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Carmen Suro-Bredie,

Chair, Trade Policy Staff Committee.

[FR Doc. 01-27134 Filed 10-24-01; 3:03 pm]

BILLING CODE 3190-01-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD08-01-038]

Proposed Faciane Canal Bridge Project; Faciane Canal Near Slidell, St. Tammany Parish, LA

AGENCY: Coast Guard, DOT.

ACTION: Notice of public hearing; request for comments.

SUMMARY: The Coast Guard will hold a public hearing to receive comments on an application by Waterfront Developers L.L.C. for Coast Guard approval of the location and plans for a proposed bridge. The proposed location of the bridge is across the Faciane Canal, mile 0.1, near Slidell, St. Tammany Parish, Louisiana. The hearing will allow interested persons to present comments and information concerning the impact of the proposed bridge project on navigation and the human environment.

DATES: This hearing will be held on November 28, 2001, commencing at 7 p.m. Comments must be received by December 13, 2001. Requests to speak and requests for services must be received in the office of Bridge Administration at the address given under **ADDRESSES** by November 21, 2001.

ADDRESSES: The hearing will be held at the cafeteria of Salmen High School, 4040 Berkley Drive, Slidell, Louisiana 70458.

Written comments may be submitted to, and will be available for examination between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays at the office of the Eighth Coast Guard District, Bridge Administration Branch, Commander (obc), 501 Magazine Street, New Orleans, Louisiana 70130-3396. Please submit all comments in an

unbound format, no larger than 8 x 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

FOR FURTHER INFORMATION CONTACT: Mr. David Frank, Project Officer, Bridge Administration Branch, telephone (504) 589-2965.

SUPPLEMENTARY INFORMATION:

Background

The proposed project consists of constructing a movable bridge from Carr Drive to Paradise Island across the Faciane Canal. The proposed bridge will be 135 feet long and will have a clear roadway width of 12 feet. The applicant, based upon comments from interested persons, has moved the location of the draw of the bridge to the approximate center of the channel and has increased the horizontal clearance to 30 feet between the fender system. The vertical clearance of the proposed bridge in the closed-to-navigation position is 5.7 feet above mean high water, elevation 1.3 feet above Mean Sea Level (MSL) and unlimited in the open-to-navigation position.

The proposed bridge, if approved, will be operated and lighted in accordance with the requirements of Title 33, Code of Federal Regulations, Parts 117 and 118. The bridge will be maintained in the open-to-navigation position and close for vehicular traffic by code control panels accessible only to authorized personnel.

The Coast Guard, as lead federal agency for the proposed project, has reviewed the applicant-prepared Environmental Assessment (EA). Based upon the EA, the Coast Guard has tentatively determined that the proposed action will not have a significant impact on the environment for purposes of the National Environmental Policy Act (NEPA). A Coast Guard Finding of No Significant Impact (FONSI) will be prepared as the final environmental document for the proposed project unless significant impacts are identified as a result of this public notification process to warrant the preparation of an Environmental Impact Statement (EIS).

Only two alternatives are currently being considered for this project. These alternatives are defined as the "build" and "no-build" alternatives.

Procedural

Individuals and representatives of organizations that wish to present testimony at the hearing or who want to be placed on the project mailing list,

may submit a request to this office at the address listed under **ADDRESSES** clearly indicating name and organization represented, if applicable. Requests to speak should be received no later than November 21, 2001 in order to ensure proper scheduling for the hearing. Attendees at the hearing who wish to present testimony and have not previously made a request to do so, will follow those attendees who have made a request as time permits. Speakers will be called in the order of receipt of their request. Depending upon the number of scheduled statements, the Coast Guard may limit the amount of time allowed for each speaker. Written statements and other exhibits in lieu of, or in addition to, oral statements made at the hearing may be submitted to this office at the address listed under **ADDRESSES** until December 13, 2001, for inclusion in the public hearing transcript.

Information on Services for Individuals With Disabilities

For information about facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the Commander, Eighth Coast Guard District (obc). Please request these services by contacting this office at the phone number under **FOR FURTHER INFORMATION CONTACT** or in writing at the address listed under **ADDRESSES**. Any requests for an oral or sign language interpreter must be received by November 21, 2001.

Authority: 33 U.S.C. 513, 49 CFR 1.46.

Dated: October 17, 2001.

J.R. Whitehead,

Captain, U.S. Coast Guard, Commander, 8th Coast Guard District, Acting.

[FR Doc. 01-26995 Filed 10-25-01; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-2000-8229]

Notice of Availability, Draft Programmatic Environmental Impact Statement for the Integrated Deepwater System Project

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The U.S. Coast Guard (USCG) announces the availability of the Draft Programmatic Environmental Impact Statement (PEIS) on the Integrated Deepwater System Project. This PEIS covers general issues in a broad program-oriented analysis encompassing the replacement systems

proposed by industry and the No-action alternative. The Coast Guard seeks public and agency input on the Draft PEIS.

DATES: The PEIS will be available on October 26, 2001. Comments must reach the Coast Guard on or before December 10, 2001.

ADDRESSES: Comments may be submitted in several ways. To make sure your comments and related material are not entered more than once in the docket, please submit them by only one of the following means:

(1) By mail to the Docket Management Facility (USCG-2000-8229), US Department of Transportation, Room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001.

(2) By delivery to Room PL-401 on the Plaza Level of the Nassif Building, 400 Seventh Street SW., Washington, DC 20590-0001.

(3) By fax to the Docket Management Facility at 202-493-2251.

(4) Electronically through the Web site for the Docket Management System at <http://dms.dot.gov>.

The Docket Management Facility maintains the public docket for this notice. Comments will become part of this docket and will be available along with the Draft Programmatic Environmental Impact Statement for inspection or copying at Room PL-401, located on the Plaza Level of the Nassif Building at the above address between 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays. You may also view this docket, including this notice and comments, on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, the proposed project, or the associated statement, call LCDR Eric Johnson, Deepwater Environmental & Facilities Planner by telephone at 202-267-1665, or by email at ejohnson@comdt.uscg.mil or at the Coast Guard's Deepwater EIS Web page at <http://www.deepwaterEIS.com>. If you have questions on viewing or submitting material to the docket, call Dorothy Beard, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION:

Request For Comments

We encourage you to submit comments on this Draft PEIS. Persons submitting comments should include their names and addresses, identify this notice (USCG-2000-8229), and the reason for each comment. You may submit your comments by mail, hand

delivery, fax or electronic means to the Docket Management Facility at the address given under **ADDRESSES**; but please submit your comments and materials by only one means. If you submit them by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail, and would like to know if they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments received during the comment period. For additional information about this notice or the Programmatic Environmental Impact Statement, contact Joan Lang, Deepwater Project NEPA Coordinator (under contract to the Coast Guard), 202-267-0284 or via e-mail at jiang@comdt.uscg.mil.

Public Hearings

Based on the minimal number of comments received during the scoping period, public hearings for this stage of the PEIS development will be held only if there is sufficient interest shown. Because this is a programmatic document, meetings, if held, will be at a district or national level. If public hearings are held, the time and place of the hearings will be announced in the **Federal Register** and other media. Please contact LCDR Eric Johnson as described in the **FURTHER INFORMATION** section of this notice regarding possible public hearings.

Proposed Action

In accordance with section 102[2][c] of the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality regulations (40 CFR parts 1500-1508), Department of Transportation (DOT) Order 5610.1C (Procedures for Considering Environmental Impacts), and Coast Guard Policy (NEPA: Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1D), the Coast Guard has prepared a Draft PEIS on the Deepwater Project. The purpose of a PEIS is to develop a high-level approach and direction for implementing a broad policy or program. The Deepwater Project meets those criteria. As a first tier EIS, this PEIS covers general issues in a broader program-oriented analysis encompassing the replacement systems proposed by industry and the No-action alternative. Subsequent NEPA documentation will concentrate on specific implementing actions, such as home basing of new ships and aircraft, as required.

The Coast Guard published a Notice of Intent and Request for Public Comments on November 9, 2000 (65 FR 67441). That same Notice included the dates and locations of several meetings that were held around the country to accept comments on what the Coast Guard should consider in its PEIS. During this scoping process, and based on Federal Agency comments, it was determined that the PEIS should address two alternatives: Action and No-action. The Action Alternative includes the proposed system replacements discussed in the NOI. The Coast Guard determined that the best way to describe the impacts of the Action Alternative in the programmatic EIS was by combining all of the proposals into ranges of asset quantities and types and ranges of environmental impacts. This approach protects the procurement-sensitive information regarding the specific number and types of assets proposed by each industry team. However, to more accurately identify potential environmental impacts, the actual numbers and types of each teams' assets were used in the impact models.

The Coast Guard's ability to predict future environmental impacts of this multi-decade acquisition with 100% accuracy is drastically reduced by uncertainties with regard to funding, technology, political, social and logistics changes. When viewed from a programmatic level, these uncertainties more than outweigh any differences that may exist among the various proposed system replacements. Therefore, the use of ranges to show possible impacts from the two alternatives provides an analysis commensurate with the level of detail of the decision being made, protects procurement-sensitive information, and provides the public with sufficient information to submit informed comments.

The specific industry team proposal information will be maintained in the administrative record for Coast Guard agency use only, as described in the NOI.

The public comment period will provide the public with an opportunity to review the PEIS and to offer appropriate comments. Comments received during the Draft PEIS review period will be published in the Final PEIS. A Notice of Availability of the Final PEIS will be published in the **Federal Register**. NEPA provides for a 30-day comment period after publication of the Final PEIS, during which the public may comment on the adequacy of responses to comments and the Final PEIS. After that time, a Record of Decision (ROD) detailing the Coast

Guards' decision of the selected alternative will be prepared and published in the **Federal Register** and other public notices. The entire ROD will be made available for public review at that time.

Dated: October 16, 2001.

P.M. Stillman,

Rear Admiral, USCG, Deepwater Program Executive Officer.

[FR Doc. 01-26813 Filed 10-25-01; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. FRA-1999-6689, Notice No. 2]

Reflectorization of Rail Rolling Stock

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of availability.

SUMMARY: FRA announces that a preliminary analysis evaluating the costs and benefits of placing retro-reflective material on certain rail rolling stock in order to reduce collisions at highway-rail crossings has been placed in the public docket established to receive information on this topic. Public comment is invited.

ADDRESSES: The public is invited to submit both relevant information and relevant comments to the docket. Written comments should refer to the docket number of this notice and be submitted in duplicate to: DOT Central Docket Management Facility located in room PL-401 at the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC 20590. All docket material will be available for inspection at the Central Docket Management Facility during regular business hours and on the Internet at <http://dms.dot.gov>. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

SUPPLEMENTARY INFORMATION: In 1982, FRA conducted a study to determine whether reflective materials would enhance railcar conspicuity and thereby reduce the number of accidents involving railcars. That study demonstrated that, although the use of reflective material enhanced railcar conspicuity, the reflective material was not durable enough to withstand the harsh railroad environment.

Beginning in 1990, FRA initiated additional research in response to improvements in the retroreflective qualities and durability of reflective

materials. Subsequently, under the Federal Railroad Safety Authorization Act of 1994 ("the Act"), Pub. L. No. 103-440, 108 Stat. 4622-23 (November 2, 1994), Congress required FRA to revisit the issue of railcar conspicuity. The statute, codified at 49 U.S.C. 20148, provides that if the review establishes that enhanced railroad car visibility would likely improve safety in a cost-effective manner, the Secretary of Transportation shall initiate a rulemaking to prescribe regulations requiring enhanced visibility standards for railroad cars. FRA has completed its review of costs and benefits and is now placing it in the docket.

After extensive analysis, FRA has concluded that, because of technological advances developed since 1982, the reflectorization of railroad freight equipment appears to be a viable and cost-effective method of reducing the number of collisions at highway-rail grade crossings and the casualties and property damages which result from those collisions. FRA's analysis supports the conclusion that declines in the cost of reflective material, in combination with better performance and lower maintenance costs, have created a situation in which the benefits of reflectorization now appear to exceed its costs.

FRA invites all interested parties to review the cost-benefit analysis and to comment on the information contained therein and conclusions drawn from that information. FRA will review information that is submitted prior to the date on which FRA determines whether to institute rulemaking. Any responses can be sent to the docket. Instructions for doing so are described above under **ADDRESSES**.

FOR FURTHER INFORMATION CONTACT:

Mary Plache, Industry Economist, Office of Safety, FRA, 1120 Vermont Ave., NW., Mailstop 17, Washington, DC 20590 (telephone 202-493-6297) or John A. Winkle, Esq., Office of Chief Counsel, FRA, 1120 Vermont Ave., NW., Mailstop 10, Washington, DC 20590 (telephone 202-493-6067).

Issued in Washington, DC on October 22, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-26991 Filed 10-25-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Announcing the Seventh Quarterly Meeting of the Crash Injury Research and Engineering Network (CIREN)

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Meeting announcement.

SUMMARY: This notice announces the Seventh Quarterly Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at nine Level 1 Trauma Centers linked by a computer network. Researchers can review data and share expertise, which could lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

DATE AND TIME: The meeting is scheduled from 9 a.m. to 5 p.m. on Thursday, December 6, 2001.

ADDRESSES: The meeting will be held at the U.S. Department of Transportation headquarters, 400 Seventh Street, SW., Room 2230, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: The CIREN System has been established and crash cases have been entered into the database by each Center. CIREN cases may be viewed from the NHTSA/CIREN Web site at: http://www-nrd.nhtsa.dot.gov/include/bio_and_trauma/ciren-final.htm.

NHTSA has held three Annual Conferences where CIREN research results were presented. Further information about the three previous CIREN conferences is also available through the NHTSA Web site. NHTSA held the first quarterly meeting on May 5, 2000, with a topic of lower extremity injuries in motor vehicle crashes; the second quarterly meeting on July 21, 2000, with a topic of side impact crashes; the third quarterly meeting on November 30, 2000, with a topic of thoracic injuries in crashes; the fourth quarterly meeting on March 16, 2001, with a topic of offset frontal collisions; the fifth quarterly meeting on June 21, 2001, on CIREN outreach efforts; and the sixth quarterly meeting (held in Ann Arbor, Michigan) with a topic of injuries involving sport utility vehicles. Presentations from these meetings are available through the NHTSA Web site.

NHTSA plans to continue holding quarterly meetings on a regular basis to disseminate CIREN information to interested parties. This is the seventh such meeting. The topic for this meeting is Age-Related Injuries. Subsequent