

SUPPLEMENTARY INFORMATION:

Background

The Coast Guard is seeking applicants to fill six vacant positions on MERPAC. Applications must reach the Coast Guard on or before August 1, 1999.

Need for Correction

As published, the notice contains an incorrect website address that may prove to be misleading and therefore needs to be corrected. The notice also inaccurately states that there are five vacancies when, in fact there are six.

Correction of Publication

Accordingly, the **Federal Register** publication on June 8, 1999, of the request for applications in FR Doc. 99-14509 is corrected as follows:

1. On page 30556, in the second column, under **ADDRESSES**, line 10, the website address "http://dms.dos.gov" should read "http://dms.dot.gov".

2. On page 30556, in the second column, under **SUPPLEMENTARY INFORMATION**, line 1 of the second paragraph, the first word "MERPCAS" should read "MERPAC".

3. On page 30556, in the second column, under **SUPPLEMENTARY INFORMATION**, line 2 of the third paragraph, "applications for five positions that" should read "applications for six positions that".

4. On page 30556, in the third column, under **SUPPLEMENTARY INFORMATION**, line 4 "(d) Marine Educator associated with a" should read "(d) Two Marine Educators associated with a".

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 99-16362 Filed 6-25-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration**Agency Information Collection Activity Under OMB Review**

AGENCY: Federal Aviation Administration (FAA), 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 extension of currently approved collections. 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 7, 1999 [FR 64, page 17055].

DATES: Comments must be submitted on or before July 28, 1999. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Aviation Safety Counselor of the Year Award Competition.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0574.

Forms(s): FAA Form 8740-14.

Affected Public: Individuals involved in aviation.

Abstract: The form is used to nominate private citizens for recognition of their volunteer services to the FAA. The agency will use the information on the form to select nine regional winners and one national winner.

Estimated Annual Burden Hours: 180 burden hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FAA 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 June 21, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-16274 Filed 6-25-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration**Closure of FAA Workspace Located in Billings, MT**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration announces the closure of workspace provided for Aviation Safety Inspectors in Billings, MT.

EFFECTIVE DATE: This notice is effective as of July 15, 1999.

FOR FURTHER INFORMATION CONTACT: Mr. Timothy Pile, Manager, Resource Management Branch, Flight Standards Division, Northwest Mountain Region, ANM-210, 1601 Lind Avenue SW, Renton, WA 98055-4056, telephone number (425) 227-2210.

SUPPLEMENTARY INFORMATION: Currently, six Flight Standards Aviation Safety Inspectors, traveling from the Helena Flight Standards District Office, deliver service to the aviation industry and public in Montana. The Billings workspace was provided for use by these traveling Inspectors. However, the actual utilization of this workspace has been minimal. Furthermore, no Flight Standards personnel have been based in Billings for the past five years. Thus, closure of this workspace became appropriate in the interest of efficient use of taxpayer dollars. After this workspace is closed, the Flight Standards Aviation Safety Inspectors will continue to provide the same level of service.

Issued in Washington, DC, on June 21, 1999.

Angela B. Elgee,

Acting Manager, Flight Standards Division, ANM-200.

[FR Doc. 99-16275 Filed 6-25-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration**International Mass Transportation Program**

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice and request for comments.

SUMMARY: This Notice announces the establishment of a new International Mass Transportation Program (IMTP) by the Federal Transit Administration (FTA). The purpose of the IMTP, which

was authorized by Congress at FTA's request, is to strengthen the domestic transit industry by providing it with greater access to information about technological innovations and business opportunities in the global marketplace. This notice describes the statutory basis and proposed structure of the program, and solicits public comments and expressions of interest.

DATES: August 27, 1999.

FOR FURTHER INFORMATION CONTACT:

Edward L. Thomas, Associate Administrator for Research, Demonstration and Innovation (TRI-1), at (202) 366-4052, or Rita Daguillard, International Program Manager, at (202) 366-0955, or in writing at Room 9401, 400 Seventh Street, SW, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

I. Background

The increasing globalization of the world economy has presented great new opportunities and challenges for the mass transportation industry. The vast array of technological innovations available worldwide allows transit providers to offer quicker and better service, attract new ridership, and maximize use of their equipment and infrastructure. Moreover, the lowering of political and economic barriers and the growth of information technology has created an integrated and interconnected global marketplace.

In order to enhance its abilities to help the domestic transit industry take advantage of this new technology and gain greater access to international markets, FTA requested from Congress authorization to establish an international program. On June 9, 1998, President Clinton signed into law the Transportation Equity Act for the 21st Century (TEA-21). Section 3015 of TEA-21 creates a new Section 5312(e) in Title 49, United States Code, which authorizes the Secretary of Transportation to inform the United States domestic mass transportation community about technological innovations available in the international marketplace and to undertake activities that may afford domestic businesses the opportunity to become globally competitive in the export of mass transportation products and services. That section provides:

1. Authority. Title 49 United States Code Section 3015(e) International Mass Transportation Program provides broad authority including:

a. *Activities* The Secretary is authorized to engage in activities to inform the United States domestic mass transportation community about

technological innovations available in the international marketplace and activities that may afford domestic businesses the opportunity to become globally competitive in the export of mass transportation products and services. Such activities may include—

(1) Development, monitoring, assessment, and dissemination domestically information about worldwide mass transportation market opportunities;

(2) Cooperation with foreign public sector entities in research, development, demonstration, training, and other forms of technology transfer and exchange of experts and information;

(3) Advocating, in international mass transportation markets of firms, products and services available from the United States;

(4) Informing the international market about the technical quality of mass transportation products and services through participation in seminars, expositions, and similar activities; and

(5) Offering those Federal Transit Administration technical services which cannot be readily obtained from the United States private sector to foreign public authorities planning or undertaking mass transportation projects if the cost of these services will be recovered under the terms of each project.

b. *Cooperation.* The Secretary may carry out activities in cooperation with other Federal agencies, State or local agencies, public and private nonprofit institutions, government laboratories, foreign governments, or any other organization the Secretary determines is appropriate.

c. *Funding.* Funds available to carry out the IMTP include revenues paid to the Secretary by any cooperating organization or person, and may be used to carry out authorized activities, including necessary promotional materials, travel, reception and representation expenses.

II. Program Structure

Both the FTA and U.S. Department of Transportation Strategic Plans include advancing America's economic growth and competitiveness domestically and internationally as a primary goal. This goal is the product of extensive public outreach and reflects the input of both public and private sectors of the U.S. mass transportation industry on the proper role of the Federal Government in this area. The overall structure of the IMTP has been designed with this goal in mind, consistent with Congressional intent for the IMTP. Initially the program has been divided into four basic functional categories:

- Intergovernmental Cooperation Agreements
- Technology/Information Exchange
- Human Capacity Building
- U. S. Industry Trade Support

Activities and outcomes envisioned for each area are discussed further below. FTA seeks comments from the U.S. domestic mass transportation industry and other interested parties on the proper roles of FTA and other potential participants in each functional area. FTA also seeks views and comments on the appropriateness of the functional areas selected and whether additional functional areas should be included in keeping with the strategic goals of the IMTP.

A. Intergovernmental Cooperation Agreements

Active government support for domestic industries is well recognized as a key ingredient to success in the international trade arena. Such support can take many forms as suggested below under the functional category of U.S. Industry Trade Support. A distinctly separate but interrelated function involves the mutual support of the U.S. Government in carrying out its international relations provided to foreign governments and international organizations. FTA and other elements of the U.S. Department of Transportation have entered into a variety of intergovernmental agreements involving technical assistance, technology transfer, international standards, and the like with numerous foreign governments. Implementation of the terms of these agreements is likely to present a variety of trade opportunities for the U.S. domestic transportation industry.

A principal outcome goal of the IMTP, consistent with the statutory mandate, will be to increase activities in cooperation with other Federal agencies, State or local agencies, public and private nonprofit institutions, government laboratories, foreign governments, or industry associations such as the American Public Transit Association and the Intelligent Transportation Society of America.

B. Technology/Information Exchange

Over the past two decades, we have entered an Information Age that has created social and economic changes as profound as those brought about by the Industrial Revolution two centuries earlier. New information technologies in the areas of fleet management, traveler information, and electronic payment have greatly affected the delivery of transportation services. A principal outcome goal of the IMTP is to increase

the availability of information to the U.S. domestic transportation industry in the areas of global transportation innovation and trade. In this Information Age it is impractical to think in terms of any one agency serving as the single source of information for any industry. However, given FTA's experience in international technology transfer and information exchange, FTA can play a pivotal role. A primary example is FTA's participation in the Transportation Research Information Service (TRIS) and the international database, TRANSPORT, which is the result of international cooperation among the U.S. Department of Transportation, Transportation Research Board, Road Transport Research Program of the Organization for Economic Cooperation and Development, and the European Conference of Ministers of Transport.

FTA is aware of complaints from the U.S. domestic transportation industry that technology transfer and information exchange is heavily weighted towards the outflow of U.S. know-how in dealings with certain foreign government agencies and organizations, to the distinct disadvantage of the U.S. domestic transportation industry. It is a basic tenet of the IMTP that technology transfer and information exchange be a two-way communication at all levels. Like intergovernmental agreements, this area holds the potential for offering additional trade opportunities for the U.S. domestic transportation industry. It also serves as a major resource for advancing FTA's goals in the area of human capacity building.

C. Human Capacity Building

This functional area includes a variety of activities directed towards two primary outcome goals (1) increasing the capacity of the U.S. domestic mass transportation industry to compete internationally; and (2) increasing the technical capacity of foreign mass transportation providers, both public and private, to meet the mobility needs of their traveling publics.

Towards the first goal, FTA will offer basic and advanced training to the U.S. domestic transportation industry in fundamentals of international trade and finance. Such training would include a full range of subjects such as U.S. Department of Commerce, State, and Defense regulations affecting export of goods and services to regulatory requirements applicable to foreign importers such as the International Standards Organization (ISO) standards for quality control (ISO 9000) and environmental protection (ISO 14000). FTA can facilitate briefings by other

Federal agencies such as U.S. Agency for International Development for knowledge on the roles and resources offered by such agencies to assist the U.S. domestic transportation industry in the international arena. In carrying out these activities, FTA will work closely with representatives of the U.S. domestic mass transportation industry, such as the Business Members Board of Governors of the American Public Transit Association, to identify and prioritize industry needs.

Towards the second goal, FTA will assist foreign mass transit providers, both public and private, in building the human capacity necessary to plan, design, build and operate their own domestic transportation systems. In so doing, FTA will showcase U.S. transportation technology and innovative practices. To the maximum extent practicable, this effort will be carried out through the promotion and use of products and services offered by the U.S. domestic mass transportation industry.

D. U.S. Industry Trade Support

The U.S. domestic transportation industry is inextricably entwined with the international transportation industry. In today's global marketplace the U.S. transportation industry simply cannot survive unless it remains internationally competitive. The survival of other U.S. domestic industries is similarly tied to the economic health and vitality of the domestic transportation industry, as is the quality of life and mobility options of all residents in the United States. But what is the appropriate role for the FTA? TEA-21 is reasonably explicit concerning the broad types of activities FTA may carry out under the IMTP, as discussed under paragraph 1 above. Notwithstanding, FTA will look to the U.S. transportation industry, both public and private sector representatives, to say which of these activities are most needed and how they should be deployed at any given time.

Thus, FTA has identified a series of concrete steps, in addition to those previously discussed, which might be undertaken within the scope of the IMTP, to supplement, rather than supplant, the efforts of the industry itself and other stakeholders. FTA seeks comment and suggestions on how FTA should approach each area, as well as thoughts on other avenues that might be taken to achieve our strategic planning goals.

III. Implementation and Funding of Program Activities

Section 3015 of TEA-21 provides that IMTP program activities may be carried out with revenues paid to FTA by any cooperating organization or person. FTA seeks recommendations and suggestions on how such entities could make financial contributions to each of the proposed IMTP activities. In particular, FTA seeks comment on which activities should be funded; and, what levels of funding are appropriate for each activity? Commenters are also invited to identify program activities in addition to those listed below, indicate which organizations or individuals would participate in them, and how and by whom they would be funded. FTA will describe specific mechanisms for those program activities in its final notice on the IMTP.

(1) International Mass Transit Displays

Visual displays, literature and promotional materials/items supporting advocacy for U.S. efforts abroad would be provided. Video presentations on the IMTP and products and services available from U.S. domestic transportation industry suppliers would be prepared and distributed for use by presenters at appropriate events such as those sponsored by the American Public Transit Association, World Bank, State Department, Commerce Department and similar organizations.

(2) Speakers Bureau

FTA can serve as a clearinghouse for representatives of the U.S. domestic transportation industry willing to make speeches and provide technical presentations at both national and international meetings, conferences, trade fairs and the like.

(3) Co-sponsorship of International Conferences

It may be appropriate for FTA to provide a modest amount of funds, through cooperative arrangements with other public and private sector organizations, to co-sponsor events which provide opportunities for promoting the goals of the IMTP.

(4) International Mass Transportation Program Forum

FTA envisions holding one or more outreach events to promote the IMTP and to obtain public input on the program structure and direction.

(5) Scanning Tours

FTA plans to give continued support to the international scanning tours conducted under the FTA's Transit Cooperative Research Program managed

by the National Academy of Sciences, Transportation Research Board, whereby representatives of the U.S. domestic transit agencies travel to foreign countries to acquaint themselves with innovative technologies and solutions to transportation challenges. Similar tours could be organized for members of the business community. Moreover, FTA envisions establishing exchange programs which would bring foreign nationals to the United States, both to educate and inform the U.S. transportation industry, and to learn what the U.S. domestic industry may have to offer. This is a particularly promising venue for promoting the export of U.S. goods and services.

(6) Trade Missions

FTA could co-sponsor trade missions for various sectors of the U.S. domestic transportation industry either directly or through the auspices of other organizations such as the Commerce Department.

(7) Identification of Opportunities

FTA cannot hope to duplicate the resources of either government agencies whose principal function concerns international trade, or large international firms, when it comes to identifying overseas business opportunities. However, FTA can assist those entities in identifying domestic companies which are not yet engaged in international commerce, but could partner with the more sophisticated entities for mutual benefit. Additionally, implementation of our international agreements frequently involves discussion of technical matters that could lead to business opportunities for the U.S. domestic transportation industry.

III. Request for Comments

FTA is seeking comment on these proposed activities and expressions of interest from all stakeholders with an interest in the IMTP. After consideration of these comments, FTA will publish a final notice describing the activities to be undertaken under the IMTP.

Issued on: June 22, 1999.

Gordon J. Linton,
Administrator.

[FR Doc. 99-16357 Filed 6-25-99; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-1999-5857]

Information Collection Available for Public Comments and Recommendations; Notice and request for Comments

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD) intentions to request approval for three years of an existing information collection entitled "Application for Construction Reserve Fund and Annual Statements."

DATES: Comments should be submitted on or before August 27, 1999.

FOR FURTHER INFORMATION CONTACT: Daniel Ladd, Financial Analyst, Office of Ship Financing, Maritime Administration, 400 Seventh Street, SW, Room 8122, Washington, D.C. 20590, telephone number—202-366-5744. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Application for Construction Reserve Fund and Annual Statements.

Type of Request: Approval of an existing information collection.

OMB Control Number: 2133-0032.

Form Number: NA.

Expiration Date of Approval: Three years from the date of approval.

Summary of Collection of Information: The collection consists of an application required for all citizens who own or operate vessels in the U.S. foreign or domestic commerce and desire "tax" benefits under the Construction Reserve Fund (CRF) program. The annual statement sets forth a detailed analysis of the status of the CRF when each income tax return is filed. Checks for withdrawals from the CRF must be sent to MARAD for countersignature.

Need and Use of the Information: The application is required in order for MARAD to determine whether the applicant is qualified for the benefits and for the applicant to obtain benefits under the CRF program. The annual statements are required from each respondent in order for MARAD to assure that the requirements of the program are being satisfied.

Description of Respondents: Citizens who own or operate vessels in the U.S., foreign, or domestic commerce.

Annual Responses: 17 responses.

Annual Burden: 153 hours.

Comments: Comments should refer to the docket number that appears at the

top of this document. Written comments maybe submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW, Washington, D.C. 20590. Comments may also be submitted by electronic means via the Internet at <http://dmses.dot.gov/submit>. Specifically, address 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. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., et. Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Dated: June 22, 1999.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary.

[FR Doc. 99-16288 Filed 6-25-99; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33758]

CSX Transportation, Inc.—Trackage Rights Exemption—Grand Trunk Western Railroad Incorporated

Grand Trunk Western Railroad Incorporated, a wholly owned subsidiary of Canadian National Railway Company (CN), has agreed to grant overhead trackage rights to CSX Transportation, Inc. (CSXT) between CN's connection with Norfolk Southern Railway Company at Ecorse Junction, MI, at or near milepost 47.0, and CN's connection with CSXT at Toledo, OH, at or near milepost 0.6, on CN's Shoreline Subdivision, a total distance of approximately 46.4 miles. CSXT shall also have the right to enter and exit this trackage at the proposed connection between CN and Consolidated Rail Corporation at Denby, MI, at or near CN's milepost 34.1, or at any connection to be mutually agreed upon by CN and CSXT.

The transaction is scheduled to be consummated on or after June 24, 1999.

The purpose of the trackage rights is to improve service to customers by reducing congestion and delay in the West Detroit, Delray, and Ecorse Junction, MI, areas.

As a condition to this exemption, any employees affected by the trackage