

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collections:

- (1) University Research and Training Program;
- (2) Managerial Training Program;
- (3) 49 U.S.C. 5312(a) Paperwork Requirements.

DATES: Comments must be submitted before December 27, 1996.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590. All comments received will be available for examination at the above address from 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

FOR FURTHER INFORMATION CONTACT:

University Research and Training Program—Ms. Liz Solomon, Office of Research, Demonstration and Innovation, (202) 366-0242.

Managerial Training Program—Ms. Pauline D'Antignac, Office of Research, Demonstration and Innovation, (202) 366-0234.

49 U.S.C. 5312(a)—Mr. Henry Nejako, Office of Research, Demonstration and Innovation, (202) 366-0184.

Title: University Research and Training Program (OMB Number: 2132-0547)

Background: 49 U.S.C. 5312 authorizes the Secretary of Transportation to make grants to public and private nonprofit institutions of higher learning to assist in establishing or carrying on comprehensive research in the problems of transportation in urban and rural areas.

The information collected is submitted in the form of an application for a grant and is used to determine eligibility of grant applicants and to assure that all FTA and Federal requirements are met. This information also enables FTA and the academic community to properly define subject matter categories and to identify the kinds of organizations that are submitting proposals. Also, the information is essential to support basic and theoretical research within the academic community that will advance the current knowledge base, improve the transportation service provider's

decisionmaking and management processes, and assist transit professionals to anticipate significant national issues and trends. The information is also used to report annually to Congress, the Secretary, and to the FTA Administrator on how grantees are responding to national emphasis areas and Congressional direction, and allows FTA to track grantees' use of Federal planning and research funds.

Respondents: Accredited Institutions of Higher Learning.

Estimated Annual Burden on

Respondents: 39.4 hours for each of the 120 responses.

Estimated Total Annual Burden: 4,728 hours.

Frequency: Annual.

Title: Managerial Training Program (OMB Number: 2132-0551)

Background: 49 U.S.C. 5323(c) authorizes the Secretary of Transportation to make grants to States and local public transportation services to provide fellowships for training personnel employed in managerial, technical, and professional positions in the public transportation field. The information collected is submitted in the form of an application and is used to determine eligibility and appropriateness of intended training in light of program goals. Collection of information for this program is also necessary to provide documentation that grant applicants and recipients are complying with appropriate FTA Circular C 6300.1A and other Federal requirements. Without this information, FTA would not be able to determine if the goals and objectives as set forth for this program are being met fully, partially, or not at all.

Respondents: State and local governments, business or other for profit, and non-profit institutions.

Estimated Annual Burden on

Respondents: 3.6 hours for each of the 392 responses.

Estimated Total Annual Burden: 1,412 hours.

Frequency: Annually, semi-annually, quarterly.

Title: 49 U.S.C. 5312(a) Paperwork Requirement (OMB Number: 2132-0546)

Background: 49 U.S.C. 5312(a) authorizes the Secretary of Transportation to make grants or contracts for research, development, and demonstration projects that will reduce urban transportation needs, improve mass transportation service, or help transportation service meet the total urban transportation needs at a minimum cost. In carrying out the provisions of this section, the Secretary

is also authorized to request and receive appropriate information from any source.

The information collected is submitted as part of the application for grants and cooperative agreements and is used to determine eligibility of applicants. Collection of this information also provides documentation that the applicants and recipients are meeting program objectives and are complying with FTA Circular 6100.1B and other Federal requirements.

Issued: October 23, 1996.

Gordon J. Linton,
Administrator.

[FR Doc. 96-27620 Filed 10-25-96; 8:45 am]

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Maritime Administration

[Docket S-940]

Matson Navigation Company, Inc.; Notice of Application for Temporary Written Consent Pursuant to Section 506 of the Merchant Marine Act, 1936, as amended, for the Operation of the EWA in the Pacific Coast Shuttle Service

Notice is hereby given that Matson Navigation Company, Inc. (Matson), a U.S. company, by letter of October 16, 1996, requests temporary written consent pursuant to section 506 of the Merchant Marine Act, 1936, as amended (Act), for operation of the construction-differential subsidy built containership EWA (ex-PRESIDENT TYLER) in the Pacific coast shuttle service commencing December 1, 1997, until March 2, 1997, when the EWA reaches 25 years of age. Matson is currently operating the EWA in a Pacific coast shuttle service. According to Matson, the instant request was necessitated by the fleet deployment required to accomplish the drydocking described below.

Matson states that in order to comply with legal drydocking requirements of the Coast Guard and to maintain American Bureau of Shipping vessel classifications, it is in the process of rotating five of the six vessels purchased from American President Lines, Ltd. in January 1996 into a shipyard in Korea. The rotation, which includes the three C9 vessels (MAHIMAH, ex-PRESIDENT WASHINGTON; MANOA, ex-PRESIDENT LINCOLN; and MOKIHANA, ex-PRESIDENT MONROE) and two C8 vessels (CHIEF GADAO, ex-PRESIDENT GRANT; and LIHUE, ex-PRESIDENT HOOVER), commenced in September 1996 and will not be

completed until February 1997. This drydocking schedule, Matson adds, will require both the CHIEF GADAO and LIHUE, which are no longer geographically restricted pursuant to section 506, to remain in the Pacific Alliance Service (U.S. Pacific Coast, Hawaii, Guam, Far East, U.S. Pacific Coast deployment) through February 1997 and thus be unavailable to substitute for the EWA in the Pacific coast shuttle service. Matson points out that, even if available, the CHIEF GADAO and LIHUE were specifically modified to carry the Pacific Alliance Service cargo package. The EWA was not so modified and does not have the required capacity configuration for deployment in the Pacific Alliance Service.

It is Matson's view that grant of the requested permission will further the policy of the Act by promoting a U.S. merchant marine sufficient to carry the country's domestic water-borne commerce and a substantial portion of its foreign commerce. In this connection, Matson points out that the EWA will be carrying exclusively domestic cargo between Los Angeles, California; Oakland, California; and Seattle, Washington, in the course of foreign commerce voyages between Vancouver, B.C. and these U.S. Pacific coast ports.

Matson believes that since no one besides Matson is providing an intercoastal service along the U.S. Pacific coast, the use of the EWA in the Pacific coast shuttle service cannot result in unfair competition to any domestic operator.

Any person, firm, or corporation having any interest in the application for section 506 consent and desiring to submit comments concerning Weston's request must by the close of business on November 12, 1996, file written comments in triplicate, to the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590. The Maritime Administration, as a matter of discretion, will consider any comments submitted and take such action as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.800 Construction-Differential Subsidies (CDS))

By Order of the Maritime Administrator.

Dated: October 23, 1996.

Joel C. Richard,
Secretary.

[FR Doc. 96-27596 Filed 10-25-96; 8:45 am]

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National Highway Traffic Safety Administration

[Docket No. 96-113; Notice 1]

Ford Motor Company; Receipt of Application for Decision of Inconsequential Noncompliance

Ford Motor Company of Dearborn, Michigan, has determined that certain 1996 model year Mercury Villager and Nissan Quest vehicles, designed and engineered by Nissan, and manufactured by Ford, fail to comply with the power window requirements of 49 CFR 571.118, Federal Motor Vehicle Safety Standard (FMVSS) No. 118, "Power-Operated Window, Partition, and Roof Panel Systems" and filed an appropriate report pursuant to 49 CFR Part 573 "Defect and Noncompliance Information Report." Ford has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118(d) and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S4(e) of FMVSS No. 118 requires that "power operated windows may be closed only" during the interval between the time the locking device which controls the activation of the vehicle's engine is turned off and the opening of either of a two-door vehicle's doors or, in the case of a vehicle with more than two doors, the opening of either of its front doors.

From September 18, 1995, through July 31, 1996, Ford manufactured approximately 57,400 Mercury Villager and 46,500 Nissan Quest vehicles that do not comply with the power window requirements of FMVSS No. 118, paragraph S4(e). The power-operated windows in these vehicles can be closed after the ignition key is turned to the "off" position and the right front (passenger) door is opened. The power window *cannot* be operated (opened or closed) when the ignition key is turned to the "off" position and the left front (driver) door is opened.

Ford supported its application for inconsequential noncompliance with the following:

"In the affected Villager and Quest vehicles, it is likely that as long as the driver's door has not been opened, an adult (the driver) would remain present in the vehicle to supervise any children because a driver would exit the vehicle through the driver's door under all but

the most extraordinary circumstances. As previously noted, the power window operation is canceled when the driver door is opened—the door through which the operator would be expected to exit the vehicle—thus eliminating any potential risk associated with operation of the power windows by unsupervised children remaining in the vehicle. In addition, the design of the front door power window control switches located on the door arm rests is such that closing these windows requires the switch to be pulled up and held. Further the switches are recessed in a cavity below the switch assembly surface. The intent of these design features is to minimize the chance of unintentional activation of power window closing that could, with other switch design configurations, result from a child leaning or resting a foot on the switch. An additional feature that minimizes the potential risk of injury to unsupervised children in the affected vehicles is that no power window switch controls are located in the rear seat positions, and the control switches for the third row seat optional power quarter windows are located in an overhead console in the front passenger compartment, relatively out of sight. In addition to the items cited above to mitigate the risk of injury, the Villager and Quest owner guides warn against leaving children unattended in the vehicle, specifically warn of the potential danger of children playing with the vehicle's power windows, and identify the fact that the accessory delay feature allows the power windows to be operated for a fifteen minute period after the ignition is turned off or until the driver door is opened.

"Neither Ford or Nissan are aware of any field or owner reports or allegations of injuries related to this condition. We [Ford] believe the likelihood of unsupervised children left in one of the affected vehicles being exposed to injury during the fifteen minute period after the ignition key has been turned off and a driver has exited the vehicle through other than the driver's door is very remote, and therefore the noncompliance presents no reasonably anticipated risk to motor vehicle safety. We [Ford] request that the agency find this condition to be inconsequential to motor vehicle safety, and accordingly that Ford and Nissan be exempted from the notice and remedy requirements of the Code. The agency recently granted a petition from Volkswagen of America, Inc., as documented in Federal Register, Volume 60, page 48197, (September 18, 1995), for vehicles with power windows