U.S. DOT Dockets, Room PL–401, Department of Transportation, 400 7th St., SW, Washington, DC 20590–0001. You may also send comments electronically via the Internet at http://dmses.dot.gov/submit/. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at http://dms.dot.gov.

FOR FURTHER INFORMATION CONTACT: Michael Hokana, U.S. Department of Transportation, Maritime Administration, MAR–832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202–366–0760.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105–383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (less than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR part 388.

Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested: Name of vessel: S/V MIMI. Owner: George G. Story, Alan M. Story & Spiro N. Cocotas; Three Mates, Inc.

(2) Size, capacity and tonnage of vessel: According to the Applicant: ''LOD: 58.5′—BOD: 19.5′—Draft: 7.7′—Mainmast: 63.5′. Gross: 36 Tons—Net: 31 Tons.''

(3) Intended use for vessel, including geographic region of intended operation and trade: According to the applicant: ''Charter; revolving around, but not limited to, education and research work. MIMI presently works widely along the East Coast, into the Gulf of Mexico and rarely beyond twenty miles offshore.''

(4) Date and place of construction and (if applicable) rebuilding: Date of construction: 1931, place of construction: Camaret, France.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators: According to the applicant: ''The Sailing Vessel MIMI, for the past seventeen years, has worked solely in education. After the filmed production of the educational curriculums ''The Voyage of the MIMI'' in 1982 then ''The Second Voyage of the MIMI'' two years later, a demand for the curriculum platform, the S/V MIMI, to tour the east coast became wide spread. In the course of the school year the vessel now sails four thousand nautical miles along the Eastern United States and shares the nautical life of it's crew, along with other points of related nautical interests, such as navigation, mechanical advantage, knot tying and seamanship, with as many as forty-five thousand elementary and middle school students. The MIMI curriculum, which was originally sponsored through a collaboration between the United States Department of Education, Bank Street college of Education and the Public Broadcasting System, is today seen by, and worked with, well over one million students, through over twenty-one thousand schools systems nation wide, annually. Sailing MIMI to all of the areas the curriculum services is impossible. Making MIMI available to teachers during the vacationing periods of the year, will further update and carry the curriculum to the classroom through the teacher's experiences aboard the vessel. The S/V MIMI, operating within its not-for-profit status, will be utilized as an uninspected vessel, carrying only six fared passengers, two crewmembers and one cook, in a near coastal situation. By the nature of MIMI's reputation and fame, no other vessel can deliver this experience; since there is no other recognizable MIMI, there is no impact on other existing businesses of this kind, simply because there are none to impact upon. Also, ever since MIMI's homeport has been Gloucester, Massachusetts, all maintenance and repairs, as well as a major rebuilding during the summer of 1995, have been made with U.S. materials and U.S. labor, in U.S. shipyards, the vessel itself is operated by U.S. personnel and all completely paid for with U.S. money earned here in the United States.''

(6) A statement on the impact this waiver will have on U.S. shipyards: According to the applicant: ''For all of the aforementioned reasons, it appears as though the impact on United States coastwise trade and United States shipyards is a positive impact, not a negative one, and will always continue to be.''

By Order of the Maritime Administrator.

Dated: April 21, 2000.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 00–10397 Filed 4–25–00; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

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

AGENCY: National Highway Traffic Safety Administration, 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 collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on October 27, 1999 [64 FR 57924–57925].

DATES: Comments must be submitted on or before May 26, 2000.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street, NW, Washington, DC 20503, Attention NHTSA Desk Officer.

FOR FURTHER INFORMATION CONTACT: Michael Huntley at the National Highway Traffic Safety Administration, Office of Crash Avoidance Standards (NPS–12), 202–366–0029, 400 Seventh Street, SW, Room 5307, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: 49 CFR part 571.213, Child Restraint Systems.

OMB Number: 2127–0511.

Type of Request: Extension of a currently approved collection.

Abstract: Each manufacturer of child restraint systems must label each system with safety information and instructions on using the restraint. Without proper use, the effectiveness of these systems are greatly diminished. The manufacturer is also required to provide a printed instructions brochure with-

step-by-step information on how the restraint is to be used activated and used. A permanently attached label gives quick-look information on whether the restraint meets the safety requirements, recommended installation and use and warnings against misuse. Manufacturers are also required to provide owner registration cards and label to their child restraints with a message informing users of the importance of registering the restraint.

Affected Public: The manufacturer's producing child restraint systems.

Estimated Total Annual Burden: 90,000.

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 Departments 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.

A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on April 19, 2000.

Herman L. Simms,

Associate Administrator for Administration.

[FR Doc. 00–10439 Filed 4–25–00; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

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

AGENCY: National Highway Traffic Safety Administration, 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 collections and their expected burden. The **Federal Register** Notice with a 60-day comment period was published on November 10, 1999 [64 FR 61378–61379].

DATES: Comments must be submitted on or before May 26, 2000.

ADDRESSES: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725–17th Street, NW, Washington, DC 20503, Attention NHTSA Desk Officer.

FOR FURTHER INFORMATION CONTACT: John F. Oates at the National Highway Traffic Safety Administration, Office of State and Community Services (NSC–01), 202–366–2730, 400 Seventh Street, SW, Room 5238, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: 23 CFR part 1335 State Highway Safety Data and Traffic Records.

OMB Number: 2127—NEW.

Type of Request: New information collection.

Abstract: The Transportation Equity Act for the 21st Century, signed into law on June 1998. Established a New Section 411, entitled State Highway Safety Data Improvements. Under this provision, states may qualify for incentive grant funds by adapting and implementing effective highway safety data and traffic records improvement programs which meet specified statutory criteria. The program identifies three basic records system components, all of which must be present if the state is to retrieve multiple-year grants: (1) A committee to coordinate the development and use of highway safety data and traffic records; (2) a systematic assessment of the state's highway safety data and traffic records; and, (3) a strategic plan for the continued improvement of highway safety data and traffic records.

Affected Public: Those state, local, and tribal government officials applying for incentive grant funds.

Estimated Total Annual Burden: 114.

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 Departments 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.

A Comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on April 19, 2000.

Herman L. Simms,

Associate Administrator for Administration.

[FR Doc. 00–10440 Filed 4–25–00; 8:45 am]

BILLING CODE 4910–59–P