

List of Subjects in 47 CFR Part 61

Communications common carriers.

Federal Communications Commission.

William F. Caton,

Acting Secretary.

[FR Doc. 95-13498 Filed 6-1-95; 8:45 am]

BILLING CODE 6712-01-M

47 CFR Part 64

[CC Docket No. 91-281, FCC 95-187]

Calling Number Identification Service—Caller ID

AGENCY: Federal Communications Commission.

ACTION: Third notice of proposed rulemaking.

SUMMARY: Notice is hereby given that in a Third Notice of Proposed Rulemaking on Rules and Policies Regarding Calling Number Identification Service—Caller ID, adopted May 4, 1995, the Commission proposed that Private Branch Exchange (PBX) systems and private payphones capable of delivering Calling Party Number (CPN) to the public switched telephone network also be capable of: Delivering a privacy indicator when the user of a telephone served by the PBX or private payphone dials *67, and unblocking the transmission of their CPN when the user dials *82.

DATES: Comments are due on or before June 30, 1995, and reply comments are due on or before July 28, 1995.

FOR FURTHER INFORMATION CONTACT: Marian Gordon (202/634-4215) or Mike Specht (202/634-1816), Domestic Facilities Division, Common Carrier Bureau.

SUPPLEMENTARY INFORMATION: The above actions were taken pursuant to Sections 1, 4(i) and (j), 201-205, 218 of the Communications Act as amended, 47 U.S.C. 151, 154(i), 151(j), 201-205, and 218. The Commission takes this action to ensure that the privacy expectations of users of such equipment will be honored. If PBX or private payphones can pass CPN to the public switched network, but do not enable callers using telephones connected to the PBX to indicate a privacy request to switches in the public network, the Commission believes it creates risk to calling parties that must be addressed.

List of Subjects in 47 CFR Part 64

Calling party telephone number and privacy, Communications common carriers.

Federal Communications Commission.

William F. Caton,

Acting Secretary.

[FR Doc. 95-13497 Filed 6-1-95; 8:45 am]

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47 CFR Part 80

[CI Docket No. 95-55, FCC 95-171]

Inspection of Radio Installations on Large Cargo and Small Passenger Ships

AGENCY: Federal Communications Commission.

ACTION: Notice of Inquiry.

SUMMARY: The Commission has adopted a Notice of Inquiry (Notice) which begins a proceeding to review the Commission's current Rules regarding the inspection of ships for compliance with the Communications Act of 1934 (Communications Act) and the International Convention for the Safety of Life at Sea, 1974 (Safety Convention).

DATES: Comments must be filed on or before July 18, 1995, and reply comments must be filed on or before August 17, 1995.

ADDRESSES: Federal Communications Commission, 1919 M Street, NW., Washington, DC 20554.

FOR FURTHER INFORMATION CONTACT: George R. Dillon of the Compliance and Information Bureau at (202) 418-1100.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's Notice of Inquiry, CI Docket No. 95-55, FCC 95-171, adopted April 24, 1995, and released, May 16, 1995. The full text of this Notice of Inquiry is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239) 1919 M Street, NW, Washington, DC. The complete text may be purchased from the Commission's copy contractor, International Transcription Services, 2100 M Street NW, Washington, DC 20037, telephone (202) 857-3800.

Summary of Notice of Inquiry

1. The Commission is recommending amendments to the Communications Act that allows early implementation of the Global Maritime and Distress System (GMDSS) and that will permit changes to the way we inspect large cargo vessels and small passenger vessels. This notice begins a proceeding to review the Commission's current Rules regarding the inspection of ships for compliance with the Communications Act of 1934 (Communications Act) and the International Convention for the Safety

of Life at Sea, 1974 (Safety Convention). We seek information that will allow us to streamline ship inspection procedures for the maritime services, to remove unnecessary rules, to improve service to the maritime community, and, above all else, to preserve maritime safety.

2. This Notice is the initial step to develop and implement an overall strategy to improve the manner in which we conduct inspections without derogating the safety of life at sea.

3. Commission inspectors currently conduct a thorough inspection of all of a ship's required radio equipment, from simple VHF maritime transmitters to complex satellite transmitting and receiving equipment. Inspectors are primarily responsive for ensuring that the radio transmitting and receiving equipment provides safety communications capability at the time of inspection. It is the ship operator's responsibility to ensure that the vessel is capable of providing safety communications at all other times. The Commission recognizes the importance of ensuring safety of life and property at sea. In 1990, we incorporated the GMDSS amendments to the Safety Convention in Part 80 of our Rules, 47 CFR Part 80, to implement and internationally approved safety system. We have worked in conjunction with the United States Coast Guard on a recommendation to Congress that the United States amend the Communications Act to incorporate the GMDSS to replace the outdated manual Morse Call radiotelegraph requirements.

4. We are conducting an inquiry into whether the policies and procedures that the Commission uses to inspect and verify that a radio installation on a U.S. vessel is properly installed and functions as intended during a distress can be simplified and streamlined. For example, an inspection of a large cargo vessel can take up to 6 hours, not including travel time, and is often highly complex. Commission inspectors note anecdotally, however, that the ship's captain often reports that the only time that one component, the medium frequency radiotelegraph installation, is used is during the annual FCC inspection.

5. Although the inspections the Commission currently conducts for large cargo vessels are complex, the inspections required in the GMDSS may not be quite as complicated because much of the equipment will incorporate self-test features. Further, many of the inspections the Commission conducts for small passenger vessels are relatively simple and generally take no more than an hour to complete. All of the