

*Need and Use of the Information:* The information collection is needed by MARAD and the Department of Defense (DOD), including representatives from the U.S. Transportation Command and its components, to evaluate and assess the applicants eligibility for participation in the VISA program. The information will be used by MARAD and the U.S. Transportation Command and its components to assure the continued availability of commercial sealift resources to meet the DOD's military requirements.

*Description of Respondents:*

Operators of qualified dry cargo vessels.

*Annual Responses:* 40 responses.

*Annual Burden:* 200 hours.

*Comments:* Comments should refer to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW, Washington, D.C. 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. Specifically, address 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. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., EDT, Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Dated: April 4, 2000.

By Order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary.*

[FR Doc. 00-8731 Filed 4-7-00; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number: MARAD-2000-7185]

#### 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 FAIR TRADES.

**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 Public Law 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 May 10, 2000.

**ADDRESSES:** Comments should refer to docket number MARAD-2000-7185.

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., S.W., Washington, D.C. 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

commentor'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: Name of vessel: FAIR TRADES Owner: Michael and Frances Plitman.

(2) Size, capacity and tonnage of vessel: According to the Applicant "FAIR TRADES is 50 feet long, and has a gross tonnage of 35 tons as calculated pursuant to 46 U.S.C. 14502, berths for 8 passengers for overnight charters, and can comfortably accommodate up to 12 passengers for day charters."

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "We intend to operate FAIR TRADES on day and overnight charter trips on the Chesapeake Bay and its tributaries for up to 12 passengers. We intend to specialize in providing combination sailing/golfing trips while also offering more traditional sailing cruises. FAIR TRADES is berthed in Annapolis and most charters will operate within 50 nautical miles of the mouth of the Severn River."

(4) Date and place of construction and (if applicable) rebuilding. Date of construction: 1990, place of construction: France.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "Approval of this waiver will have minimal impact on other commercial passenger vessel operators. Most U.S. built vessels engaged in similar types of charters offer some kind of unique facilities or layout. FAIR TRADES was originally built for the charter trade in the Caribbean and has a unique, 4 cabin layout ideally suited for golfing groups. There are very few similarly constructed U.S. built vessels which is why we chose to buy this French boat. The design has been immensely popular in the islands and we believe it will be successful here. FAIR TRADES will not be competing with the large majority of coastwise operators that offer daily excursions. We have absolutely no interest in providing hourly harbor tour type services. Rates for chartering FAIR TRADES will be based on comparable market prices for similar vessels regardless of place of construction, most of which are operated in "bareboat" charter. There will be no attempt to "undercut" competitors; in fact, we are seeking to make a profit based on quality of service—not volume. Therefore, our

rates will be comparable to other high end charters. There are many foreign-built and U.S.-built boats, including French-built BENETEAUs, that operate legally in the Bareboat trade. It is these types of vessels with which we will really compete and their owners are not truly in the commercial service—they are individuals looking to offset the high costs of boat ownership.”

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: “Any impact on domestic shipbuilders should be positive. In fact, successful operations with FAIR TRADES may stimulate interest among U.S. builders to design and construct similar type vessels. Since we purchased FAIR TRADES, we have spent over \$50,000 for U.S. manufactured equipment to upgrade her thereby helping the local marine industry. All repair work contracted for has been performed by U.S. yards. It should be evident that FAIR TRADES is, in fact, stimulating many related marine industries.”

Dated: April 4, 2000.

By Order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 00-8732 Filed 4-7-00; 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 December 13, 1999 [64 FR 69582-69583].

**DATES:** Comments must be submitted on or before May 10, 2000.

**FOR FURTHER INFORMATION CONTACT:**

Marvin Levy at the National Highway Traffic Safety Administration, Office of Research and Traffic Records (NTS-31), 202-366-5597, 400 Seventh Street, SW, Room 6240, Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:**

#### National Highway Traffic Safety Administration

*Title:* Five State Survey of Alcohol Targets of Opportunity.

*OMB Number:* 2127-New.

*Type of Request:* New information collection.

*Abstract:* The prevention of alcohol-impaired driving is one of NHTSA's top priorities in reducing deaths and injuries from motor-vehicle crashes. The Partners in Progress goal is to reduce the number of alcohol related fatalities from 15,935, in 1998 to 11,000 by the year 2005. In support of this goal, five states were awarded cooperative agreements by NHTSA to demonstrate and evaluate the effectiveness of traffic safety programs that combine increased law enforcement efforts with substantial publicity about these programs. These states were selected because of their potential for reducing the substantial number of percentage of alcohol related fatalities occurring each year within their state.

*Affected Public:* Those individuals and law enforcement officials from the five states evaluated to reducing driving after drinking.

*Estimated Total Annual Burden:* 2,499 hours.

*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, D.C., on April 4, 2000.

**Herman L. Simms,**

*Associate Administrator for Administration.*

[FR Doc. 00-8730 Filed 4-7-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-7002]

#### Notice of Receipt of Petition for Decision that Nonconforming 1976-1985 Rolls Royce Corniche Passenger Cars Are Eligible for Importation

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

**ACTION:** Notice of receipt of petition for decision that nonconforming 1976-1985 Rolls Royce Corniche passenger cars are eligible for importation.

**SUMMARY:** This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1976-1985 Rolls Royce Corniche passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

**DATES:** The closing date for comments on the petition is May 10, 2000.

**ADDRESSES:** Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 9 am to 5 pm].

**FOR FURTHER INFORMATION CONTACT:** George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

**SUPPLEMENTARY INFORMATION:**

#### Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.