

**DEPARTMENT OF TRANSPORTATION****Maritime Administration****[Docket No: MARAD-2000-6999]****Requested Administrative Waiver of the Coastwise Trade Laws****AGENCY:** Maritime Administration, Department of Transportation.**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel *Victory of Burnham*.

**SUMMARY:** As authorized by Public Law 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S. build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with P.L. 105-383 and MARAD's regulations at 46 CFR 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before April 5, 2000.

**ADDRESSES:** Comments should refer to docket number MARAD-2000-6999. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW, Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR 832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-0760.

**SUPPLEMENTARY INFORMATION:** Title V of Public Law 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build

requirements of the Jones Act, and other statutes, for small commercial passenger vessels (less than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commentator's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR 388.

**Vessel Proposed for Waiver of the U.S.-Build Requirement**

(1) Name of vessel and owner for which waiver is requested: *Victory of Burnham*, Owner: Mr. Jay Scott.

(2) Size, capacity and tonnage of vessel: 44' foot sailboat of 15 gross tons, 13 net tons, displacing 22,280 pounds measured by the United States Sailing Association. She will carry six passengers.

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "The intended use of this vessel is to provide sail racing and team building charters in Northeastern Florida, and Southeastern Georgia, specifically Amelia Island, Fl."

(4) Date and place of construction and (if applicable) rebuilding. The sailboat was built in Penryn, Cornwall, United Kingdom in 1981.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "I believe by granting this waiver it will have no impact on other charter boats in the area. The majority are fishing vessels and the few 6 passenger cruising/sightseeing vessels in the area do not offer racing or team building. Tourism has grown to such an extent on Amelia Island that there were not enough charter sailboats to keep up with the demand last year and some people had to be turned away."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "In reference to United States shipyards, the only impact would be positive, because of the following facts: I purchased *Victory of Burnham* in 1991 for \$56,000. Since that time I have spent \$45,000 on U.S. built spars, rigging, and sails, \$21,000 at U.S. yards for rebuilding the

hull, \$2,000 for rebuilding the keel and \$13,000 on U.S. made electronics."

Additional information supplied by the applicant: "*Victory of Burnham* has spent 19 of her 20 years in the United States. She served the United States Navy at the Naval Academy, for many years training Midshipmen. I would like to continue her tradition of team-building."

Dated: February 29, 2000.

By order of the Maritime Administrator.

**Joel C. Richard,***Secretary, Maritime Administration.*

[FR Doc. 00-5346 Filed 3-3-00; 8:45 am]

**BILLING CODE 4910-81-P****DEPARTMENT OF TRANSPORTATION****National Highway Traffic Safety Administration****Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review****AGENCY:** National Highway Traffic Safety Administration, DOT.**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 27, 1999 (64 FR 57924-57925).

**DATES:** Comments must be submitted on or before April 5, 2000.

**FOR FURTHER INFORMATION CONTACT:** Gary R. Toth at the National Highway Traffic Safety Administration, Office of Research and Development (NRD-32), 202-366-5378. 400 Seventh Street, SW, Room 6213, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:****National Highway Traffic Safety Administration**

*Title:* National Automotive Sampling System (NASS) Crashworthiness Data Systems (CDS).

*OMB Number:* 2127-0021.

*Type of Request:* Extension of a currently approved collection.

*Abstract:* The National Highway Traffic Safety Administration (NHTSA), under the National Traffic and Motor Vehicle Safety Act of 1966 (Pub. L. 89-563, Title 1, Sec. 106, 108, and 112). National Automotive Sampling System

(NASS) Crashworthiness Data Systems (CDS), NASS investigates high severity crashes. These descriptions and analyses in turn will help to describe the magnitude of vehicle damage and injury severity as related to traffic safety problems. It will give motor vehicle researchers an opportunity to specify areas in which improvements may be possible, design countermeasure program, and evaluate the effects of existing and proposed safety measures.

*Affected Public:* Motor vehicle researchers from state, local or tribal governments.

*Estimated Total Annual Burden:* 5,807

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention NHTSA Desk Officer.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on March 1, 2000.

**Herman L. Simms,**

*Associate Administrator for Administration.*

[FR Doc. 00-5357 Filed 3-3-00; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-6975; Notice 1]

#### Forest River, Inc.; Receipt of Application for Decision of Inconsequential Noncompliance

Forest River, Inc., a recreational vehicle manufacturer in Goshen, Indiana, has estimated that shades furnished in 511 of their model year 2000 motorhomes<sup>1</sup> fail to comply with

<sup>1</sup> Affected vehicles include River Forest manufactured motorhomes (1) Sunseeker—models 230, 235S, 260, 280, 305S, 310; (2) Georgetown—models 265, 303, 306S, 320, 325S, 346S; (3)

49 CFR 571.302, Federal Motor Vehicle Safety Standard (FMVSS) No. 302, “Flammability of Interior Materials,” and has filed an appropriate report pursuant to 49 CFR Part 573, “Defect and Noncompliance Reports.” Forest River has also petitioned to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—“Motor Vehicle Safety” on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of a petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

The agency has assigned a Recall Campaign No. 99V-353 for this noncompliance case. FMVSS No. 302’s paragraph S4.1 specifies shades, among others, as a component of vehicle occupant compartments, and that shades, therefore, shall meet the requirements of S4.3. Paragraph S4.3 specifies that when a component material is tested in accordance with paragraph S5, it shall not burn, nor transmit a flame across its surface, at a rate of more than 102 mm (4 inches) per minute. FMVSS No. 302’s burn rate testing requires a 102 mm (4-inch) wide by 356 mm (14-inch) long sample, wherever possible (S5.2).

On January 12, 2000, Forest River voluntarily submitted a Part 573 Noncompliance Report and acknowledged that shades used in the affected vehicles do not comply with FMVSS No. 302. The conclusion was based on a one-sample test conducted on November 9, 1999. The test showed a 199 mm (7.84 inches) per minute burn rate which is a noncompliance with FMVSS No. 302. Forest River stated that it immediately corrected their production designs and that the new shades comply with FMVSS No. 302 as demonstrated by a new test conducted on November 24, 1999, showing a 0 mm (0 inch) per minute burn rate.

Forest River supports its application for inconsequential noncompliance with the following:

“1. The shades are not used in the driver/passenger area. They are used in the living portion only, which is behind the driver/passenger compartment.

2. FMVSS No. 302 does not apply to Traveltrailers, Fithwheels (sic) and Truck Campers with similar living areas. Some states do allow people to travel in them as well.

Windsong—models 325S, 326DS, 349S, 340S; and (4) Reflection—models 327S, 350S.

3. The total area of the shades represents a minimal area compared to the total interior surface area.

4. There has been no reports of problems or fires involving these shades. “

Based on above stated reasons, Forest River requested NHTSA to grant the inconsequentiality petition since the noncompliance represents a minimal potential for occupant injury due to interior fire. It also stated that because there have been no reports of fires involving the noncompliance shades, the noncompliance presents no reasonably anticipated risk to motor vehicle safety.

Interested persons are invited to submit written data, views, and arguments on the application of Forest River described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that six copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: April 5, 2000.

(49 U.S.C. 30118 and 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: February 29, 2000.

**Stephen R. Kratzke,**

*Acting Associate Administrator for Safety Performance Standards.*

[FR Doc. 00-5358 Filed 3-3-00; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF THE TREASURY

### Treasury Advisory Committee on International Child Labor Enforcement

**AGENCY:** Department Offices, Treasury.

**ACTION:** Renewal of the Treasury Advisory Committee on International Child Labor Enforcement (“the Committee”) and solicitation of applications for membership.

**SUMMARY:** The Treasury Department has determined that it is in the public interest to renew the Advisory Committee on International Child Labor Enforcement. The Department proposes to file a charter for an additional two-