Michigan's Inter-University Consortium for Political and Social Research (ICPSR). Researchers interested in studying federal sentencing practices through quantitative methods can access Commission sentencing data through this means. Contact ICPSR, PO Box 1248, Ann Arbor, MI 48106; or call 1–800–999–0960; or use the following Internet address: *http://www.ICPSR.umich.edu/NACJD/home.html.*

[FR Doc. 97–18959 Filed 7–17–97; 8:45 am]

BILLING CODE 2210–40–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, 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 collection and its expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on April 9, 1997 (62 FR 17277).

DATES: Comments must be submitted on or before August 18, 1997.

FOR FURTHER INFORMATION CONTACT: Ms. Judith Street, Federal Aviation Administration, Corporate Information Division, ABC–100, 800 Independence Ave., SW., (202) 267–9895, Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Passenger Facility Charge (PFC) Application.

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

OMB Control Number: 2120–0557.

Affected Public: Air Carriers and Public Agencies.

Abstract: The Aviation Safety and Capacity Expansion Act of 1990 (Pub. L. 101–508) authorizes airports to impose passenger facility charges. This collection is necessary in order to implement the Statute and carry out a passenger facility charge as required by Section 9113 of the Aviation Safety and Capacity Expansion Act of 1990.

Estimated Annual Burden Hour: 26,742.

Number of Respondents: 450.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street, NW., Washington, DC 20503, Attention DOT 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 Department's 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.

Issued in Washington, DC, on July 14, 1997.

Vanester M. Williams,

Clearance Officer, United States, Department of Transportation.

[FR Doc. 97–18987 Filed 7–17–97; 8:45 am]

BILLING CODE 4910–62–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Participation in the National Advanced Rural Transportation Systems' Traveler Information Services in Tourism Areas Field Operational Test

AGENCIES: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), Department of Transportation (USDOT).

ACTION: Notice; request for participation.

SUMMARY: The USDOT is interested in evaluating the benefits associated with the application of traveler information services in rural tourism areas. This request for participation solicits applications from both public-public (e.g., State DOT–Chamber of Commerce) and public-private (e.g., National Park Service-private industry) partnerships to conduct a field operational test. The purpose of this test would be to evaluate the benefits of using advanced traveler information systems in rural tourist areas involving State or national parks, or other tourist areas (public or private) that experience seasonal or annual traffic flow congestion.

DATES: Responses to this announcement must be submitted by 4 p.m., e.t., on or before August 15, 1997.

ADDRESSES: Responses to this solicitation must be submitted directly to the Federal Highway Administration, Office of Traffic Management and ITS Applications, Rural Action Team, HTV–3, 400 Seventh St., SW., Room 3401, Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Mr. R. Dale Thompson, FHWA, Office of Traffic Management and ITS Applications, Rural Action Team, (202) 366–0640; or Mr. Ronald Boenau, FTA, Office of Mobility Innovation , Rural Action Team, (202) 366–0195; or Mr. Raymond Resendes, ITS Joint Program Office, Rural Action Team, (202) 366–2182; or Ms. Beverly Russell, FHWA, Office of the Chief Counsel (202) 366–1355, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., Eastern Time, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Availability of the Plan and Electronic Access

Copies of the Advanced Rural Transportation Systems Strategic Plan, which describes the program goals and the critical program areas, are available from ITS America, 400 Virginia Avenue, SW., Suite 800, Washington, DC 20024, telephone (202) 484–4847. Electronic copies are available on the ITS America Internet Home Page, http://www.itsa.org.

Background

Title VI, part B of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Pub. L. 102–240, 105 Stat. 1914, 2189, provided the Intelligent Vehicle Highway Systems Act which set the foundation for the National Intelligent Transportation Systems (ITS) Program. Under ISTEA, the USDOT has taken the lead in conducting ITS research, development, and operational testing activities to lay the foundation for the application of existing and emerging technologies and systems to improve the efficiency of the surface transportation system.

Early ITS efforts were driven by the desire to address growing transportation problems in urban areas and in inter-urban corridors. While many of the technologies and systems aimed at solving these problems also have application outside urban settings, the market structure, application logistics, and motivating factors underlying their deployment vary considerably from urban to rural areas. The Federal ITS

Program recognized these differences and, in the past year, has initiated the development of an ITS program component with a uniquely rural focus: the Advanced Rural Transportation Systems Program.

During 1996, the USDOT developed an Advanced Rural Transportation Systems Strategic Plan which covers the Federal role in developing and fostering the application of intelligent transportation systems in rural areas. The Strategic Plan describes the vision, mission, goals, objectives, and measures which provide the foundation upon which the Federal Advanced Rural Transportation Systems Program is built. The goals of the Advanced Rural Transportation Systems Program are closely tied to those of the overall ITS Program. Priority is given to those goals that meet the more critical needs of travelers and transporters of goods in rural areas. Consequently, the primary goals of the Advanced Rural Transportation Systems Program are safety and efficient mobility, versus those of the metropolitan systems which are congestion mitigation and increased throughput.

Because of the diversity of needs and settings in Rural America, the Advanced Rural Transportation Systems Strategic Plan specifies seven critical program areas, or clusters, which provide areas of common interest and focus within the overall rural ITS program. The companion Program Plan, currently under development, describes what is known and unknown within each cluster, sets the strategic priorities, and lays out the program (projects by year) to solve the unknowns. Together the Advanced Rural Transportation Systems Strategic and Program Plans provide the road map for the Federal Advanced Rural Transportation Systems program through the year 2003.

While rural settings differ greatly, there is general agreement on the classes of needs that exist within each setting and the principal users of ITS. The critical program areas, therefore, were developed around identifiable needs and service categories and are as follows:

1. Traveler Safety and Security;
2. Emergency Services;
3. Tourism and Travel Information Services;
4. Public Traveler Services/Public Mobility Services;
5. Infrastructure Operating and Maintenance;
6. Fleet Operating and Maintenance; and
7. Commercial Vehicle Operations.

For example, the Tourism and Travel Information Services category mentioned above refers to the needs and services that a visitor (both driver and passenger) unfamiliar with a rural area may require. These services will also address the needs of the Visitors and Tourism Bureaus, transit service providers, information providers, etc., that provide the services to meet tourists' needs. In a rural tourist area, this may be the main focus of the ITS program. Likewise, the Public Traveler Services/Public Mobility Services focuses on reducing the isolation of the transportation disadvantaged and increasing the mobility of all. Constituents of this critical program area include both the potential travelers and service providers. As ITS services are shown to reduce costs and improve efficiency, these areas and the organizations responsible for them become natural constituents and advocates for the programs.

I. Objective and Hypotheses

The objective of this field operational test is to evaluate the use of advanced technologies to collect and disseminate traveler information in rural tourist areas with limited traditional transportation options available so as to: (1) Improve mobility; (2) increase access; (3) relieve traffic congestion caused by high travel demands and the limited capacity of roadways and parking facilities; and (4) stimulate economic development.

The hypotheses for this field operational test are: (1) The Traveler Information System in a rural tourism area will improve mobility compared to mobility without the Traveler Information System; (2) tourists surveyed about the access to selected rural attractions will rate the access higher after the Traveler Information System is installed and operational; (3) the Traveler Information System will relieve congestion at the selected rural attraction(s) and tourists will perceive the reduction in congestion; and (4) the Traveler Information System will stimulate economic development.

II. Scope

Definitions

1. ''Rural tourist area,'' for purposes of this field operational test, is defined as a State or national park, or other tourist area in a rural location with a permanent population of roughly 50,000 or less with limited access to and from the area, limited roadway capacity in and out of the area that contributes to the high levels of seasonal congestion during periods of high demand, and limited parking access and capacity that reaches saturation levels at periods of high demand, as well as limited integration of transit systems.

2. A ''Traveler Information System,'' for purposes of this field operational test, is a system typical of other advanced traveler information systems deployed in metropolitan areas to disseminate traveler information to the traveling public and transportation managers. The Traveler Information System focuses on the unique needs of a rural tourist area, which may differ from one tourist area to another. Examples of typical equipment and systems deployed to support such a system are listed below. A Traveler Information System may have any one or more of these listed features, as well as others not listed. An important point is that the individual systems are integrated, or at a minimum, are capable of being integrated to provide traveler information to the general public, as well as to local and regional transportation managers. The Traveler Information System components may include, but are not limited to:

A. Cable TV;
B. Changeable Message Signs/Variable Message Signs;
C. Radio Traveler Information Reports such as Highway Advisory Radio;
D. Dedicated Telephone Traveler Information System;
E. Kiosks;
F. Internet;
G. Hand-held Devices;
H. In-vehicle Devices; and
I. Others.

Typical information collected and disseminated to travelers may include, but is not limited to:

A. Local Area Information;
B. Tourist Area Information;
C. Weather Conditions;
D. Transit Schedules and Routes;
E. Real-time Transit Information;
F. Employee Ride-share Information;
G. Real-time Traffic Information;
H. Traffic Conditions;
I. Roadway Conditions;
J. Work-zone Information;
K. Incident Information;
L. Alternate Route Information;
M. Emergency Management Information;
N. Yellow Pages Information (hotels, restaurants, local businesses, private transportation services, other public and private services, local information, points of interest, maps and directions, etc.);
O. Tourist Attraction and Park Information; and
P. Others.

III. Partnerships

The USDOT will generally work with the lead public agency participating in the partnership (State, city, or regional agency, depending on the site) to ensure an up front commitment to provide the needed support to achieve the evaluation objectives of this field

operational test. The USDOT will also ensure that needed institutional and partnership arrangements are in place and required funding is available.

All necessary partnership arrangements and institutional agreements to support the project should be documented. Signed copies of completed Memorandums of Understanding (MOUs) that clearly define responsibilities and relationships should be included in the proposal. Partners are also strongly encouraged to seek participation from certified minority business enterprise firms, women business enterprise firms, disadvantaged business enterprise firms, historically black colleges and universities, Hispanic serving institutions, and other minority institutions.

IV. National ITS System Architecture

Proposals shall provide a ''Statement of Intent'' to implement a system that is consistent with the National ITS Architecture, including any national ITS standards, protocols, or standards requirements as these emerge from the National ITS Architecture Development Program. Copies of the Architecture Definition Documents, the draft Standards Requirements Document, and the Standards Development Program from the Architecture Development Program are available from ITS America, 400 Virginia Avenue, SW., Suite 800, Washington, DC 20024, telephone (202) 484–4847. Electronic copies are available on the ITS America Internet Home Page, http://www.itsa.org. These documents provide insight into the definition of the National ITS Architecture, and the emerging approaches being taken toward standardizing interfaces that would support the integration of transportation management components.

V. Project Evaluation Activities

Evaluation is an integral part of each field operational test and is critical to the success of the National ITS Program. As such, the USDOT ITS Joint Program Office will conduct a rigorous, independent evaluation of traveler information services and products supported by a Traveler Information System in a rural tourist area. The independent evaluation may be conducted using existing USDOT resources, or, as part of another solicitation. Applicants are not required to perform this evaluation; however, they are required to support the independent evaluation.

The field operational test partners will be involved in specific phases of the evaluation. At a minimum, the partners are expected to be part of the process to develop the goals and objectives of the individual tests and the overall evaluation plan. Partners are also expected to be involved in much of the technical, legal, and institutional data collection, archiving, and reporting. Nothing in these guidelines shall preclude the non-Federal partners from conducting additional evaluations for their specific needs.

The non-Federal project coordination evaluation activities will include assisting the USDOT Evaluation Team in developing an evaluation report that summarizes findings/lessons learned resulting from the deployment of this Traveler Information System. Partners are expected to review and comment on this report; however, the independent evaluator is obligated to perform an independent analysis of the data and an unbiased report of results compared to partner-identified goals, objectives, and hypotheses.

VI. Funding

The total maximum amount of Federal ITS funding in this solicitation is $600,000. In accordance with sec. 6058 of the ISTEA, the maximum share of a project funded from Federal funds, including ITS funds, cannot exceed 80 percent. For this project, the Agency is requiring a 50% cost share from perspective partners. At least 40% of the required cost share amount must be derived from non-Federal sources in order that the Federal maximum share of 80% mandated in section 6058 not be exceeded.

The statutorily required 20 percent cost share must be from non-federally derived funding sources and must consist of either cash, substantial equipment contributions that are wholly utilized as an integral part of the project, or personnel services dedicated full-time to the project for a substantial period, as long as such personnel are not otherwise supported with Federal funds. The non-federally derived funding may come from State, local government, or private sector partners.

In an ITS partnership, as with other USDOT cost-share contracts, it is inappropriate for a fee to be included in the proposed budget as part of a partner's contribution to the project. This does not prohibit appropriate fee payments to vendors or others who may provide goods or services to the partnership. It also does not prohibit business relationships with the private sector which result in revenues from the sale or provision of ITS products or services.

The USDOT, the Comptroller General of the United States, and, if appropriate, individual States have the right to access all documents pertaining to the use of Federal ITS funds and non-Federal contributions. Non-Federal partners must submit sufficient documentation during final negotiations and on a regular basis during the life of the project to substantiate these costs. Such items as direct labor, fringe benefits, material costs, consultant costs, subcontractor costs, and travel costs should be included in that documentation.

VII. Schedule

A system in a summer or year-round tourist area must be operational by May 1, 1998. A system in a winter tourist area must be operational by November 1, 1998. The system must remain operational for a period long enough to obtain valid evaluation data. Depending on the degree of system stability during the data collection period, the nominal data collection period will be five months from the declaration of the system as ''operational.'' After the end of data collection, there shall be a six-month period of data analysis and report coordination before the final independent evaluation report is submitted. The system shall remain operational until the final evaluation report has been received and accepted by USDOT.

VIII. Evaluation of Applications

The USDOT will select one rural site to evaluate the potential and realized benefits of a Traveler Information System focusing on the objectives previously stated. However, the USDOT reserves the right to make multiple awards. Applications shall, where possible, focus on the use of currently available technologies, existing communications and infrastructure, and strengthened institutional ties to support evaluation objectives with the limited Federal ITS funding available in this effort. Applications that offer the greatest potential for demonstrating and evaluating the benefits of a Traveler Information System in a rural tourist area (including both the institutional and technological aspects) for the least Federal ITS dollars will be considered the most desirable.

Interested parties are invited to submit a proposal containing sufficient information to enable an evaluation of the proposal based on the selection criteria set forth below. A proposal shall not exceed 30 pages in length including title, index, tables, maps, appendices, abstracts, resumes and other supporting materials. A page is defined as one side of an 8½ by 11 inch paper, line spacing no smaller than 1.5, with a type font no

smaller than 12 point. Proposals greater than 30 pages will not be accepted. Ten copies plus an unbound reproducible copy of the proposal shall be submitted. The cover sheet or front page of the proposal shall include the name, address, and phone number of an individual to whom correspondence and questions about the application may be directed. Proposals shall include a ''Technical Plan,'' a ''Financial Plan,'' and a ''Management and Staffing Plan'' that describe how the proposed objectives will be met within the specified time frame and budget. The plans should be structured such that they contain the following information.

Technical Plan

1. General Requirements

A. General description of the targeted tourist site or area. Include information on the local area, State or national parks, or other tourist sites involved, roadways into and out of the area, historical data on traffic volumes and congestion or weather related problems, seasonal data applicable to congestion levels or mobility/access, any multimodal aspects of the transportation system, and the public/private agencies involved in the project such as local or State Bureau of Tourism, Chamber of Commerce, transportation agencies, park agencies, etc.

B. Interagency, interjurisdictional and public/private/academic cooperative arrangements currently in place to support the overall field test and evaluation effort.

C. Provide letters of commitment/signed Memorandums of Understanding by local public/private/academic partners.

2. Concept Overview

A. Define the current infrastructure or support systems in place to be used as a foundation for evaluating the Traveler Information System, e.g., communication systems, sources and current availability of traffic data, weather data, public and private transportation services, etc.

B. Define the Traveler Information System and the infrastructure that will be expanded and used to support the proposed system.

C. Describe the proposed rural traveler information system components and how they will be linked into the overall system.

D. Summarize the expectations of the proposed system, e.g., benefits, operations and maintenance issues, plans and system support beyond the test period.

3. Technical Approach

A. Describe system design concept discussing extent of system integration and information packaging.

B. Describe how the traveler information data will be collected, packaged into useful information, and provided to the traveling public.

C. Describe implementation of the system in probable phases with funding for each phase.

D. Describe technical approach by which the system design concept will be refined, developed, operationally tested, evaluated, and documented.

E. Document schedule of work, assumptions, and technical uncertainties, and propose specific approaches to resolve any uncertainties.

F. Show evidence that the project team has thought through the service delivery part of the project design: (1) Who will use the system?; (2) What problems will it solve for the user?; (3) Where in their trip will users find the information most useful?; and (4) How will the project team market the system?

4. Draft Project Evaluation Plan

A. Proposals shall include a draft project evaluation plan that demonstrates an understanding of the importance of building automatic data collection into the system. The proposed system shall provide feature usage and other evaluation data needed to measure the degree to which hypotheses are supported.

B. Proposals shall describe methods to ensure that benefits and costs are measurable.

C. A demonstrated understanding of the role of the evaluation should be evident in the organizational and management approach of the proposal.

D. Proposals shall describe how the proposed partnership will provide information for a with-the-system/without-the-system evaluation analysis as well as identify existing data sources available and methods to obtain such data. A discussion of the availability and potential utility of baseline information shall be included. Existing survey data bases shall be described.

E. Proposals shall describe how the proposed partnership will convey to the independent evaluation team evaluation data automatically collected by the system.

Note: Refinement of the draft project evaluation plan, and the actual data collection will be the responsibility of the independent evaluator in coordination with the project team.

Management and Staffing Plan

1. Provide names and positions of all personnel related to managing the project.
2. Identify key management and control responsibilities for the system data base and the overall system.
3. Provide a time line and define key milestones for the project.
4. Provide estimated professional and technical staffing in staff-months and staff-hours.
5. Demonstrate that the project manager is capable, available, and able to commit to a level of involvement that ensures project success.
6. Include biographical data on key management personnel.

Financial Plan

1. Provide description of total project costs and sources of matching funds.
2. Provide a system budget identifying costs for system design, development, implementation, project management, operations and maintenance, and evaluation support.
3. Applicants' evaluation support costs shall include the following information.

A. Labor costs of a single project evaluation coordinator who integrates and represents evaluation interests of all partners and stakeholders to the independent evaluator and critically reviews and provides comments on evaluation plans and products.

B. Incidental labor costs of individual partners and stakeholders who will review evaluation deliverables.

C. Labor, hardware, and software costs for ensuring automatic collection of evaluation data (e.g., recording of kiosk or web feature usage.)

D. Cost of periodic transfer of evaluation data base information to the independent evaluator.

Note: Funds identified to support this effort shall not be spent for other portions of the operational tests. The USDOT shall negotiate with the project partners during the initial operational test definition to ensure an adequate estimate of resources is committed to support the national evaluation objectives. The USDOT reserves the right to require that additional data be collected and made available to allow the USDOT to make comparative analyses with similar functions or features associated with other national operational tests.

4. Break costs down identifying them by non-Federal (public and private) and Federal (ITS and Federal-aid) sources.
5. Provide cost estimates by phase as defined in the Technical Plan.
6. All financial commitments to the project from both public and private sectors shall be documented in signed MOUs and included in the proposal.

The application shall provide an in-depth description and assessment of the total cost of achieving the objectives of the Traveler Information System field operational test, and the partnership's plans for raising the matching funds required by this solicitation. The ''Financial Plan'' should describe a phased approach that delineates what will be accomplished with the project funding.

The application should provide a comprehensive but concise plan for design, acquisition (including innovative contracting procedures such as design-build), construction, and other procurement actions to improve the systems integration of the functions needed to support a Traveler Information System.

The budget shall show the requested Federal ITS funding and proposed partnership match funding for the activities shown in the table below. The matching funds should be further divided into public and private contribution amounts in the table, as well as the source and type of contribution described in the application.

TOTAL TRAVELER INFORMATION SYSTEM—FIELD OPERATIONAL TEST FUNDING

Activities	Total amount		Source and description of matching funds	
	Federal ITS funds	Matching funds	Public	Private
Design				
Current System Expansion				
New Systems				
Operation/Maintenance				
Evaluation Support				
Project Management				
Outreach/Marketing				
Total				

IX. Proposal Evaluation Criteria

Applicants must submit an acceptable ''Technical Plan,'' ''Financial Plan,'' *and* ''Management and Staffing Plan'' that provide sound evidence that the proposed partnership can successfully meet the objectives of the Traveler Information System field operational test. The ''Technical Plan'' and ''Financial Plan'' will be weighed equally and more than the ''Management and Staffing Plan.''

(**Authority:** 23 U.S.C. 307 note and 315; Secs. 6051–6059, Pub. L. 102–240, 105 Stat. 1914, 2189; and 49 CFR 1.48).

Issued on: July 14, 1997.

Jane F. Garvey,

Federal Highway Administrator (Acting).

Gordon J. Linton,

Federal Transit Administrator.

[FR Doc. 97–18983 Filed 7–17–97; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. M–037]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection entitled Request for Transfer of Ownership, Registry, and Flag, or Charter, Lease, or Mortgage of U.S. Citizen Owned Documented Vessels.

DATES: Comments should be submitted on or before September 16, 1997.

FOR FURTHER INFORMATION CONTACT: Frances Olsen, Division of Vessel Transfer and Disposal, Office of Sealift Support, MAR–631, Room 7307, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone (202)366–2260 or fax (202) 493–2180. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Request for Transfer of Ownership, Registry, and Flag, or Charter, Lease, or Mortgage of U.S. Citizen Owned Documented Vessels.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133–0006.

Form Number: MA–29, MA–29A, MA–29B (Note: MA–29A is used only in cases of a National Emergency).

Expiration Date of Approval: November 30, 1997.

Summary of Collection of Information: MARAD is required to approve the sale, transfer, charter, lease, or mortgage of U.S. documented vessels to non-citizens, or the transfer of such vessels to foreign registry and flag, or the transfer of foreign flag vessels by their owners as required by various contractual requirements. These provisions are implemented by 46 CFR part 221.

Need and Use of the Information: This information collection requires a vessel owner to submit an application for a prospective foreign transfer of a U.S.-flag vessel. This information will assist in the determination of whether the vessel proposed for transfer will initially require retention under the U.S.-flag statutory regulation. In such instances, the application is reviewed and cleared for approval by specialists within MARAD, Department of Commerce, and Department of Defense.

Description of Respondents: Respondents are vessel owners who have applied for foreign transfer of U.S.-flag vessels.

Annual Responses: 220.

Annual Burden: 440 hours.

Comments: Send all comments regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR–120, Room 7210, 400 Seventh Street, SW., Washington, DC 20590. Send comments regarding 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.

By Order of the Maritime Administrator.