The comments will become part of this docket and will be available for inspection and copying by appointment at the above address.

FOR FURTHER INFORMATION CONTACT: Barbara Davis, U.S. Coast Guard, Office of Information Management, telephone (202) 267–2326.

SUPPLEMENTARY INFORMATION:

Request for Comments

The U.S. Coast Guard encourages interested persons to submit written views, comments, data, or arguments. Persons submitting comments should include their names and addresses, identify this Notice and the specific ICR to which each comment applies, and give reasons for each comment. The U.S. Coast Guard requests that all comments and attachments be submitted in an unbound format no larger than 8½ by 11 inches, suitable for copying and electronic filing. If that is not practical, a second copy of any bound material is requested. Persons desiring acknowledgement that their comments have been received should enclose a stamped, self-addressed post card or envelope.

Interested persons can receive copies of the complete ICR by contacting Ms. Davis where indicated under **ADDRESSES**.

Information Collection Requests

1. Title: U.S. Coast Guard Academy Preliminary Application and Supplemental Forms.

OMB Control No. 2115–0012.

Summary: The collection of information will require individuals who wish to compete for an appointment as a Coast Guard Cadet to fill out Preliminary and Supplement Application Forms.

Need: Title 46 U.S.C. 211(a) authorizes the Superintendent of the U.S. Coast Guard Academy to ensure that qualified individuals have every opportunity to compete for a cadet appointment

Respondents: Men and Women between the ages of 17 and 22.

Frequency: One time only.

Burden Estimate: The estimated burden is 6640 hours annually.

2. Title: 33 CFR 157—Requirments for the installation and use of oil discharge monitoring equipment on tank vessels and International Oil Pollution Prevention Certificate (IOPP).

OMB control No.: 2115–0518.

Summary: This collection of information requires U.S. flag tank vessels, 150 gross tons or more, to maintain oily mixture discharge data. Also U.S. flag oil tankers of 150 gross tons and above and each U.S. ship of 400 gross tons and above that engage in international voyages are required to have an IOPP Certificate. This collection is a combination of OMB No. 2115–0526 and OMB No. 2115–0518 under one OMB approval number.

Need: 33 U.S.C. 1901–1911 requires that MARPOL 73/78 requirements be implemented in U.S. regulations.

Respondents: Owners or operators of U.S. flag tank vessels, 150 gross tons or more for discharge data. Owners or operator of U.S. flag oil tankers of 150 gross tons and above and each U.S. ship of 400 gross tons and above that engage in international voyages for IOPP Certificates.

Frequency: On occasion and every five years.

Burden Estimate: The estimated burden is 784 hours annually

3. Title: Characteristics of Liquid Chemicals Proposed for Bulk Water Movement.

OMB Control No.: 2115–0016.

Summary: The Coast Guard requires manufacturers of chemicals to submit data on new materials. From this information, the Coast Guard determines the appropriate precautions to be taken.

Need: Under 46 C.F.R. 30–40, 151, 153 and 154, the Coast Guard regulates the transportation of hazardous materials. Due to the nature of the chemical industry, new materials are being produced which must be shipped. Each of these new materials has unique characteristics which require special attention to their mode of shipment.

Repondents: Chemical manufacturers.

Frequency: On occasion.

Burden Estimate: The estimate burden is 300 hours annually.

4. Title: Emergency Evacuation Plan (EEP) For Manned Outer Continental Shelf (OCS) Facilities.

OMB Control No.: 2115–0580.

Summary. This collection of information requires the operators of manned OCS facilities, including Mobile Offshore Drilling Units, (MODUs) to submit facility emergency evacuation plans (EEPs) to the U.S. Coast Guard.

Need: Under 43 U.S.C. Section 133(d), the Coast Guard has the authority to promulgate and enforce reasonable regulations promoting the safety of life and property on OCS facilities. Pub. L. 99–509 required the coast Guard to issue regulations for the evacuation of personnel from manned OCS facilities. This information is used by the Coast Guard to ensure that these facilities establish and maintain efficient and safe methods for evacuation.

Respondents: Operators of manned OCS facilities and MODUs.

Frequency: When facilities are established or when established facilities undergo significant changes.

Burden Estimate: The estimated burden is 3,460 hours annually.

5. Title: Direct User For Inspection or Examination of U.S. and Foreign Commercial Vessels.

OMB Control No.: 2115–0617.

Summary: This collection requires the submission of identifying information such as vessel name, vessel identification number and if the owner chooses to pay fees for future years, a written request to the Coast Guard is requested.

Need: The Omnibus Budget Reconciliation Act of 1990, which amended 46 U.S.C. 2110, now requires the Coast Guard to collect user fees from inspected vessels. In order to properly track the collection and management of fees, the Coast Guard must have current identification information. This collection helps to ensure that fee collection is carried out efficiently.

Respondents: Vessel owners of certain inspected vessels.

Frequency: Annually.

Burden Estimate: The estimated burden is 2,855 annually.

Dated October 10, 1997.

G.N. Naccara,

Rear Admiral, U.S. Coast Guard, Director of Information and Technology.

[FR Doc. 97–27745 Filed 10–20–97; 8:45 am]

BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 97–044]

Port Access Routes; Approaches to the Mississippi River via Southwest Pass, South Pass, Tiger Pass Including the Mississippi River Gulf Outlet

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting; request for comments.

SUMMARY: The Coast Guard is conducting a study to evaluate the need for vessel routing or other traffic management measures in the Mississippi River. The Coast Guard will conduct two public meetings to obtain information from members of the regulated community and the general public on impediments that interfere with their mobility on the waterway. The information will be used to evaluate the effectiveness of existing traffic management measures as well as identify other safety concerns.

DATES: The meetings will be held Wednesday, November 12, 1997 from 7

p.m. to 10 p.m. and on Thursday, November 13, 1997, from 1 p.m. to 4 p.m. Written material must be received not later than November 20, 1997.

ADDRESSES: The November 12, 1997, meeting will be held in the Buras Auditorium, 111 Auditorium Drive, Buras, LA. The November 13, 1997, meeting will be held in the Basement Conference Room, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA. Written comments may be mailed to Commander (mov-1), Eighth Coast Guard District, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130–3396, or may be delivered to room 1341 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments will become part of this docket and will be available for inspection or copying at room 1341, Eighth Coast Guard District office, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Monty Ledet, Commander, Eighth Coast Guard District (m), Room 1341, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130–3396, telephone (504) 589–4686.

SUPPLEMENTARY INFORMATION: The Coast Guard initiated a port access route study because of safety concerns raised by the Associated Branch Pilots and the Coast Guard Marine Safety Office in New Orleans, LA. The study was announced in the **Federal Register** on August 21, 1997 (62 FR 44428). The notice of study explained in detail the various traffic management measures, i.e., traffic separation scheme, two-way route, precautionary area, that may be used to address any safety problems in the study area.

The study area encompasses the approaches to the Mississippi River, the Mississippi Gulf Outlet as well as the area offshore of southeast Louisiana used by commercial vessels transiting to and between these ports. The Coast Guard is trying to determine the scope of any safety problems associated with vessel transit in this area.

Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral presentations should notify the person listed above under **FOR FURTHER INFORMATION CONTACT** no later than the day before the meeting. The meetings will be workshops to identify and prioritize the impediments which interfere with mobility on the waterway. Written material may be submitted prior to, during, or after the meetings.

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Mr. Monty Ledet at (504) 589–4686 as soon as possible.

Dated: October 10, 1997.

T.H. Gilmour,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 97–27746 Filed 10–20–97; 8:45 am]

BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. RSGC–7–SPO, Notice No. 1I]

RIN 2130–AA

Temporary Cessation of Sounding of Locomotive Horn

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of interim final order and request for comments.

SUMMARY: FRA is issuing an Interim Final Order in which The Burlington Northern and Santa Fe Railway Company would be ordered to temporarily cease the sounding of locomotive horns at a specific crossing within Spokane County, Washington. As provided by statute, the Secretary of Transportation, in order to promote the quiet of communities affected by rail operations and the development of innovative safety measures at highway-rail crossings, may, in connection with demonstration of proposed new supplementary safety measures, order a railroad to temporarily cease the sounding of locomotive horns at such crossings.

DATES: Written comments must be received by November 20, 1997. Comments received after that date will be considered to the extent possible without incurring additional delay.

ADDRESSES: Written comments should be submitted to the Docket Clerk, Office of Chief Counsel, Mail Stop 10, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Bruce F. George, Staff Director, Highway Rail Crossing and Trespasser Programs, Office of Safety, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone: 202–632–3312); Grady C. Cothen, Jr., Deputy Associate Administrator for Safety Standards, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone: 202–632–3309; or Mark Tessler, Office of Chief Counsel, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone 202–632–3171) (e-mail address: mtessler@fra.dot.gov) .

SUPPLEMENTARY INFORMATION:

Background

Section 20153 of Title 49 of the United States Code authorizes DOT (and by delegation of the Secretary of Transportation, FRA) to prescribe regulations requiring that locomotive horns be sounded while each train is approaching and entering upon each public highway-rail grade crossing. The statute also permits the Secretary to exempt from the requirement to sound the locomotive horn any category of rail operations or categories of highway-rail grade crossings for which supplementary safety measures fully compensate for the absence of the warning provided by the horn. Section 20153(e)(1) states that ''In order to promote the quiet of communities affected by rail operations and the development of innovative safety measures at highway-rail grade crossings, the Secretary may, in connection with demonstration of proposed new supplementary safety measures, order railroad carriers operating over one or more crossings to cease temporarily the sounding of locomotive horns at such crossings. Any such measures shall have been subject to testing and evaluation and deemed necessary by the Secretary prior to actual use in lieu of the locomotive horn.''

FRA has been requested by representatives of Spokane County, Washington, the Washington Utilities and Transportation Commission, and the Burlington Northern Santa Fe Railroad Company to order the temporary cessation of sounding of locomotive horns at two crossings in Spokane County in order to demonstrate new and innovative engineering solutions to prevent motorists from entering onto highway-rail grade crossings equipped with fully functioning grade crossing warning devices. The crossings which are the subject of this Order are located at University Road within Spokane County, approximately five miles east of the City of Spokane. Two parallel BNSF tracks, each with a separate set of automatic grade crossing warning devices, cross University Road approximately 100 feet south of State Route 290 (Trent Avenue).

In order to institute this demonstration project as soon as possible, FRA is issuing this order on an interim basis. Upon compliance with