

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)<sup>1</sup> (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.<sup>2</sup> The United States assets of St. L & H rail to be absorbed into CPR are described as follows:<sup>3</sup>

(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 NJR<sup>4</sup> 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).<sup>5</sup>

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

<sup>1</sup> NJR is a wholly owned subsidiary of CPR.

<sup>2</sup> 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).

<sup>3</sup> 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.

<sup>4</sup> 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.

<sup>5</sup> 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.

balance with carriers outside the applicants' corporate family.

Applicants state that there will be no change in operations as a result of this transaction, and they do not anticipate that any labor impacts will occur within the United States. Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Applicants state that they recognize the Board's obligation to impose employee protective conditions pursuant to 49 U.S.C. 11326(a) for the benefit of their U.S. railroad employees, and that they agree to imposition of the conditions imposed in *New York Dock Ry.-Control-Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979) (*New York Dock*).

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 will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34004, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Diane Gerth, Esq., Leonard, Street and Deinard, 150 South Fifth Street, Minneapolis, MN 55402.

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

Decided: February 9, 2001.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. 01-4024 Filed 2-15-01; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Office of Community Adjustment and Investment Programs, Proposed Renewal of Information Collection; Comment Request

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, both as Chair of the inter-agency committee (the "Finance Committee") established by Executive Order No. 12916, dated May 13, 1994, which administers the United States Community Adjustment and Investment Program, and as part of its continuing

effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing Federally-sponsored information collection, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Office of Community Adjustment and Investment Programs within the Department of the Treasury is soliciting comment concerning its renewal of a Federally sponsored information collection by the North American Development Bank ("NADBank") titled, "Community Adjustment and Investment Program Grant Program Grant Agreement."

**DATES:** Written comments should be received on or before April 20, 2001, to be assured of consideration.

**ADDRESSES:** Direct all written comments to Jean Whaley, Director, Office of Community Adjustment and Investment Programs, Department of the Treasury, Room 5017, 1500 Pennsylvania Ave., NW., Washington, DC 20220 (Tel.: 202/622-0741).

**FOR FURTHER INFORMATION CONTACT:** You can request additional information from or a copy of the collection from Jean Whaley, Director, Office of Community Adjustment and Investment Programs, Department of the Treasury, Room 5017, 1500 Pennsylvania Ave., NW., Washington, DC 20220 (Tel.: 202/622-0741).

#### SUPPLEMENTARY INFORMATION:

**Title:** Community Adjustment and Investment Program Grant Program Grant Agreement.

**OMB Number:** 1505-0178.

**Abstract:** The Department of the Treasury, as Chair of the Finance Committee, is sponsoring the NADBank's collection of information under the terms of a Grant Agreement between NADBank and awardees of NADBank grants. The purpose of the grants is to help create and retain private-sector jobs in U.S. communities experiencing job dislocations attributable to changing trade patterns with Canada and Mexico due to the North American Free Trade Agreement. The subject NADBank grants are endorsed by the United States Government ("USG"), and the funds for the NADBank grants were transferred to NADBank by the USG. The collection of information in the Grant Agreement is fivefold. First, it requires each awardee to submit to NADBank an opinion of awardee counsel addressing such commercially standard matters as the due authorization, execution, delivery and enforceability of the Grant Agreement. Second, it requires each

awardee to submit to NADBank quarterly reports addressing the awardee's financial and project performance. Third, it requires each awardee to submit to NADBank a final financial and performance report after the expiration of the grant. Fourth, it requires each awardee to submit annually to NADBank audited financial statements. Fifth, it imposes specific record keeping requirements. The purpose of the collection of information is to ensure that the Grant Agreement constitutes a legal binding obligation of each awardee and to monitor awardee compliance, performance, and financial soundness. The purpose of the record keeping requirements is to ensure both the effective and efficient use of the grant consistent with sound business practices, and the ability to audit the use of the grant consistent with the Grant Agreement.

**Current Actions:** Extension.

**Type of Review:** Extension.

**Affected Public:** State, local, and Indian tribal Governments and not-for-profit institutions.

**Estimated Number of Respondents:** 36.

**Estimated Total Annual Responses:** 216-262.

**Frequency of Responses:** This varies, depending on the specific reporting requirements, but consists of quarterly, annual and on occasion reporting requirements.

**Estimated Total Annual Burden Hours:** 828 hours.

#### Requests for Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary, including whether the information has practical utility; (b) the accuracy of the estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: February 13, 2001.

**Jean Whaley,**

Director, Office of Community Adjustment and Investment Programs.

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