

minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB renewal of this information collection.

FOR FURTHER INFORMATION CONTACT: Mr. Robert C. Winans, Office of Engineering, (202) 366-4656, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Developing and Recording Costs for Railroad Adjustments

Omb Number: 2125-0521.

Background: Under the provisions of 23 U.S.C. 130 and 23 U.S.C. 101(a), Federal-aid highway funds may be used to reimburse State highway agencies when they have paid for the cost of projects that eliminate hazards at railroad/highway crossings or that adjust railroad facilities to accommodate the construction of highway projects. Section 121 of Title 23 establishes the general principle that when Federal-aid highway funds are being used to reimburse State highway agencies for construction costs, Federal payment shall be based on costs incurred.

FHWA regulation, 23 CFR 140, subpart I requires that each railroad company be able to document its costs or expenses for adjusting its facilities. Each railroad company is required to have a system of recording labor, materials, supplies and equipment costs incurred when undertaking necessary railroad work. This record of costs forms the basis for payment by the State highway agency to the railroad company and, in turn, FHWA reimburses the State for its payment to the railroad.

Respondents: Railroad Companies.

Estimated Annual Burden on Respondents: It is estimated that the recording of railroad costs incurred on a typical adjustment takes 16 hours.

Estimated Total Annual Burden: 36,800 hours.

Frequency: Records must be kept for all projects designated for reimbursement with Federal-aid highway funds. Railroads are required to maintain records of costs for 3 years after final payment is received.

Authority: 23 U.S.C. 101(a), 121, and 130; 23 CFR 140, subpart I and 646.

Issued on: April 23, 1997.

George S. Moore,
Associate Administrator for Administration.
[FR Doc. 97-14097 Filed 5-28-97; 8:45 am]
BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket S-945]

Notice of Application for Written Permission Under Section 608 and Section 805(a) of the Merchant Marine Act 1936, as Amended

Pursuant to section 608 and section 805(a) of the Merchant Marine Act 1936, as amended (Act), Seabulk Transmarine Partnership, Ltd. (Seabulk) and Seabulk Transmarine II, Inc. (Seabulk II), by letter dated May 2, 1997, propose that Seabulk, as owner and operator of the U.S.-flag chemical tanker SEABULK AMERICA, will operate the vessel in an essential service of the foreign commerce of the United States pursuant to the Operating-Differential Subsidy Agreement (ODSA) MA/MSB-441, as amended, currently owned by its affiliate, Seabulk II, a wholly owned subsidiary of Hvide Marine Incorporated (Hvide). Accordingly, Seabulk and Seabulk II request (1) consent under section 608 of the Act to the assignment of the ODSA by Seabulk II to Seabulk, and (2) permission, pursuant to section 805(a) of the Act, with respect to the domestic operations of Seabulk's affiliates not covered by prior permissions. The result of the reactivation of the ODSA will be that the SEABULK AMERICA, which has operated in the domestic trade since 1990, will be removed from the domestic trade for at least one year and operated in the worldwide chemical trade, initially pursuant to a time charter to Stolt Parcel Tankers, Inc.

The ODSA was entered into on October 18, 1978 by Suwanee River SPA Finance for the operation of the tug/barge OXY PRODUCER/4102 for a term expiring June 11, 2001. Following the loss of the tug portion, the OXY PRODUCER, the ODSA was assigned in 1982, with the Maritime Administration's (MARAD) approval, to Seabulk II, in connection with Seabulk II's purchase of the barge portion, the 4102. In 1989, the 4102 was incorporated into the SEABULK AMERICA, which is the chemical tanker resulting from the rebuilding of the FUJI, a foreign-built oil tanker rebuilt for the domestic trade pursuant to the Wrecked Vessel Act.

Although Seabulk II ultimately transferred the barge to Seabulk in connection with the rebuilding of the SEABULK AMERICA, it transferred its rights under the ODSA to Crestar Bank, N.A., as trustee, on November 22, 1989. The ODSA was placed into the trust in order to resolve an issue whether an affiliate's purchase of domestic offshore supply boats required permission under section 805(a). Accordingly, under the terms of the trust, no subsidy may be paid pursuant to the ODSA until the termination of the trust, and the trust may be terminated only if MARAD approves a transfer of the ODSA under section 608 or grants permission under section 805(a) with respect to the 1989 supply boat purchase. No subsidy has been paid under the ODSA since its assignment to Seabulk II in 1982.

The applicants are affiliated with Hvide, which, together with its affiliates, operate vessels primarily in the domestic trade. Hvide's operations fall into four principal categories: chemical transportation, petroleum product transportation, offshore energy support, and offshore and harbor towing.

This application seeks permission under section 805(a) for affiliation with the Hvide affiliates conducting the following domestic operations:

(1) Operation of the four chemical tankers SEABULK MAGNACHEM, HMI DYNACHEM, HMI ASTRACHEM, and HMI PETROCHEM in the carriage of chemicals and petroleum products between U.S. ports;

(2) Operation, when delivered, of up to seven new product tankers to be owned by Hvide Van Ommeren Tankers I, II, III, IV, and V, and Hvide Van Ommeren Tankers Options LLC in the carriage of chemicals and petroleum products between U.S. ports;

(3) Ocean towing services and harbor towing and assistance in the ports of Mobile, Port Canaveral, and Port Everglades as set forth in Attachment A, including moving such vessels among those ports as necessary to fulfill obligations to provide tug assist services and including new tugs and/or ship docking modules replacing such vessels in the future;

(4) Operation of 68 supply boats, crew boats, and utility boats, as well as additional vessels of similar types to be constructed or acquired in the future, in the service of offshore oil and gas exploration and production activities in U.S. waters; and

(5) Operation of the Sun State fleet of 10 towboats and 13 barges, as well as replacement towboats and barges to be required, in the carriage of petroleum

products on the inland waterways within the State of Florida.

The application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm or corporation having any interest in the application within the meaning of section 805(a) of the Act and desiring to submit comments concerning the application, must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street, SW., Washington, D.C., 20590. Comments must be received no later than 5:00 p.m. on June 9, 1997, including petition for leave to intervene under section 805(a) of the Act. Any petition for leave to intervene under section 805(a) of the Act shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief.

If no comments are received within the specified time, including any petition for leave to intervene under section 805(a) of the Act, or if it is determined that such petition does not demonstrate sufficient interest to warrant a hearing, the Maritime Administration will take such action as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.805 Operating-Differential Subsidies (ODS))

Dated: May 23, 1997.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administrator.

[FR Doc. 97-14073 Filed 5-28-97; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Research and Development Programs Meeting

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice announces a public meeting at which NHTSA will describe and discuss specific research and development projects. Further, the notice requests suggestions for topics to be presented by the agency.

DATES AND TIMES: The National Highway Traffic Safety Administration will hold a public meeting devoted primarily to presentations of specific research and development projects on June 19, 1997, beginning at 9:45 a.m. and ending at approximately 2:00 p.m. The deadline for interested parties to suggest agenda

topics is 4:15 p.m. on June 5, 1997. Questions may be submitted in advance regarding the agency's research and development projects. They must be submitted in writing by June 11, 1997, to the address given below. If sufficient time is available, questions received after the June 11 date will be answered at the meeting in the discussion period. The individual, group, or company asking a question does not have to be present for the question to be answered. A consolidated list of the questions submitted by June 11 will be available at the meeting and will be mailed to requesters after the meeting.

ADDRESSES: The meeting will be held at the Clarion Inn, Detroit Metro Airport, 9191 Wickham Road, Romulus, Michigan 48174. Suggestions for specific R&D topics as described below and questions for the June 19, 1997, meeting relating to the agency's research and development programs should be submitted 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 fax number is 202-366-5930.

SUPPLEMENTARY INFORMATION: NHTSA intends to provide 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. This seventeenth meeting in the series will be held on June 19, 1997.

NHTSA requests suggestions from interested parties on the specific agenda topics to be presented. NHTSA will base its decisions about the agenda, in part, on the suggestions it receives by close of business at 4:15 p.m. on June 5, 1997. Before the meeting, it will publish a notice with an agenda listing the research and development topics to be discussed. The agenda can also be obtained by calling or faxing the information numbers listed elsewhere in this notice. NHTSA asks that the suggestions be limited to six, in priority order, so that the presentations at the June 19 R&D meeting can be most useful to the audience. Specific R&D topics are listed below. Many of these topics have been discussed at previous meetings. Suggestions for agenda topics are not restricted to this listing, and interested parties are invited to suggest other R&D topics of specific interest to their organizations.

Specific R&D topics are:

On-line tracking system for NHTSA's

research projects, and
Crash Injury Research and Engineering Network (CIREN).
Specific Crashworthiness R&D topics are:
Automatic lifesaving system—improved triage, transport, and treatment decisionmaking for automatic collision notification technologies,
Status of advanced air bag research, Demonstration of CD ROM for child restraint/vehicle compatibility,
Preparation of new dummies for assessment of advanced air bag technology,
Status of research on restraint systems for rollover protection,
Improved frontal crash protection (program status, problem identification, offset testing),
Advanced glazing research,
Vehicle aggressivity and fleet compatibility,
Upgrade side crash protection,
Upgrade seat and occupant restraint systems,
Child safety research (ISOFIX),
Child restraint/air bag interaction (CRABI) dummy testing,
Truck crashworthiness/occupant protection,
National Transportation Biomechanics Research Center (NTBRC),
Head and neck injury research,
Lower extremity injury research,
Thorax injury research,
Human injury simulation and analysis,
Refinements to the Hybrid III dummy, and
Advanced frontal test dummy.
Specific Crash Avoidance R&D topics are:
Intelligent vehicle initiative,
Strategic plan for NHTSA's Intelligent Transportation Systems (ITS) crash avoidance research,
Status and plans for anti-lock brake system (ABS) research,
Truck tire traction,
Portable data acquisition system for crash avoidance research (DASCAR),
Systems to enhance EMS response (automatic collision notification),
Crash causal analysis,
Human factors guidelines for crash avoidance warning devices,
Longer combination vehicle safety,
Drowsy driver monitoring,
Driver workload assessment,
Pedestrian detection devices for school bus safety,
Preliminary rearend collision avoidance system guidelines,
Preliminary road departure collision avoidance system guidelines,