

OMB Control Number: 2115-0618.

Summary The Office of Boating Safety and the Coast Guard may collect, analyze, and annually publish statistical information on recreational-boating accidents (46 U.S.C. 6102 (b)). Accordingly, the Coast Guard publishes an annual report, *Boating Statistics* (COMDTPUBP16754). This report contains statistics and other information on recreational-boating accidents. The statistics derive from data on Recreational Boating Accident Reports submitted by the States, the District of Columbia, and the five U.S. Territories.

Need: The purpose of this questionnaire is to determine our customers' needs for information and measure their satisfaction with Boating Statistics. The results of the questionnaire will help us improve the quality (customer satisfaction) of the annual report. A questionnaire is the most accurate and practical way of obtaining this information with the least burden on the respondent and on the Federal Government.

Respondents: Recreational boaters.

Frequency: Annually.

Burden Estimate: The estimated burden is 320 hours a year.

Dated: January 11, 2001.

V.S. Crea,

Director of Information and Technology.

[FR Doc. 01-3898 Filed 2-15-01; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance from certain requirements of its safety regulations. The individual petition is described below including, the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Texas Parks and Wildlife

[Docket Number FRA-2000-7270]

Texas Parks and Wildlife (TPW) seeks a permanent waiver of compliance from 49 CFR 232.17(b)(2) to extend the clean, oil, test, and stencil (COT&S) period from 15 to 48 months on passenger cars they operate equipped with UC and L type air brakes. TPW operates the Texas State Railroad between Rusk and Palestine, Texas. They have two cars equipped with L type brakes and the

rest have UC type brakes. Section 232.17(b)(2) requires that brake equipment on passenger cars must be clean, repaired, lubricated and tested as often as necessary to maintain it in a safe and suitable condition for service but not less frequently than as required in Standard S-045 in the Manual of Standards and Recommended Practices of the Association of American Railroads. Standard S-045, A-III-256, Section 2.1.2, requires a COT&S every 15 months for this brake equipment. TPW has concluded that a car that runs on a passenger railroad using a 15 month cycle would be legal for 10,800 hours. TPW has calculated that if the equipment is in service only 60 percent of the 15 month cycle, then only 6,480 hours would be used. TPW claims that all of their annual runs, including specials and school runs, only total 1,100 hours a year. Therefore, TPW would like to extend the COT&S time period to 48 months, which would be less than 4,400 hours of actual service time.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2000-7270) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street S.W., Washington, DC. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC, on February 6, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-3970 Filed 2-15-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: [MARAD-2001-8897]]

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 STRIKE ENHANCER.

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 March 19, 2001.

ADDRESSES: Comments should refer to docket number MARAD-2001-8897. 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: Kathy 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 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 (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:* STRIKE ENHANCER. *Owner:* Dennis D Douglas.

(2) *Size, capacity and tonnage of vessel. According to the applicant:* "Gross 18 ton, Net 14 ton, Length 34.2 Breadth h 13.5 Depth 6.0."

(3) *Intended use for vessel, including geographic region of intended operation and trade. According to the applicant:* This vessel will be used as a six passenger or less vessel. This vessel will work out of the Port St. Joe area, which lies in the middle of the panhandle. I feel to properly fish this region a vessel would need a easterly boundary to Steinhatchee FL. 29:40.50 83:24.50 and the westerly being Pensacola FL. 30:20.50 87:18.00. Since our goal is sports fishing, and we have several species of migratory fish this would allow the boat to work year around."

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction:* 1973. *Place of construction:* Omastrand. Hardanger, Norway.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "Port St. Joe has a small commercial fishing fleet which is for harvesting eatable wholesale fish. We will be the only small sports fishing vessel in this area, so at this time i can't

see where there will be any negative impact on other commercial operators."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "I have just completed the restoration on this vessel, which was at a local shipyard. At this time i have spent some where in the amount of 37 thousand dollars with the merchants in this area, and foresee spending more."

Dated: February 12, 2001.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 01-3997 Filed 2-15-01; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34004]

Canadian Pacific Railway Company and Napierville Junction Railway Company-Corporate Family Transaction Exemption-St. Lawrence & Hudson Railway Company Limited

Canadian Pacific Railway Company (CPR) and Napierville Junction Railway Company (NJRC)¹ (collectively applicants) have filed a verified notice of exemption under 49 CFR 1180.2(d)(3) to absorb the St. Lawrence & Hudson Railway Company Limited (St. L & H) and the assets it holds back into CPR, its parent corporation.² The United States assets of St. L & H rail to be absorbed into CPR are described as follows:³

(1) St. L & H's interest in CNCP-Niagara Detroit, an Ontario partnership, which owns all of the stock of Detroit River Tunnel Company (DRTC) and Niagara River Bridge Company (NRBC). St. L & H held trackage rights from DRTC and NRBC: (a) through the Detroit River Tunnel (a railway tunnel connecting Detroit, MI, and Windsor, Ontario, Canada) in the U.S. from the international border (mid-tunnel at milepost 226.3) to the end of the connecting track at milepost 228.2, in Detroit, a distance of approximately 2 miles; and (b) over the Suspension Bridge (a railway bridge between

Niagara Falls, Ontario, Canada, and Niagara Falls, NY) in the U.S. between the international border (milepost 0.2) and the end of the access track at milepost 0.0, in Niagara Falls, a distance of 0.2 miles. The trackage rights also include short segments of connecting track at both the Detroit River Tunnel and the Suspension Bridge.

(2) St. L & H's leasehold interest in the rail properties of the NJR⁴ consisting of a 1.1-mile segment of track on the U.S. side of the international border near Rouses Point, NY, where NJR connects with the lines of the Delaware and Hudson Railway Company, Inc., a wholly owned subsidiary of CPR.

(3) St. L & H's incidental overhead trackage rights to reach connections with U.S. carriers in the Detroit terminal area as follows: (a) Former Consolidated Rail Corporation (Conrail) trackage between the end of the Detroit River Tunnel connecting track (Conrail milepost 2.02 Main Line) and Conrail milepost 9.3, Detroit Line, including the Delray Interlocking, at milepost 5.3, Detroit Line, and between milepost 2.02 and milepost 3.1, Mackinaw Branch, a total distance of approximately 8.4 miles; (b) former Norfolk and Western Railway Company (NW) line between the Delray Interlocking (NW milepost 4.4) and Oakwood Yard (NW milepost 8.87), a distance of approximately 4.47 miles; and (c) the CSX Transportation, Inc. (CSXT) line between Delray Interlocking (CSXT milepost 4.5) and Rougemere Yard (CSXT milepost 6.6), a distance of approximately 2.1 miles.

The verified notice states that the transaction was consummated on January 1, 2001. The earliest the transaction could have been consummated was February 7, 2001, the effective date of the exemption (7 days after the exemption was filed).⁵

The transaction is part of a corporate reorganization designed to dissolve St. L & H and to absorb its properties and operations into CPR. This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). As described, the transaction will not result in adverse changes in service levels, operational changes, or a change in the competitive

¹ NJR is a wholly owned subsidiary of CPR.

² St. L & H was created in 1996 as a wholly owned subsidiary of CPR. See *Canadian Pacific Limited, Canadian Pacific Railway Company, and Napierville Junction Railroad Company-Corporate Family Transaction Exemption-St. Lawrence & Hudson Railway Company Limited*, STB Finance Docket No. 33136 (STB served Oct. 9, 1996).

³ Applicants state that the rail assets to be transferred in STB Finance Docket No. 34004 are identical to those covered by the transaction in STB Finance Docket No. 33136.

⁴ Applicants note that NJR was a party to the STB Finance Docket No. 33136 proceeding when it granted the leasehold interest to St. L & H. Applicants further note that, other than NJR's role as the lessor of the trackage, NJR is not involved in the STB Finance Docket No. 34004 transaction.

⁵ Pursuant to 49 CFR 1180.4, to qualify for an exemption under 49 CFR 1180.2(d), a railroad must file a verified notice of the transaction with the Board at least one week before the transaction is consummated.