

provides to the Commonwealth of Puerto Rico (Puerto Rico), pursuant to section 656(d) of Subtitle B, Title VI, of the Merchant Marine Act, 1936, as amended (1936 Act). In support of its application, Sea-Land has provided information related to the growth of Real Gross Product (RGP) for the Commonwealth of Puerto Rico, as supplied to Sea-Land by the Planning Board of the Office of the Governor of Puerto Rico.

This application is composed of two separate requests by Sea-Land. The first asks for revision of Sea-Land's authorized service level for Puerto Rico for Fiscal Year (FY) 1996 and FY 1997, based on revised figures for the increase in RGP for those periods. The second is a new request for a service level increase in respect to the growth in RGP for FY 1998. A summation of the service level increases requested by Sea-Land is attached hereto as Table I.

Any person, firm or corporation having an interest in this application for increased service authorization, and who desires to submit comments concerning Sea-Land's application, is requested to provide those comments to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590. Such comments must be filed no later than 5:00 PM Eastern Time, Monday, September 14, 1998. All comments received will be available for examination 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 is available on the World Wide Web at <http://dms.dot.gov>.

By Order of the Maritime Administrator.

Date: August 10, 1998.

Joel C. Richard,

Secretary, Maritime Administration.

Sea-Land Service, Inc.; Requested Increases in Authorized Non-Contiguous Domestic Service for the Commonwealth of Puerto Rico

Revision for FY 1996 (July 1, 1995 to June 30, 1996)

Due to the legislatively established end date of August 9, 1995, for the time period used for determination of grandfather service levels for container ships, FY 1996 is prorated for the period between August 9, 1995 and June 30, 1996. This proration is 326/366 days (1996 was a leap year).

Original FY 1996 RGP: 3.1 percent

Proration Factor: 326/366=.89

Original FY 1996 RGP proration:

$(.89) \times (3.1) = 2.76$ percent

Current Service Level for FY 1996:

$(220,157) \times (.0276) = 6,076$

$220,157 + 6,076 = 226,233$ TEUs

Revised FY 1996 RGP: 3.3 percent

Revised FY 1996 proration: $(.89) \times (3.3) = 2.94$ percent

Service level for FY 1996:

$(220,157) \times (.0294) = 6,473$ TEUs

Revised service level for FY

$1996 = 220,157 + 6,473 = 226,630$ TEUs

Change: +397 TEUs

Revision for FY 1997 (July 1, 1996 through June 30, 1997)

Original FY 1997 RGP: 2.8 percent

Current Service Level for FY 1997:

$(226,233) \times (.028) = 6,335$

$226,233 + 6,335 = 232,568$ TEUs

Revised FY 1997 RGP: 3.2 percent

Revised Service Level for FY 1997:

$(226,630) \times (.032) = 7,252$

$226,630 + 7,252 = 233,882$ TEUs

Change: +1,314 TEUs

Service Level Increase for FY 1998 (July 1, 1997 through June 30, 1998)

Revised Service Level (July 1, 1997): 233,882 TEUs

RGP for FY 1998 (uncorrected): 3.0 percent

Proposed Service Level (July 1, 1998):

$(233,882) \times (.03) = 7,016$

$233,882 + 7,016 = 240,898$ TEUs

Increase: 7,016 TEUs

[FR Doc. 98-21780 Filed 8-12-98; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement To Support Biomechanical Research

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of Discretionary Cooperative Agreement to Support Biomechanical Research.

SUMMARY: This notice announces a discretionary cooperative agreement program to support research studies to evaluate the biomechanical response of human surrogates to impact, and solicits applications for projects under this program.

DATES: Applications must be received on or before October 5, 1998.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 Seventh Street, S.W., Room 5301, Washington, D.C. 20590, USA. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. NRD-01-8-07346. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT:

General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement, at (202) 366-9557. Programmatic questions relating to this cooperative agreement program should be directed to Emily A. Sun, National Transportation Biomechanics Research Center (NRD-51), 400 Seventh Street, S.W., Room 6221E, Washington, D.C. 20590, USA, at (202) 366-4722.

SUPPLEMENTARY INFORMATION:

Background and Objective

The National Highway Traffic Safety Administration (NHTSA) is responsible for devising strategies to save lives and reduce injuries from motor vehicle crashes. The purpose of this cooperative agreement program is to promote the improvement of traffic safety for the public through the support of research studies designed to evaluate the biomechanical response of human surrogates to impact, as a means of expanding the base of scientific knowledge in this field and to provide for the coordinated exchange of scientific information collected as a result of the studies conducted.

Impact trauma research employs the principles of mechanics to discover the physical response and physiological results of impacts to the human body. Generally, the teams doing the research are comprised of individuals from different disciplines: engineering, physiology, medicine, biology, and anatomy. The team studies the physical response of the body to impact by measuring and recording engineering parameters defining the event, such as force, accelerations, displacements, surface contours, strains, pressure, etc., and observing the physiological consequences in terms of physical or functional alterations to the body.

One of the major research materials used to simulate injury to the living human is the human cadaver, or human surrogate, exposed to impact and detailed response measurement.

The focus of this cooperative research effort is the study of human surrogate response and injury to physical impacts simulating some significant aspect of automotive impact injury, e.g., head, neck, torso, or lower extremity injury produced in drivers and passengers restrained by various safety devices and exposed to either a frontal, lateral, or rear impact. The specific objective of this cooperative research effort are to perform human surrogate impact tests to: (1) delineate the mechanism of injury, (2) develop functional relationships between the measurable engineering parameters and the extent and severity of injury, and (3) quantify

the impact response of the body in such a way as to allow the development of mechanical analogs of the human body. NHTSA will consider applications which propose the use of human surrogates, such as human cadavers or other innovative techniques, to achieve these objectives.

NHTSA Involvement

The NHTSA National Transportation Biomechanics Research Center will be involved in all activities undertaken as part of the cooperative agreement program and will:

1. Provide, on an as-needed basis, one professional staff person, to be designated as the Contracting Officer's Technical Representative (COTR), to participate in the planning and management of the cooperative agreement and coordinate activities between the organization and the NHTSA;
2. Make available information and technical assistance from government sources, within available resources and as determined appropriate by the COTR;
3. Provide liaison with other government agencies and organizations as appropriate; and
4. Stimulate the exchange of ideas among cooperative agreement recipients, and, if appropriate, NHTSA contractors and other interested parties.

Involvement for Recipient of an Award

Any recipient of an award will:

1. Perform an effort in accordance with the application proposal and any incorporated revisions;
2. Contribute any in-kind resources that might have been specified by the recipient in the application, for the performance of the effort under the agreement;
3. Meet periodically with the NHTSA COTR to promote the exchange of information so as to assure coordination of the cooperative effort and related projects; and
4. Provide the NHTSA COTR with following required deliverables:
 - a. *Data Package:* The dynamic and other data measured in each human surrogate impact test will be provided by the recipient(s) within four (4) weeks after the test is run. For each and every test performed with a human surrogate, a data package shall be submitted to the COTR. For example, where a human subject to be impacted by pendulum to the right femur and later to be impacted by pendulum to the thorax, the two (2) impacts are separate tests even though there was only one (1) human surrogate. A data package consists of (1) high speed film or an equivalent digitally-captured video, (2) two copies of the test

report, and (3) test data stored on magnetic tape, CD-ROM, or floppy disk complying with the NHTSA Data Tape Reference Guide. The NHTSA National Transportation Biomechanics Research Center maintains a Biomechanics Data Base which provides information, upon request, to the public, including educational institutions and other research organizations.

To facilitate the input of data as well as the exchange of information, any recipient of a cooperative agreement awarded as a result of this notice must provide the magnetic tape in the format specified in the "NHTSA Data Tape Reference Guide." A copy of this document may be obtained from the programmatic information contact designated in this notice.

b. *Performance Reports:* The recipient shall present one (1) hour semiannual technical performance briefings at the NHTSA headquarters building (at 400 Seventh Street, S.W., Washington, D.C. 20590) which shall be due 30 days after the reporting period and a final performance report within 90 days after the completion of the research effort. An original and two copies of the final performance report shall be submitted to the COTR.

Period of Support

The research effort described in this notice will be supported through the award of at least one cooperative agreement. NHTSA reserves the right to make multiple awards depending upon the merit of the applications received.

Contingent upon the availability of funds and satisfactory performance, a cooperative agreement(s) will be awarded to an eligible organization(s) for project periods of up to five years. No cooperative agreement awarded as a result of this notice shall exceed \$550,000 per year of \$2,750,000 for five years.

Eligibility Requirements

In order to be eligible to participate in this cooperative agreement program, an applicant must be an educational institution or other nonprofit research organization. For profit research organizations may apply; however, no fee or profit will be allowed.

Application Procedure

Each applicant must submit one original and two copies of their application package to: Cooperative Agreement Program No. NRD-01-8-07346, Office of Contracts and Procurement (NAD-30), NHTSA, 400 Seventh Street, S.W., Room 5301, Washington, D.C. 20590, USA. Only complete application packages received

on or before the due date identified above will be considered. Submission of three additional copies will expedite processing but is not required.

Application Contents

The application package must be submitted with OMB Standard Form 424 (Rev. 4-88, including 424A and 424B), Application for Federal Assistance, with the required information filled in and the certified assurances included. While the Form 424-A deals with budget information, and section B identifies Budget Categories, the available space does not permit a level of detail which is sufficient to provide for a meaningful evaluation of the proposed costs. A supplemental sheet should be provided which represents a detailed breakdown of the proposed costs, as well as any costs which the applicant proposes to contribute in support of this effort.

Applications shall include a program narrative statement which addresses the following:

1. The objectives, goals, and anticipated outcomes of the proposed research effort;
2. The method or methods that will be used;
3. The source of the human surrogates be used;
4. The number, quality, and anticipated ages at death of the human surrogates the applicant expects to use for this research effort along with documentation that provides evidence that the applicant has access to the proposed quantity, quality, and projected ages of the experimental material (because NHTSA has interest in obtaining knowledge of the impact injury process and its effort on the total automotive-population-at-risk, an experimental human subject pool with ages representative of this population is highly desirable);
5. The proposed program director and other Key personnel identified for participation in the proposed research effort, including a description of their qualifications and their respective organizational responsibilities;
6. A description of the general, as well as specialized impact simulation, test facilities and equipment (including sled impact systems, component test systems, and data acquisition systems with high channel capabilities) currently available or to be obtained for use in the conduct of the proposed research effort; and
7. A Description of the applicant's previous experience or on-going research program that is related to this proposed research effort.

Review Process and Criteria

Initially, all applications will be reviewed to confirm that the applicant is an eligible recipient and to assure that the application contains all of the information required by the Application Contents section of this notice. Each complete application from an eligible recipient will then be evaluated by a Technical Evaluation Committee. The applications will be evaluated using the following criteria:

1. The applicant's understanding of the purpose and unique problems represented by the research objectives of this cooperative agreement program as evidenced in the description of their proposed research effort. Specific attention shall be placed upon the applicant's stated means for obtaining the quantity of experimental material necessary to conduct the proposed research effort.

2. The potential of the proposed research effort accomplishments to make an innovative and/or significant contribution to the base of biomechanical knowledge as it may be applied to saving lives and reducing injuries resulting from motor vehicle crashes.

3. The technical merit of the proposed research effort, including the feasibility of the approach, planned methodology, and anticipated results.

4. The adequacy of test facilities and equipment identified to accomplish the proposed research effort, including impact simulation.

5. The adequacy of the organizational plan for accomplishing the proposed research effort, including the qualifications and experience of the research team, the various disciplines represented, and the relative level of effort proposed for professional, technical, and support staff.

Award Selection Factors

The award selection may be based solely on the evaluation results. Award preference may be given to an innovative or creative approach that offers a potentially significant contribution to achieve the specific objectives of this cooperative research effort. Award preference may be given to a proposal with a larger percentage of cost sharing.

Terms and Conditions of the Award

1. The protection of the rights and welfare of human subjects and the ethical use of human surrogates in NHTS-sponsored research is governed by NHTSA Orders 700-1 through 700-4. Any recipient must satisfy the requirements and guidelines of these NHTSA Orders prior to award of the cooperative agreement. A copy of NHTS Orders 770-1 through 700-4 may be obtained from the programmatic information contact designated in this notice.

2. Prior to award, each recipient must comply with the certification requirements of 49 CFR Part 29—Department of Transportation Government-wide Department and Suspension (Nonprocurement) and Government-wide Requirements for Drug-Free Workplace (Grants), as well as CFR Part 200-Department of Transportation New Restrictions on Lobbying.

3. During the effective period of the cooperative agreement(s) awarded as a result of this notice, each agreement shall be subject to the general administrative requirements of the requirements of 49 CFR Part 19, 20 and 29, the cost principles of OMB Circular A-21, A-122, or FAR 31.2 as applicable to the recipient, and the NHTS General Provisions for Assistance Agreements.

Issued On: August 6, 1998.

Acting Associate Administrator for Research and Development.

Joseph N. Kanianthra,

[FR Doc. 98-21590 Filed 8-12-98; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33634]

Sunbelt Railroad Historical Trust—Acquisition Exemption—Lines of the Southeast Kansas Railroad Company

Sunbelt Railroad Historical Trust (SRHT), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to acquire approximately 35.99 miles of rail line from the Southeast Kansas Railroad Company (SEK), between milepost 152.01, near Tulsa, OK, and

milepost 188.00, near Barnsdall, OK. SRHT will not acquire the right to operate any freight service on the line, but will provide excursion passenger service. On Line Rail Services Company, Inc. (OLRS) will be the operator of freight service on the line.¹

The transaction was scheduled to be consummated on or shortly after July 21, 1998.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33634, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Karl Morell, BALL JANIK LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: August 6, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 98-21753 Filed 8-12-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 98-68]

Revocation of Customs Broker License

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Broker License Revocation.

Notice is hereby given that the Commissioner of Customs, pursuant to Section 641, Tariff Act of 1930, as amended, (19 U.S.C. 1641), and Parts 111.52 and 111.74 of the Customs Regulations, as amended (19 CFR 111.52 and 111.74), is canceling the following Customs broker licenses without prejudice.

Port	Individual	License No.
Seattle	C & Y International	11796
New York	J.D. Smith Customs Brokers, Inc	04853
New York	JCM Air Sea, Ltd	10061
New York	Import Express Services, Inc	13517
Dallas	Ericson, Inc.	11815

¹ OLRS will apparently be filing a notice of exemption to operate the line.