

the effective date specified in the appendix.

Dated: April 15, 1997.

Charlene Barshefsky,
United States Trade Representative.

Appendix

Effective with respect to goods entered, or withdrawn from warehouse for April 28, 1997 consumption, on or after April 28, 1997 general note 12(t) to the Harmonized Tariff Schedule of the United States is modified as follows:

1. The tariff classification rule (TCR) for chapter 82 reading "A change to headings 8201 through 8215 from any other chapter." is deleted, and the following new rules are set forth in numerical sequence immediately below the expression "*chapter 82.*":

"1. A change to heading 8201 from any other chapter.

2. A change to subheadings 8202.10 through 8202.20 from any other chapter.

3. (A) A change to subheading 8202.31 from any other chapter or

(B) A change to subheading 8202.31 from subheading 8202.39, whether or not there is also a change from any other chapter, provided there is a regional value content of not less than:

(1) 60 percent where the transaction value method is used, or

(2) 50 percent where the net cost method is used.

A change to subheadings 8202.39 through 8202.99 from any other chapter.

5. A change to headings 8203 through 8206 from any other chapter.

6. (A) A change to subheading 8207.13 from any other chapter; or

(B) A change to subheading 8207.13 from subheading 8207.19, whether or not there is also a change from any other chapter, provided there is a regional value content of not less than:

(1) 60 percent where the transaction value method is used, or

(2) 50 percent where the net cost method is used.

7. A change to subheadings 8207.19 through 8207.90 from any other chapter.

8. A change to headings 8208 through 8210 from any other chapter.

9. A change to subheading 8211.10 from any other chapter.

10. (A) A change to subheadings 8211.91 through 8211.93 from any other chapter; or

(B) A change to subheadings 8211.91 through 8211.93 from subheading 8211.95, whether or not there is also a change from any other chapter, provided there is a regional value content of not less than:

(1) 60 percent where the transaction value methods is use, or

(2) 50 percent where the net cost method is used.

11. A change to subheadings 8211.94 through 8211.95 from any other chapter.

12. A change to headings 8212 through 8215 from any other chapter."

2. TCR 11 for chapter 84 is modified by deleting "8406.11" and by inserting in lieu thereof "8406.10".

3. TCR 229 for chapter 84 is modified by deleting "8479.81" at each instance and by inserting in lieu thereof "8479.82".

4. TCR 230 for chapter 84 is deleted.

5. TCR 231 for chapter 84 is deleted and the following new TCR 231 is inserted in lieu thereof:

"231. A change to tariff item 8479.89.55 from any other tariff items, except from tariff items 8479.90.45, 8479.90.55, 8479.90.65 or 8479.90.75, or combinations thereof."

6. TCR 8 for chapter 85 is modified by deleting "8504.90.70" and by inserting in lieu thereof "8504.90.40".

7. TCR 90 for chapter 85 is modified by deleting "8528.12.60," and by inserting in lieu thereof "8428.12.62."

8. TCR 119 for chapter 85 is deleted and the following new TRC 119 is inserted in lieu thereof:

"119. (A) A change to tariff item 8536.50.40 from any other tariff item, except from tariff item 8538.90.40; or

(B) A change to tariff item 8536.50.40 from tariff item 8538.90.40 whether or not there is also a change from any other tariff item, provided there is a regional value content of not less than:

(1) 60 percent where the transaction value method is used, or

(2) 50 percent where the net cost method is used."

9. TCRs 7 and 8 for chapter 95 are deleted and the following new TCR 7 is inserted in lieu thereof:

"7. A change to subheadings 9506.32 through 9506.39 from any other chapter."

[FR Doc. 97-10954 Filed 4-25-97; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 95-041]

Propeller Injury Prevention Involving Rented Boats

AGENCY: Coast Guard, DOT.

ACTION: Notice; request for comments.

SUMMARY: The purpose of this notice is to solicit comments on the effectiveness of specific devices and interventions which have been suggested for reducing the number of recreational boating accidents involving rented power boats in which individuals are injured by the propeller. Comments are also solicited on the extent to which such devices or interventions may reduce the severity of injuries to individuals involved in propeller-strike accidents.

DATES: Comments must be received July 28, 1997.

ADDRESSES: You may mail comments to the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 95-041), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC

20593-0001, or deliver them to room 3406 at the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-267-1477.

The Executive Secretary maintains the public docket. Comments, and documents as indicated in this preamble will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Randolph Doubt, Project Manager, Recreational Boating Product Assurance Division, (202) 267-6810.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to submit written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this docket (CGD 95-041) and the specific section of this document to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

Background Information

In a request for comments published in the **Federal Register** on May 11, 1995 60 FR 25191, the Coast Guard solicited comments from all segments of the marine community and other interested persons on various aspects of propeller accident avoidance. In an Advance Notice of Proposed Rulemaking published in the **Federal Register** on March 26, 1996 [59 FR 13123], the Coast Guard solicited information to supplement what had been received in response to the original request for comments in order to determine the appropriate Federal and State roles in reducing propeller-strike incidents; whether governmental intervention is appropriate; and if so, whether it should be directed at the vessels, their manufacturers, their operators, their owners, or the companies leasing such vessels.

Based on comments received, other research efforts and after consultation with the National Boating Safety Advisory Council in November 1996, several potential devices and interventions have been suggested to aid in this endeavor. Persons submitting

comments should do as directed under request for comments above, and reply to the following specific suggested devices and interventions. Form letters simply citing anecdotal evidence or stating support for or opposition to regulations, without providing substantive data or arguments do not supply support for regulations.

1. *Swimming Ladders*

(a) *Location*: Several serious propeller-strike accidents have occurred when individuals were swimming near the stern of a rented boat and someone on board the boat engaged the engine. Prohibiting the location of boarding ladders or swim platforms adjacent to or over a propeller would reduce the potential for such accidents, especially on larger boats when visibility in the water area about the boat is impaired or restricted. (b) *Interlocks*: Another suggested device is to require the installation of an interlock to prevent engagement of the propeller(s) when a swimming ladder is in the deployed position. For swimming ladders which are always in the deployed position, a guard preventing use of the ladder would be coupled with an interlock.

2. *Large Warning Notices*

People swimming near the stern of boats with the engine(s) running may not be aware of the danger of being struck by the propeller(s) if the engine(s) are deliberately or accidentally put into gear. The operators of propeller-driven rental boats may lack sufficient boating safety education to conscientiously determine the whereabouts of passengers on board before putting the engine(s) in gear. Requiring the display of large warning notices at the helm and on the transom or engine would warn both vessel operators, passengers and swimmers of the location of the propeller(s) and danger.

3. *Clear Vision Aft*

The location of the helm on rental houseboats and other boats with a large amount of freeboard aft, severely limits the visibility of individuals who may be in the water near the transom area. On rental boats with poor visibility aft, requiring TV monitoring of the area aft of the boat would alert vessel operators to the presence of swimmers in the water near the transom area.

4. *Propeller Shaft Engagement Alarm*

Warning signals which sound when trucks and other commercial vehicles are put in reverse are useful in warning pedestrians. Requiring the installation of a similar alarm or other signal on propeller-driven rental boats when the

shaft is engaged in either direction, would alert swimmers to the danger of a rotating propeller.

5. *Kill Switch/Auto Throttle and Neutral Return*

In some boating accidents involving rented houseboats, the helm was left unattended even though the engine was at idle with the propeller engaged, while passengers were either in the water or diving overboard. In other accidents, the helm was vacated due to an accidental fall or ejection overboard which allowed the boat to begin turning in a circle and to run down the former occupant(s). Requiring installation of automatic devices (no preliminary operator action necessary) to stop the engine or return the throttle to idle and the transmission to neutral, if the helm is vacated, might reduce the number of such accidents.

6. *Education*

One of the leading causes of all recreational boating accidents is operator inattention or carelessness. A lack of boating education or boating experience is a frequent cause of accidents involving rental boats. Requiring a safety and operational checkout for rental craft operators and their passengers consisting of education specifically directed to the location and dangers of propellers, might reduce the numbers of accidents in which individuals renting boats are struck by propellers.

Comments and information regarding propeller guards, pump jets (jet drives), alternatives to propeller guards, and any other devices that might reduce the likelihood of an accident or the severity of an injury are also solicited. Technical information received will be forwarded to the Marine Technology Society (MTS) which is currently conducting an availability search for off-the-shelf propeller guards, pump jets, alternatives to guards, prototypes, devices with potential for reducing accidents, and related literature. This will be followed by a period of testing and analysis, under a Coast Guard grant.

The Coast Guard will consider all relevant comments in determining what action may be necessary to address propeller accidents involving rented propeller-driven vessels.

Dated: April 17, 1997.

T.J. Meyers,

Captain, U.S. Coast Guard, Acting Director, Operations Policy.

[FR Doc. 97-10678 Filed 4-25-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 8725

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, 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 proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 8725, Excise Tax on Greenmail.

DATES: Written comments should be received on or before June 27, 1997 to be assured of consideration.

ADDRESSES: Direct all written comments to Garrick R. Shear, Internal Revenue Service, room 5571, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to Martha R. Brinson, (202) 622-3869, Internal Revenue Service, room 5571, 1111 Constitution Avenue NW., Washington, DC 20224.

SUPPLEMENTARY INFORMATION:

Title: Excise Tax on Greenmail.

OMB Number: 1545-1086.

Form Number: 8725.

Abstract: Form 8725 is used by persons who receive "greenmail" to compute and pay the excise tax on greenmail imposed under Internal Revenue Code section 5881. IRS uses the information to verify that the correct amount of tax has been reported.

Current Actions: There are no changes being made to the form.

Type of Review: Extension of a currently approved collection.

Affected Public: Business or other for-profit organizations.

Estimated Number of Responses: 12

Estimated Time Per Response: 6 hr., 49 min.

Estimated Total Annual Burden Hours: 82

The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information