

appropriate steps to provide opportunities for participation in such programs to human rights and democracy leaders of such countries." Proposals should reflect advancement of this goal in their program contents, to the full extent deemed feasible.

#### **Year 2000 Compliance Requirement (Y2K Requirement)**

The Year 2000 (Y2K) issue is a broad operational and accounting problem that could potentially prohibit organizations from processing information in accordance with Federal management and program specific requirements including data exchange with the Bureau. The inability to process information in accordance with Federal requirements could result in grantees being required to return funds that have not been accounted for properly.

The Bureau therefore requires all organizations use Y2K compliant systems including hardware, software, and firmware. Systems must accurately process data and dates (calculating, comparing and sequencing) both before and after the beginning of the year 2000 and correctly adjust for leap years.

Additional information addressing the Y2K issue may be found at the General Services Administration's Office of Information Technology website at <http://www.itpolicy.gsa.gov>.

#### **Review Process**

The Bureau will acknowledge receipt of all proposals and will review them for technical eligibility. Proposals will be deemed ineligible if they do not fully adhere to the guidelines stated herein and in the Solicitation Package. All eligible proposals will be reviewed by the program office, as well as the Public Diplomacy section overseas, where appropriate. Eligible proposals will be forwarded to panels of Bureau officers for advisory review. Proposals may also be reviewed by the Office of the Legal Adviser or by other Department elements. Final funding decisions are at the discretion of the Department of State's Under Secretary for Public Diplomacy and Public Affairs. Final technical authority for assistance awards (grants or cooperative agreements) resides with the Bureau's Grants Officer.

#### **Authority**

Overall grant making authority for this program is contained in the Mutual Educational and Cultural Exchange Act of 1961, Public Law 87-256, as amended, also known as the Fulbright-Hays Act. The purpose of the Act is "to enable the Government of the United

States to increase mutual understanding between the people of the United States and the people of other countries \* \* \* ; to strengthen the ties which unite us with other nations by demonstrating the educational and cultural interests, developments, and achievements of the people of the United States and other nations \* \* \* and thus to assist in the development of friendly, sympathetic and peaceful relations between the United States and the other countries of the world." The funding authority for the program above is provided through legislation.

#### **Notice**

The terms and conditions published in this RFP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements.

#### **Notification**

Final awards cannot be made until funds have been appropriated by Congress, allocated and committed through internal Bureau procedures.

Dated: May 30, 2000.

**Evelyn S. Lieberman,**

*Under Secretary for Public Diplomacy and Public Affairs, U.S. Department of State.*

[FR Doc. 00-14361 Filed 6-6-00; 8:45 am]

**BILLING CODE 4710-11-P**

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## **DEPARTMENT OF TRANSPORTATION**

### **Coast Guard**

**[USCG-2000-7465]**

#### **Recreational Boating Safety Projects, Programs and Activities Funded Under Provisions of the Transportation Equity Act for the 21st Century; Accounting of**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice.

**SUMMARY:** Subsection (c) of section 7405 of the Transportation Equity Act for the 21st Century makes \$5,000,000 available each of five fiscal years to the Secretary of Transportation for personnel and activities directly related to coordinating and carrying out the

national recreational boating safety program. The Act also requires that the Secretary publish annually in the **Federal Register** a detailed accounting of the projects, programs, and activities under this subsection. This is the first report.

**ADDRESSES:** You may obtain a copy of this notice by calling the U. S. Coast Guard Infoline at 1-800-368-5647. This notice is available on the Internet at <http://dms.dot.gov> or at the Web Site for the Office of Boating Safety at URL address [www.uscgboating.org](http://www.uscgboating.org).

**FOR FURTHER INFORMATION CONTACT:** Captain Michael F. Holmes, USCG, Chief, Office of Boating Safety, telephone 202-267-1077, fax 202-267-4285, or Mr. Albert J. Marmo, Chief, Program Management Division, telephone 202-267-0950, fax 202-267-4285.

**SUPPLEMENTARY INFORMATION:** The Transportation Equity Act for the 21st Century became law on June 9, 1998. The Act requires that of the \$5 million made available to carry out the national recreational boating safety program, \$2,000,000 shall be available only to ensure compliance with chapter 43 of title 46, U.S. Code—Recreational Vessels. This responsibility is delegated to the Commandant of the United States Coast Guard. The statute directs that no funds available to the Secretary under this subsection may be used to replace funding traditionally provided through general appropriations, nor for any purposes except those purposes authorized by this section. Amounts made available each fiscal year, 1999-2003, shall remain available until expended. Upon passage of the Act the U.S. Coast Guard Office of Boating Safety began the process of developing basic spending plans for this new source of revenue. For accounting purposes, funding was divided into two program elements: Boat Safety Compliance and National Recreational Boating Safety Program. Use of these funds entails compliance with standard Federal contracting rules with associated lead and processing times resulting in a lag time between available funds and spending. An accounting of the use of the funds to date follows, including a narrative summary and a table that reflects commitment, obligation, or expenditure of fiscal years 1999 and 2000 funds.

#### **Boat Safety Compliance**

##### *Factory Visit Program*

A contract was awarded to establish a national recreational boat factory visit program using contractor personnel. The contract includes the development

of a plan of action and a pilot program to validate the elements of the plan and the concept of the program. The plan was completed at a cost of \$133,912.55 using fiscal year 1999 funding. The pilot program will commence in the summer of 2000. The factory visit program will allow contractor personnel, acting on behalf of the Coast Guard, to visit approximately 2,000 recreational boat manufacturers each year to communicate with the manufacturers as to why they need to comply with the Federal regulations, educate them, as necessary, on how to comply with the Federal regulations, and inspect for compliance with the Federal regulations.

#### *Associated Equipment Compliance Testing*

Currently, the Office of Boating Safety conducts compliance testing by purchasing recreational boats in the open market and testing them for compliance with the Federal flotation standards. As a new initiative, the Office of Boating Safety is planning to buy recreational boat "associated equipment," e.g., starters, alternators, fuel pumps, bilge pumps, etc., and test this equipment for compliance with Federal safety regulations. The anticipated annual cost of this multi-year effort is estimated at \$100,000. To date \$44,000 of fiscal year 1999 funds have been expended, and \$83,000 of fiscal year 2000 funds has been committed for this testing.

#### *Articulated Mannequins/Computer Simulation Model*

The objective of this multi-year program is to improve the safety of recreational boaters by encouraging the design of new/unique personal flotation devices (PFDs) through the development of a computer simulation program to evaluate the effectiveness of new/unique PFD designs. The computer simulation program will be validated through the use of a family of anthropomorphic articulated mannequins. Fiscal year 1999 funding for this effort is \$300,000.

#### *Compliance Associated Travel*

Travel is being performed to carry out additional compliance actions and to gather background and planning information for proposed compliance initiatives or to research possible new compliance initiatives. Fiscal year 1999 funding for this travel has amounted to \$13,332.44.

#### *New Boat Manufacturer Outreach Package*

A fiscal year 1999 contract for \$357,582.34 was awarded to design and develop a comprehensive and user friendly outreach package for distribution to new recreational boat manufacturers. Included will be a brochure and video that will outline the many facets of the recreational boat manufacturing business, including, Federal regulations, voluntary standards, self-certification, financial aspects, insurance concerns, liability issues, points of contact and the steps necessary to become a new recreational boat manufacturer. The package will also include plain language guidelines that help clarify Federal requirements. The new outreach package is expected to increase the level of compliance with the Federal regulations among new recreational boat manufacturers.

#### *Risk Analysis Study*

This effort will develop a risk-based compliance approval process for Personal Flotation Devices (PFDs) using a Life Saving Index methodology. Fiscal year 1999 funding for this project amounted to \$229,465.64. The results of this effort will provide a formal structure and consistency to the process for accepting new approaches to designing devices for drowning prevention. The risk-based process identifies critical factors for evaluating PFD lifesaving potential and defines the minimum level of performance necessary for approval.

#### *Virtual Reality Personal Watercraft (PWC)*

A contract was awarded to develop a virtual reality personal watercraft. If this application of virtual reality technology proves to be effective it will provide a platform to gather valuable data in many areas that would otherwise be unobtainable or would require more costly methods and sources. The data from this effort will give greater insight into the human/machine interface related to PWC and will assist in the effort to attempt to reduce PWC accidents. The contract award amount using fiscal year 2000 funds was \$133,620.

#### **National Recreational Boating Safety Program**

##### *Boating Accident Report Database (BARD)*

The BARD system is aimed at effectively providing the capability to all States and the Coast Guard for the successful exchange of recreational boating accident data and information

using BARD software. New fiscal year 1999 funding of \$392,234 allows software module development, software module rework and unit testing, module integration testing and system testing associated with this innovative program, and for providing the software to the 50 States, five territories, and the District of Columbia.

#### *Transfer of Funds to the Seventeenth Coast Guard District*

A non-recurring transfer of \$25,000 fiscal year 1999 funds was made to the Seventeenth Coast Guard District in support of a Coast Guard Boating Safety Detachment to assist in the transition of State of Alaska assumption of Recreational Boating Safety Program responsibilities.

#### *National Boating Registration System*

As a service for States/Territories that currently have inadequate (or no) computer software program to maintain their vessel numbering system information, \$24,000 has been transferred to the U.S. Coast Guard Operations Systems Center (OSC) to develop a National Boating Registration System software program. OSC will modify an existing program currently used by the Coast Guard in Alaska (the only State that does not have a Coast Guard-approved vessel numbering system) to develop a generic version that can easily be adapted by any State/Territory for their own use. The software, which will be provided to interested States/Territories at no cost, will include a function to automatically generate the annual report on numbered vessels that must be submitted to the Coast Guard each year, which currently can be a very time-consuming process for States whose systems are not automated. The current schedule calls for delivery of the beta version system in July 2000.

#### *Federal Requirements Publication*

A customer friendly "Federal Requirements and Safety Tips for Recreational Boaters" publication is being developed based on easy to read high visibility graphics, focusing on provision of subject specific safety tips with retention factors built in. Support for this effort using fiscal year 1999 funds is \$73,000. The Coast Guard anticipates expanding this development effort and intends to evaluate recreational boater retention factors for Federal regulations in August 2000. The end result will be publication of both hard copy and electronic interactive versions for public use.

*Coast Guard Infoline/Office of Boating Safety Website*

This effort provides both technology and educational enhancements to the Coast Guard Infoline, a toll free 800 telephone number (including a dedicated line for the hearing impaired) accessible to callers anywhere in the United States. The Infoline provides information about safety, regulations, communications, Coast Guard policy, and available material related to boating safety issues. Additionally, this effort provides a complete interactive recreational boating safety website that offers the public and boating safety agencies and organizations with up-to-the-minute information on every aspect of recreational boating safety. One of the goals of this program is to create a "one-stop" customer service center for all users. Fiscal year 1999 funding amounted to \$186,435.

*Marine Dealer Display Kiosks*

An expenditure of \$23,950 of fiscal year 1999 funds supports the Hunters and Anglers Outreach Program and supplies marine dealers with U.S. Coast Guard and U.S. Coast Guard Auxiliary literature display racks, including associated boating safety information pertaining to the hazards associated with Boating Under the Influence (BUI) as well as discipline specific information to this target group.

Additional target group research and testing will be conducted during calendar year 2000 validating outreach components. This research will result in the release of a national "point-of-purchase" kiosk system, serving as an extension to the Office of Boating Safety's "one-stop" information system.

There are three new projects that are in final stages for commitment of funds.

*The Vessel Safety Check Program*

Fiscal year 2000 funding, estimated at less than \$50,000 will be used to support the efforts of the U.S. Coast Guard Auxiliary, U.S. Power Squadrons and the National Association of State Boating Law Administrators in providing free safety inspections of recreational boats. The "safety check" provides a complete review of a recreational vessel ensuring that the vessel is in compliance with all Federal and State specific carriage requirements. Ultimately the end result will lead to fewer recreational boating accidents, injuries and fatalities.

*Knowledge Management System and SEAFIT (State Electronic Administrative, Financial and Information Technology System)*

This effort will enable the Coast Guard to reduce the amount of paper transactions required and obtained by its external customers. The States are

one of the Coast Guard's largest external customer groups. The Knowledge Management and SEAFIT systems will provide for quicker more effective and efficient program oversight while providing each customer with the ability to electronically do business with the Coast Guard. This system will assist in the electronic monitoring, storage and daily use of all multi-disciplined information and materials within the Office of Boating Safety. We plan to convert current business processes that support activity in grant administration, program oversight, financial payments and requested program information to an electronic format and be web-based compatible.

*National Boating Survey*

The contracting process is being initiated for a comprehensive major national recreational boating survey. The survey will provide information on boats, boaters and their activities. In order to avoid taking the large amount of money required for a large-scale survey from available funds for a single fiscal year, we will escrow funds each year. We placed \$900,000 of fiscal year 1999 funds and \$400,000 of fiscal year 2000 funds in escrow.

The following table reflects commitment, obligation, or expenditure to date of fiscal years 1999 and 2000 funds.

RECREATIONAL BOATING SAFETY PROGRAMS ACCOUNTING

	FY 1999	FY 2000
<b>Boat Safety Compliance</b>		
Factory visit program .....	\$133,912.55	
Associated equipment compliance testing .....	44,000.00	\$83,000.00
Articulated mannequins/computer simulation model .....	300,000.00	
Compliance associated travel .....	13,332.44	
New boat manufacturer outreach package .....	357,582.34	
Risk analysis study .....	229,465.64	
Virtual reality personal watercraft .....		133,620.00
<b>Total boat safety compliance .....</b>	<b>1,078,292.97</b>	<b>216,620.00</b>
<b>National Recreational Boating Safety Program</b>		
Boating accident report database (BARD) .....	392,234.00	
17th CG District boating safety detachment .....	25,000.00	
National boating registration system .....	24,000.00	
Federal requirements publication .....	73,000.00	
CG Infoline/Office of boating safety website .....	186,435.00	
Marine dealer display kiosks .....	23,950.00	
<b>Total recreational boating safety .....</b>	<b>724,619.00</b>	
National boating survey escrow .....	900,000.00	400,000.00
<b>Grand total .....</b>	<b>2,702,911.97</b>	<b>616,620.00</b>

Note: This Chart Shows FY 1999 and FY 2000 Dedicated Funds Committed, Obligated, or Expended for the Individual Projects Listed.

Dated: June 2, 2000.

**Kenneth T. Venuto,**

*Rear Admiral, U.S. Coast Guard, Director of Operations Policy.*

[FR Doc. 00-14362 Filed 6-6-00; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-2000-443]

#### Chemical Transportation Advisory Committee

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The Subcommittee of the Chemical Transportation Advisory Committee (CTAC) on the revalidation of recommendations for 46 CFR part 151 will meet to discuss the previous recommendations of CTAC.

**DATES:** The Subcommittee will meet on Wednesday, June 21, 2000, from 8:30 a.m. to 4 p.m. The meeting may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before June 20, 2000. Requests to have a copy of your material distributed to each member of the committee or subcommittee should reach the Coast Guard on or before June 19, 2000.

**ADDRESSES:** The Subcommittee will meet in room 6103, U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC. Send written material and requests to make oral presentations to Commander Robert F. Corbin, Commandant (G-MSO-3), U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas J. Felleisen, Coast Guard Technical Representative to the Subcommittee, or Lieutenant Gregory F. Herold, Deputy Assistant to the Executive Director of CTAC, telephone 202-267-1217, fax 202-267-4570.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

#### Agenda of Meeting

The agenda of the Subcommittee of the Chemical Transportation Advisory Committee (CTAC) on the revalidation of recommendations for 46 CFR part 151 includes the following:

(1) Introduction of the Subcommittee members.

(2) Review and discussion of CTAC's previous recommendations.

(3) Evaluation of the validity of the CTAC's previous recommendations.

(4) Discussions of the comments submitted on the ANPRM.

#### Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. All attendees at the meeting are encouraged to fully review CTAC's previous recommendations prior to the meeting; additional copies of CTAC's previous recommendations are available from the Deputy Assistant to CTAC. At the discretion of the Subcommittee Chair, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Coast Guard Technical Representative to the Subcommittee on or before June 20, 2000. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of a meeting, please submit 25 copies to the Coast Guard Technical Representative to the Subcommittee no later than June 19, 2000.

#### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the Deputy Assistant to the Executive Director of CTAC as soon as possible.

Dated: May 31, 2000.

**Joseph J. Angelo,**

*Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 00-14276 Filed 6-6-00; 8:45 am]

**BILLING CODE 4910-15-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket MARAD-2000-7470]

#### Farrell Lines Incorporated; Notice of Application for approvals to the proposed transfer of Maritime Security Program Operating Agreements MA/MSP-18 through 20

By applications dated June 1, 2000, Farrell Lines Incorporated (Farrell) and counsel for FLI Ships, Inc. (FLI Ships) have notified the Maritime Administration (MARAD) of the proposed transfer of three Maritime Security Program (MSP) Operating Agreements (MA/MSP-18 through 20) from Farrell to FLI Ships, a wholly owned subsidiary of Farrell, pursuant to section 652(j) of Subtitle B, Title VI, Merchant Marine Act, 1936, as amended

(1936 Act). The vessels currently covered by those contracts are presently owned by FLI Ships, and will continue to be covered by those contracts after transfer.

The transfer of MSP Operating Agreements MA/MSP-18 through 20 is part of a series of overall transactions whereby Farrell will merge with P & O Nedlloyd Acquisition Corporation, a wholly owned subsidiary of P & O Nedlloyd Limited. After merger, Farrell will be the surviving entity (reconstituted Farrell).

With respect to the transfer of MSP Operating Agreements, section 652(j) of the 1936 Act provides that "A Contractor under an operating agreement may transfer the agreement (including all rights and obligations under the agreement) to any person eligible to enter into that Operating Agreement under this subtitle after notification of the Secretary [of Transportation] in accordance with regulations prescribed by the Secretary, unless the transfer is disapproved by the Secretary within 90 days after the date of Notification. A person to whom an Operating Agreement is transferred may receive payments from the Secretary under the agreement only if each vessel to be covered by the agreement after the transfer is an eligible vessel under section 651(b)."

In implementing the proposed transaction, FLI Ships is to be spun off by sale of all its stock to FLI Ships Holdings, Inc. (Holdings), a U.S. citizen corporation within the meaning of section 2 of the Shipping Act, 1916, as amended. Holdings will be independently capitalized and operationally independent of P & O Nedlloyd Limited and any of its affiliates. The MSP vessels will be time chartered from FLI Ships to either P&ONL FAME, Inc. (FAME), a U.S. documentation citizen owned by P & O Nedlloyd B.V., a Dutch corporation, or to a reconstituted Farrell for operation. In the event that Farrell becomes the time charterer, it will also become a documentation citizen. The time charters of two other MSP vessels owned by First American Bulk Carrier Corp. (FABC) and chartered to Farrell, will be novated to either FAME, or remain with the reconstituted Farrell for operation. FLI Ships will manage and operate the former Farrell vessels utilizing former Farrell personnel. The FABC vessels will continue to operate under their existing charters. One additional vessel operated by Farrell under bareboat charter from MARAD may be turned back to MARAD subject to settlement under that charter. Another vessel bareboat chartered by