed 5-22-96; 8:45 am]
BILLING CODE 4910-81-P

[Docket S-937]

American President Lines, Ltd.; Notice of Application for Amendment of Existing Waiver of Section 804(a) of the Merchant Marine Act, 1936, as Amended

American President Lines, Ltd. (APL), by application dated May 9, 1996, requests a change in an existing waiver of the provisions of section 804(a) of the Merchant Marine Act, 1936, as amended, for foreign-flag operations of APL, under Operating-Differential Subsidy Agreement, Contract MA/MSB-417.

APL has authority, under a previous section 804 waiver, dated August 10, 1994, to charter slots on Transportacion Maritima Mexicana S.A. de C.V. (TMM) vessels that serve between Mexico, California and the Far East. While the preponderant use by APL of those slots has been for Mexico-Far East cargoes, APL has been using its allocation of slots on TMM vessels to carry a small volume of U.S. commerce cargo between California and the Far East, pursuant to the 804 waiver.

In its May 9, 1996, application, APL states that TMM is in the process of restructuring its Far East service to add larger and faster ships, a result that significantly increases the capacity of the service. The new service, which TMM has already commenced, will be operated with six vessels with an effective capacity of up to 2,800 TEUs on an itinerary Mazanillo-San Pedro-Ykohama-Kobe-Hong Kong-Koahsiung-Kobe-Yokohama-San Pedro-Manzanillo.

APL states that due to the increased TMM vessel capacity, it is applying for an amendment to its August 10, 1994, waiver to increase from 50 FEU to 195 FEU, both inbound and outbound, the number of weekly slots on the TMM vessels that APL may use for the carriage of U.S. commerce cargo.

APL indicates that its primary focus in a slot charter arrangement with TMM has been and continues to be the

Mexico-Asia market. APL points out that direct service to Mexico ports is a far more efficient and less costly way for APL to serve the Mexico-Asia market than intermodally by a combination of all-water service between California and Asia and relay overland service between California and Mexico. However, APL states that the Mexico/Asia market is not large enough for APL to dedicate its own vessels to that trade. Accordingly, APL asserts that the charter of slots on TMM vessels is a necessary vehicle for APL to provide direct all-water service to the Mexico market.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation having any interest in such request within the meaning of section 804 of the Act and desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, 400 Seventh Street SW., Washington, DC 20590. Comments must be received no later than 5:00 p.m. on May 30, 1996. This notice is published as a matter of discretion and publication should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator will consider any comments submitted and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.804 (Operating-Differential Subsidies))

By Order of the Maritime Administrator.
Dated: May 16, 1996.
Joel C. Richard,
Secretary, Maritime Administration.
[FR Doc. 96-12878 Filed 5-22-96; 8:45 am]
BILLING CODE 4910-81-P

War Risk Insurance

The Office of Inspector General of the Department of Transportation conducted an audit of the Maritime Administration's (MARAD) Financial Statement as of September 30, 1994 (Report No: AD-MA-5-006). Section II: AUDIT REPORT stated that MARAD needed to clarify the participating shipowners' responsibility for losses under the Title XII war risk interim binder program. MARAD had not specifically stated in program documents that losses incurred during the 30 day binder period would be fully recovered through the premiums assessed to participating shipowners.

The purpose of this Notice is to clarify the arrangements for the funding of losses under the binder program, if and

when it is ever activated. It remains the intent of this program that all losses will be paid through the assessment of premiums to the shipowners enrolled in the program. Rates will be fixed promptly upon the activation of the program. Should there be any claims and any shortfall in the Title XII War Risk Insurance Fund, additional premiums would be assessed to enrolled shipowners on a mutual basis. Such assessments will be based on this formula: Each participating shipowner's values for its vessels (numerator) over total stated values for all vessels (denominator) times the shortfall. This assessment procedure will be incorporated on revised Form MA-942, which may be obtained from MARAD or from the American War Risk Agency, which is incorporated by reference in 46 CFR 308.3(a), as revised (61 FR 1130; Jan. 16, 1996). For further information contact: Edmond J. Fitzgerald, Director, Office of Subsidy and Insurance, Maritime Administration, Washington, DC 20590 or telephone (202) 366-2400.

By order of the Maritime Administrator.
Dated: May 16, 1996.
Joel C. Richard,
Secretary.
[FR Doc. 96-13037 Filed 5-22-96; 8:45 am]
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DEPARTMENT OF THE TREASURY

Fiscal Service

[Dept. Cir. 570, 1995—Rev., Supp. No. 15]

Surety Companies Acceptable on Federal Bonds; Change of Name; Prudential Reinsurance Co.

Prudential Reinsurance Company, a Delaware corporation, has formally changed its name to Everest Reinsurance Company, effective April 2, 1996. The Company was last listed as an acceptable surety on Federal bonds at 60 FR 34446, June 30, 1995.

A Certificate of Authority as an acceptable surety on Federal bonds, dated today, is hereby issued under sections 9304 to 9308 to Title 31 of the United States Code, to Everest Reinsurance Company, Dover, Delaware. This new certificate replaces the Certificate of Authority issued to the Company under its former name. The underwriting limitation of \$44,245,000 established for the Company as of July 1, 1995, remains unchanged until June 30, 1996.

Certificates of Authority expire on June 30, each year, unless revoked prior to that date. The Certificates are subject to subsequent annual renewal as