

committee chairman may allow public presentations of oral statements at the meeting.

**Gregory D. Showalter,**

*Army Federal Register Liaison Officer.*

[FR Doc. 97-25636 Filed 9-25-97; 8:45 am]

BILLING CODE 3710-08-M

## DEPARTMENT OF DEFENSE

### Department of the Army

#### Program for Qualifying Department of Defense Ground Passenger Carriers

**AGENCY:** Military Traffic Management Command, DOD.

**ACTION:** Notice.

**SUMMARY:** Reference previous Notice (Request for comments) in **Federal Register**, Vol. 62, No. 61, dated March 31, 1997, page 15165, provided a 60 day comment period on the proposed changes to the Military Bus Agreement (MBA). Comments and Military Traffic Management Command (MTMC's) responses to those comments are addressed accordingly and are provided below. The MBA is amended to improve the standards for qualifying carriers transporting Department of Defense (DOD) passengers by bus, van and limousine service. The improvements are prepared under a new basic Agreement. The changes affect all current and future ground passenger carriers transporting for the DOD. A copy of the final Agreement between Military Traffic Management Command (MTMC) and ground passenger carriers is available upon request.

**EFFECTIVE DATE:** This new basic Agreement is effective 1 October 1997.

**FOR FURTHER INFORMATION CONTACT:** Leesha Saunders at 703-681-6393; Headquarters, Military Traffic Management Command, ATTN: MTOP-QQ, Room 630, 5611 Columbia Pike, Falls Church, VA 22041-5050.

#### SUPPLEMENTARY INFORMATION:

*Comments:* The following comments were received from Industry:

*Comment 1.* (II-2 Carrier Application, c. & Department of Transportation (DOT) Rating) Continental Air Transport commented on the regulatory procedures for their individual company in relation to the DOT safety fitness rating for all carriers applying to the Military Bus Program. The carrier operates ten passenger vans. These vehicles are too small to be regulated by the Department of Transportation (DOT); therefore, they cannot obtain a safety fitness rating from DOT.

*Response 1.* These objections reflect concerns relevant to a van carrier like Continental Air Transport. The DOT's safety fitness rating requirements for the MBA is for carriers whose vehicles seat 16 passengers or more including the driver. Under the present and future MBA application requirements, carriers whose vehicles seat a maximum of 15 passengers are only required to submit copies of their vehicle licenses with their applications. Van & limousine carriers applying for approval from deregulated states must submit a notarized letter indicating they meet all state requirements.

*Comment 2.* (III-8 Driver Qualifications) Continental Air Transport Company comments that the state of Illinois and the DOT do not require their drivers to have Commercial Driver's Licenses (CDL). In addition, the carrier comments it is not possible to get a CDL specifically for their vehicle capacity. The carrier further explains its driving staff undergoes in-house training including the National Safety Council's Defense Driving Course. Recommended change is that the statement "\* \* \* hold a current commercial driver's license \* \* \*" be deleted from this section and maintain the following wording: "\* \* \* be properly qualified and licensed and operate the type of equipment owned by the carrier."

*Response 2.* Continental Air Transport Co. comment refers to carriers with vehicles seating less than 16 passengers. Many companies making application to the MBA operate vehicles that seat more than 16 passengers and those drivers are required by federal and local regulations to have and carry their CDL. Therefore, the following sentence change is made: "Drivers, in addition to meeting the DOT's requirements, must be legal residents of the United States, be able to communicate in English, hold a current commercial driver's license or be properly qualified and licensed to operate the type of equipment owned by the carrier."

*Comment 3.* (III-9 Financial Statements) Continental Air Transport Co. believes that carriers would have problems providing copies of their financial statements to MTMC for qualifying for the MBA.

*Response 3.* The proof of the financial stability of carriers is to reduce the risk to the Department of Defense of approving carriers who are not financially able to provide safe and reliable passenger service. Thus, financial information is required at time of application or upon request of the MTMC. However, the requirement for

Certified Public Accountant audited statements is removed.

MTMC is the agency established within the DOD for the procurement of land transportation from commercial carriers for DOD passengers, their families and impedimenta, in domestic movements procured by the MTMC and DOT Transportation Offices. In light of current deregulation and changing federal regulations, MTMC is modifying the passenger policies in order to improve the current qualification program. The MBA is the standards of service carriers must meet for MTMC approval including the Federal Motor Carrier Safety Regulations and DOD passenger requirements. Under the new Agreement carriers must show compliance with federal, state and DOD passenger safety requirements. All bus, van and limousine carriers currently approved by MTMC will be required to re-sign the new MBA and provide proof of insurance, company drug testing, financial and additional information newly established under the revised Amendment.

**Alan M. Cox,**

*Colonel, U.S. Army, Acting Chief, Qualification Division.*

[FR Doc. 97-25635 Filed 9-25-97; 8:45 am]

BILLING CODE 3710-08-M

## DEPARTMENT OF EDUCATION

### Notice of Proposed Information Collection Requests

**AGENCY:** Department of Education.

**ACTION:** Notice of proposed information collection requests.

**SUMMARY:** The Deputy Chief Information Officer, Office of the Chief Information Officer, invites comments on the proposed information collection requests as required by the Paperwork Reduction Act of 1995.

**DATES:** An emergency review has been requested in accordance with the Act (44 U.S.C. Chapter 3507 (j)), since public harm is reasonably likely to result if normal clearance procedures are followed. Approval by the Office of Management and Budget (OMB) has been requested by September 30, 1997. A regular clearance process is also beginning. Interested persons are invited to submit comments on or before November 25, 1997.

**ADDRESSES:** Written comments regarding the emergency review should be addressed to the Office of Information and Regulatory Affairs, Attention: Dan Chenok, Desk Officer: Department of Education, Office of