construction: 1989. *Place of construction:* Taiwan, China.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: ''There will be little to no impact on other commercial passenger vessels operators since the vessel will only be carrying up to (6) passengers. This vessel was Chartering Offshore under the Registry Endorsement since 1996.''

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: ''There will be no negative impact on U.S. shipyards since this vessel is no longer made. There is a positive impact on U.S. shipyards due to normal maintenance repairs.''

Dated: August 6, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02–20372 Filed 8–9–02; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD–2002–13049]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel SAPPHIRE.

SUMMARY: As authorized by Pub. L. 105–383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105–383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before September 11, 2002.

ADDRESSES: Comments should refer to docket number MARAD–2002–13049. Written comments may be submitted by hand or by mail to the Docket Clerk, 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: Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR–832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202–366–2307.

SUPPLEMENTARY INFORMATION: Title V of Public Law 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 (no more 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:* SAPPHIRE. *Owner:* Albatroz, LLC.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* ''Length: 86.8 ft., Breadth: 21.6 ft., Depth: 9.8 ft., Gross Tonnage: 77, Net Tonnage: 23.''

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* ''The Company intends to charter the Vessel between Bar Harbor, Maine and Newport, Rhode Island and will carry no more than 12 passengers for hire.''

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* 1997. *Place of construction:* Makkum, Netherlands.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: ''The Company does not believe that any existing commercial passenger vessel operators that provide, or intend to provide, similar commercial services in the same geographic region would suffer any unduly adverse affect as a result of the proposed operations of the Vessel. The Company contacted two large charter managers servicing similar commercial service operators in the same geographic region. In the combined fleet of these charter management companies, there were only two sailboats offering commercial passenger operations in the area. Both charter management companies indicated a strong need and demand for additional sailboats ranging between 60'' and 120'' for coastwise trade in the region.''

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: ''The Company is aware of only one U.S.-vessel builder that has the capability and capacity to build a vessel similar to the Vessel. It is the opinion of the undersigned that this American builder would not suffer any unduly adverse affect as a result of this request of waiver of the coastwise trade laws.''

Dated: August 6, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02–20370 Filed 8–9–02; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2001–10623]

Federal Motor Vehicle Safety Standards; Denial of Petition for Rulemaking

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

ACTION: Denial of Petition for Rulemaking.

SUMMARY: This document denies a petition for rulemaking submitted by Costa Technologies requesting that NHTSA initiate rulemaking to amend the Federal motor vehicle safety standard on glazing materials to include

the words ''to reduce or minimize the likelihood of personal injury from flying glazing material when the glazing material is broken,'' and to require the fracture test to use specimens that would represent the glazing as it would be installed in the vehicle.

FOR FURTHER INFORMATION CONTACT: *For non-legal issues:* John Lee, Office of Crashworthiness Standards, NPS–11, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366–2264. Fax: (202) 366–4329.

For legal issues: Nancy Bell, Office of Chief Counsel, NCC–20, National Highway Traffic Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366–2992, Fax: (202) 366–3820.

SUPPLEMENTARY INFORMATION: On August 14, 2001, NHTSA received a petition from Costa Technologies (Costa) to initiate rulemaking to amend paragraph S2 of Federal motor vehicle safety standard (FMVSS) No. 205, ''Glazing materials,'' to (1) include the words ''to reduce or minimize the likelihood of personal injury from flying glazing material when the glazing material is broken,'' and to (2) include a requirement to use specimens representing the glazing as it would be installed in the vehicle for the fracture test. Costa did not identify any documented safety benefits that would result from making the requested amendments. NHTSA denies these two requests for the reasons discussed below.

Costa's first request stems from the concern that the stated purpose of FMVSS No. 205 does not expressly address injuries from flying glazing material. It is true that paragraph S2 of FMVSS No. 205 does not expressly mention such injuries: ''[t]he purpose of this standard is to reduce injuries resulting from impact to glazing surfaces, to ensure a necessary degree of transparency in motor vehicle windows for driver visibility, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.'' However, the Standard's requirements do address the issue. Currently, paragraph S5 of FMVSS No. 205 incorporates by reference the commercial standard American National Standard Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways—Standard ANSI Z26.1–1977 (ANSI Z26.1–1977) as supplemented by Z26.1a–1980 (hereinafter referred to as ''ANS Z26''). In ANS Z26, Section 5.7 ''Fracture, Test No. 7'' limits the size of individual glass fragments that form as a result of impact to a glazing surface. Requiring automotive glazing materials to meet this requirement has the effect of minimizing the size of individual glazing fragments that can form in a real world impact event. Consequently, the risk of two types of injuries is reduced: (1) Contact injuries with sharp shards remaining in the window casing as a result of glazing fracture, and (2) risk of lacerative or puncture type injuries that may result from flying glazing fragments. Both of these types of injuries are injuries that could result from ''impacts to glazing surfaces'', as specified in the purpose of FMVSS No. 205. Therefore, the current purpose of FMVSS No. 205, ''* * * to reduce injuries resulting from impact to glazing surfaces* * *'' addresses the reduction of an occupant's risk of injuries from flying glazing and does not require clarification or modification.

Second, Costa requested that FMVSS No. 205 be amended to specify that the specimens to be used for Fracture Test No. 7 of ANS Z26 ''represent the glazing as it would be installed in the vehicle.'' FMVSS No. 205 does not require the fracture test to be conducted with the electrical terminals attached to the glazing material's conductors and soldered by processes that represent the manufacturer's production and rework processes. Costa was concerned that the heating and cooling due to the soldering process would cause localized annealing of the safety tempered glass, causing the individual glass fragments to be larger than 4.25 g (0.15 oz.). NHTSA agrees that temperature effects from heating and cooling can cause localized annealing and is addressing this issue in a current rulemaking.

NHTSA published a Notice of Proposed Rulemaking (NPRM) on August 4, 1999 (64 FR 42330), to amend FMVSS No. 205 so that it incorporates by reference the October 1996 version of ANS Z26, the industry standard on motor vehicle glazing. Currently, the Federal standard incorporates the 1977 version. Section 5.7 ''Fracture, Test 7'' of the October 1996 version requires that no individual glass fragment weigh more than 4.25 g (0.15 oz.) as in the current ANS Z26. However, it further requires that specimens: (1) Be selected from a range of glazing that a manufacturer produces or plans to produce; and (2) be of the most difficult part or pattern designation within the model number. Further, in selecting the specimens, thickness, color and conductors must be considered. Therefore, manufacturers would still be required to certify that glazing materials with conductors that may have localized annealing from a heating/cooling process would not produce any individual glass fragment weighing more than 4.25 g (0.15 oz.) in a fracture test. A final decision on that rulemaking is expected soon.

For the reasons discussed above, we are denying Costa's petition for rulemaking.

Authority: 49 U.S.C. 30162; delegations of authority at 49 CFR 1.50 and 49 CFR 501.8.

Issued on: August 2, 2002.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

[FR Doc. 02–20369 Filed 8–9–02; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket Number: RSPA–4957]

Pipeline Safety Reports of Abandoned Underwater Pipelines

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice and request for public comments and OMB approval.

SUMMARY: This notice requests public participation in the Office of Management and Budget (OMB) approval process regarding the renewal of an existing RSPA/Office of Pipeline Safety (OPS) collection of information for Pipeline Safety Reports of Abandoned Underwater Pipelines. Specifically, public comment is requested to minimize the burden of this collection of information on the public, along with other factors listed in the body of this notice. RSPA/OPS published a notice requesting public comment on May 20, 2002 (67 FR 35618). No comments were received. RSPA/OPS is offering the public another opportunity to comment on this information collection. It is also requesting OMB approval for the renewal of this information collection under the Paperwork Reduction Act of 1995 and 5 CFR part 1320.

DATES: Comments on this notice must be received within 30 days of the publication date of this notice to be assured of consideration.

ADDRESSES: Interested persons are invited to send comments directly to OMB, Office of Information and Regulatory Affairs, 726 Jackson Place, Washington, DC 2003 ATTN: Desk Officer for the Department of Transportation. Comments can be reviewed at the Department of Transportation Dockets Facility, Plaza