

person may, upon request, inspect the application, notice and other documents germane to the application in person at the Valdosta-Lowndes County Airport Authority.

Issued in College Park, Georgia on June 17, 1997.

Dell T. Jernigan,

Manager, Atlanta Airports Division, Southern Region.

[FR Doc. 97-17300 Filed 7-1-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-97-2625]

Qualification of Drivers; Waiver Application; Vision

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of petition and intent to grant application for waiver; request for comments.

SUMMARY: This notice announces the FHWA's preliminary determination to grant the application of David R. Rauenhorst for a waiver of the vision requirements contained in the Federal Motor Carrier Safety Regulations (FMCSR). Granting the waiver will enable Mr. Rauenhorst to qualify as a driver of commercial motor vehicles in interstate commerce without meeting the vision standard prescribed in 49 CFR 391.41(b)(10).

DATES: Comments must be received on or before August 1, 1997.

ADDRESSES: Submit written, signed comments to the docket number that appears in the heading of this document to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Zywockarte, Office of Motor Carrier Research and Standards, (202) 366-1790, or Ms. Judy Rutledge, Office of Chief Counsel, (202) 366-0834, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: David R. Rauenhorst has applied for a waiver of the vision requirement in 49 CFR 391.41(b)(10) which applies to drivers of commercial motor vehicles in interstate commerce. Under 49 U.S.C. 31136(e), the FHWA may waive application of the vision standard to Mr. Rauenhorst if the agency determines that the waiver is consistent with the public interest and the safe operation of commercial motor vehicles. Accordingly, the FHWA has evaluated Mr. Rauenhorst's application on its merits, as required by the decision in *Rauenhorst v. United States Department of Transportation, Federal Highway Administration*, 95 F.3d 715 (8th Cir. 1996), and made a preliminary determination that granting the waiver is consistent with the public interest and the safe operation of commercial motor vehicles.

Mr. Rauenhorst has been self-employed as a commercial truck driver since 1974. In 1976, a non-driving accident caused him to sustain a retinal detachment in his right eye. This eye condition prevents Mr. Rauenhorst from meeting the vision requirement of 49 CFR 391.41(b)(10) and, thus, renders him unqualified as a driver of commercial motor vehicles in interstate commerce unless application of the vision standard is waived.

Medical reports for 1995, 1996, and 1997, indicate that Mr. Rauenhorst's eye condition is non-degenerative and that the vision in the right eye is stable and will not worsen. He has 20/20 corrected vision in his left eye, and, in his doctor's opinion, can safely operate a motor vehicle. Because the retinal detachment occurred in 1976, Mr. Rauenhorst has had 21 years to adapt his driving skills to accommodate his vision deficiency. His driving experience and record demonstrate that he has successfully made this adaptation.

Mr. Rauenhorst has driven tractor-trailer combinations more than 2 million miles since 1974. In the last 10 years, he has driven approximately 1 million miles without an accident. Furthermore, his driving record for the last 3 years reflects no traffic violations and no accidents. He obtained his first commercial operator's license in 1973 and currently holds a commercial driver's license (CDL) that was issued by the State of Minnesota in 1995 and is valid until 1999. During this lengthy driving career, his license to drive has never been suspended or revoked.

Driving with his eye condition for 21 years, Mr. Rauenhorst has established a safe driving record that is persuasive evidence that he has adapted his driving skills to accommodate his vision

deficiency. Accordingly, the FHWA believes that waiving application of 49 CFR 391.41(b)(10) is consistent with the public interest and the safe operation of commercial motor vehicles, as long as Mr. Rauenhorst's vision does not deteriorate. As a condition of the waiver, therefore, the FHWA proposes to impose requirements that are consistent with the grandfathering provisions applied to drivers who participated in the vision waiver study program. Those requirements are found at 49 CFR 391.64(b) and include the following conditions: (1) That Mr. Rauenhorst be physically examined every year, including an examination by an ophthalmologist or optometrist, attesting to the fact that (a) he is otherwise physically qualified under 49 CFR 391.41 and (b) his vision continues to measure at least 20/40 (Snellen) in the better eye; (2) that he provide a copy of the ophthalmologist or optometrist report to the medical examiner at the time of the annual medical examination; and (3) that he keep a copy of the annual medical certification in his driver qualification file as long as he is self-employed or provide a copy to his employer for retention in the driver's qualification file, and retain a copy of the certification on his person while driving for presentation to a duly authorized Federal, State, or local enforcement official.

Authority: 49 U.S.C. 31136; 23 U.S.C. 315; 49 CFR 1.48.

Issued on: June 24, 1997

Jane F. Garvey,

Acting Administrator for the Federal Highway Administration.

[FR Doc. 97-17233 Filed 7-1-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Criteria for Granting Waivers of the Requirement for Exclusive U.S.-Flag Vessel Carriage, of Certain Cargo Covered by Public Resolution 17 (PR 17), 73rd Congress

AGENCY: Maritime Administration, DOT.

ACTION: Policy revision.

SUMMARY: This policy statement revises an existing Maritime Administration policy in effect since 1959 regarding criteria considered in granting waivers of the requirement for exclusive U.S.-flag carriage of certain cargo covered by PR 17. Revision of this policy, following public notice and comment, is deemed necessary to suit the changing market environment in the maritime industry.

EFFECTIVE DATE: June 30, 1997.

FOR FURTHER INFORMATION CONTACT: Thomas Harrelson, Director, Office of Cargo Preference, Phone: (202) 366-5515, Lester Levay, Chief, Division of Civilian Agencies, Phone: (202) 366-5512.

SUPPLEMENTARY INFORMATION:

Promulgation of this statement of policy follows publication of advance notices of proposed rulemaking on October 28, 1996 (61 FR 55614) and December 24, 1996 (61 FR 67764), the receipt of comments in response, as well as, a public forum held on May 29, 1997, which afforded interested parties an opportunity to address oral and written comments to the Maritime Administration and Export-Import Bank officials. Based on the positions enunciated by ocean carriers and shippers, reflecting their divergent interests, MARAD concluded that the circumstances which lead to grant of waivers to allow use of foreign-flag vessels to carry PR 17 cargo when U.S.-flag vessels are not available are such that discrete rules of general applicability are not necessary or feasible. Accordingly, the grant of waivers will continue on the basis of the long held policy of case-by-case determinations. Approval to amend the current information collection requirement (OMB No. 2133-0013) regarding Public Resolution 17 is pending.

Statement of Policy on Public Resolution 17—73rd Congress

The Maritime Administrator has authorized the following statement describing the policies and procedures in administration of Public Resolution 17, 73rd Congress, 48 Stat. 500, 46 App. U.S.C. 1241-1, as applies to credits of the Export-Import Bank of the United States. A statement of policies and procedures with respect to other agencies of the Government will be issued as required.

1. Scope of Applicability

Public Resolution No. 17 provides that where loans are made by an instrumentality of the Government to foster the exporting of agricultural or other products, provision shall be made that such products be carried exclusively in vessels of the United States unless the Maritime Administration shall certify to the lending agency that such vessels are not available as to numbers, tonnage capacity, sailing schedule or at reasonable rates. The Resolution is applicable to credits of the Export-Import Bank for the purpose of

financing the acquisition and shipment of United States products or services. The Bank includes in any such credit agreement a requirement that shipments be made in United States flag vessels, except to the extent a waiver of that requirement may be granted by the Maritime Administration, as outlined hereinafter. The Bank refers to the Maritime Administration any requests for waivers received by it and follows the decisions of the Maritime Administration with respect thereto.

2. Types of Waivers

The general process for all waiver requests are is set forth in Appendix A, attached hereto. Guidelines for the information to be included in the waiver request set forth in Appendix B, attached hereto.

(A) Non-Availability Waivers

When it appears that U.S. vessels will not be available from the port or area of shipment to the foreign destination within a reasonable time or at reasonable rates, foreign borrowers, public or private, or their representatives in the United States may apply directly to the Maritime Administration, Office of Cargo Preference, for waiver of the U.S. flag requirement. Requests for waivers shall be in writing. The Maritime Administration will make such investigation as appears warranted to determine whether U.S. flag vessels are available and will reply in writing with approval or denial of the waiver or may request additional information. Copies of approved waivers or denials will be sent to the Export-Import Bank.

Such waivers shall apply to the specific cargo movements occurring during the period of U.S. flag non-availability as approved and the name of the ship, date of sailing, load and discharge ports, ocean freight and weight of cargo shall be reported to the Maritime Administration with a rated copy of the bill of lading.

Those foreign borrowers, public or private, and/or their United States representatives and exporters who know their credit will involve more than one shipment of cargo are strongly encouraged to meet with the U.S. flag carriers and then meet separately with the Maritime Administration, Office of Cargo Preference staff to provide full and complete information regarding the project, specifically identifying those cargoes on which a waiver might be sought. The information to be presented to the carriers and to the Maritime Administration is listed in Appendix C attached hereto.

(B) General Waivers

In certain circumstances, notwithstanding the availability of U.S. flag vessels, recipient nation vessels may be authorized to share in the ocean carriage of Export-Import Bank financed movements, but not in excess of fifty percent of the total movement under the credit. Such participation, representing a reduction of the U.S. flag share, may be granted when the Maritime Administration is satisfied that parity of treatment is extended to U.S. vessels in the trade of the foreign nation. When foreign borrowers, public or private, or the primary U.S. exporter desire such general waivers in order to make partial use of their own national flag vessels, application must be made to the Maritime Administration, Office of Cargo Preference, for a General Waiver applicable to the particular credit. When application is made by private interests, sponsorship by an official of the foreign government may be requested in order to obtain satisfactory understanding that the recipient nation undertakes to maintain conditions of the fair and equitable treatment for U.S. flag shipping.

(1) Such waivers, if granted, shall apply only to vessels of recipient nation registry to the extent of their capacity to carry the cargo, based on normal flow of the traffic from interior through ports of shipment, but not in excess of fifty percent of the total movement under the credit.

(2) General Waivers will normally apply throughout the life of the credit, but may be reconsidered at any time by the Maritime Administration or the Export-Import Bank in the light of altered circumstances.

(3) The record of flag distribution between U.S. and recipient national flag vessels shall be based on (a) both manifest weight and ocean freight revenue; and/or (b) such other units as may be found suitable in exceptional circumstances.

(4) Applicants or their representatives in the United States shall provide reports of movements to the Maritime Administration, Office of Cargo Preference, at monthly or other intervals as arranged, in the general form of Appendix D, attached hereto. The data to be included on these reports may be varied by the Maritime Administration to meet specific circumstances of the movements from time to time.

(5) The granting of a General Waiver will not take place until the Maritime Administration, Office of Cargo Preference, has received written confirmation of the applicant's agreement to the foregoing terms and

conditions and has been advised of the name and address of the designee located in the United States who will be responsible for controlling the routing of the cargo and providing the required monthly reports.

(C) Compensatory Waivers

When a foreign borrower, public or private, or their representatives in the United States, prior to the Export-Import Bank credit agreement or in honest error, moves cargo on a foreign flag vessel and subsequently determines a waiver is needed to meet Export-Import Bank financing requirements, said exporter may apply directly to the Maritime Administration, Office of Cargo Preference, for a Compensatory Waiver. The Maritime Administration, after investigation, may grant a Compensatory Waiver whereby the exporter contracts in writing with the Maritime Administration to move an equivalent amount of ocean freight revenue of non-government impelled cargo on U.S. flag vessels within a specified time period.

(D) Extended Waivers

If a foreign borrower, public or private, or their representatives in the United States, believes that an Extended Waiver is necessary to best serve the exports of United States products or services related to the Export-Import Bank credit, said exporter may apply to the Maritime Administration, Office of Cargo Preference, for up to a six month waiver of the U.S. flag requirement. A condition precedent to the Maritime Administration granting an Extended Waiver is that the exporter shall meet with the U.S. flag carriers and then shall meet separately with the Maritime Administration, Office of Cargo Preference staff to provide full and complete information regarding the project, specifically identifying those cargoes on which the waiver is sought. The information to be presented to the carriers and to the Maritime Administration is listed in Appendix C, attached hereto.

After investigation, the Maritime Administration may grant a waiver for a period of time not to exceed six months to cover specific identified cargoes. Depending on investigations of reasons cited by the exporter, and after consultation with the U.S. flag carriers, the Maritime Administration may grant up to a three month extension of the waiver on such specific identified cargoes.

3. Considerations Influencing Approval of Applications for Waivers

(A) In the disposition of applications for General Waivers under Paragraph 2(B) the Maritime Administration will take into consideration:

(1) The treatment accorded U.S. flag vessels in the trade with the recipient nation, particularly whether U.S. flag vessels have parity of opportunity vis-a-vis national flag or other foreign flag vessels to solicit and participate in movements controlled in the foreign nation; parity in the application of consular invoice fees, port charges and facilities; also parity of exchange treatment including the privilege of converting freight collections to dollars as needed. Information will be sought from U.S. ship owners and other sources as to their experiences in the particular trade;

(2) The national policy of the United States, including the Merchant Marine Act of 1936, as well as the purpose of the Export-Import Bank in authorizing the credit.

(B) In the disposition of applications for non-availability waivers under Paragraph 2(A) or 2(D), the Maritime Administration will take into consideration:

(1) If the applicant followed the process set forth in Appendix A and provided the waiver information in Appendix B and met with the U.S. flag carriers and with the Maritime Administration at the beginning of the project to provide the information listed in Appendix C;

(2) The national policy of the United States, including the Merchant Marine Act of 1936, as well as the purpose of the Export-Import Bank in authorizing the credit.

Attachments

Appendix A: Waiver Request Procedures

Appendix B: Waiver Request Required

Information

Appendix C: Information and

Communication Guide

Appendix D: Movement Reports Guide

Appendix A—(OMB No. 2133-0013 Applies to This Collection of Information)

Waiver Request Procedures

A. Non-Availability Waivers

STEP:

1. The foreign borrowers, public or private, or their United States representative receives or expects to receive Export-Import Bank credit approval. (Note: Shipments could commence prior to the credit approval. See the section on Compensatory Waivers.) In the early stages of the

project, either prior to or when the credit is approved, the shipper should meet with the U.S.-flag carriers and the Maritime Administration and discuss the project cargoes detailing the information suggested in Appendix C.

2. The shipper must present its Request for Quotation (RFQ) for ocean service to the carriers at least forty-five (45) calendar days in advance of the intended shipping date. For efficiency, the RFQ also should be sent to the Maritime Administration. The RFQ should be presented at the same time and with the same information to all carriers, both U.S. and foreign. The RFQ must be given to all U.S.-flag carriers who may have service or could initiate service and should contain the most detailed information available regarding the commodities, sizes and weights. The shipper must give carriers at least fourteen (14) calendar days in which to respond.

3. The U.S.-flag carriers must respond to the RFQ within fourteen (14) calendar days either declining the cargo or providing an offer addressing both the rate quotations and the logistical needs expressed in the RFQ.

4. If the shipper cannot find a U.S.-flag carrier to handle the cargo, the shipper must present a waiver request to the Maritime Administration at least thirty (30) calendar days in advance of the intended shipping date. The request must contain all the required information as shown in Appendix B.

5. The Maritime Administration will review the application, verify the waiver documentation provided by the shipper, make such investigations or request further information as needed, and canvass the market for U.S.-flag carriers to handle the cargo.

6. The Maritime Administration will reply in writing either approving or denying the waiver.

B. General Waivers

1. As set forth in Policy Statement paragraph 2(B), if a foreign borrower or primary U.S. exporter desires to make partial use of registered vessels of the recipient nation for a specific Export-Import Bank credit, a written request must be made to the Maritime Administration, Office of Cargo Preference.

2. The Maritime Administration will make such investigations as needed, including consultations with U.S.-flag carriers, to determine that parity of treatment is extended to U.S.-flag vessels in the trade of that foreign nation.

3. If the Maritime Administration does not find discrimination, it will

advise the applicant that a General Waiver may be granted at such time as the Maritime Administration receives written confirmation of the applicant's agreement to the terms and conditions set forth in Policy Statement paragraph 2(B). When such written confirmation is received, the Maritime Administration will grant the General Waiver in writing with a copy to the Export-Import Bank.

C. Compensatory Waivers

1. If a Compensatory Waiver is needed (Policy Statement paragraph 2(C)), the shipper should make a written application to the Maritime Administration, stating the reasons, identifying the Export-Import Bank credit number and country, and attaching freighted copies of the ocean bill of lading covering the erroneously shipped cargoes.

2. After investigation, if the Maritime Administration decides to grant a Compensatory Waiver, the shipper will be notified of the requirements and will have to execute a written agreement to meet those requirements.

3. Upon receipt of the written contract from the shipper, the Maritime Administration will issue the waiver.

D. Extended Waivers

1. If an Extended Waiver (Policy Statement paragraph 2(D)) is desired, this should be made known during both the meeting with the U.S. carriers and the meeting with the Maritime Administration and the specific cargoes to be moved during said waiver time period should be identified. Subsequently, the shipper will canvass the market for U.S.-flag carriers to handle the identified cargoes. If none can be found the shipper will make written application to the Maritime Administration detailing the information as required in Appendix B and stating the requested beginning and ending dates of the extended waiver period. The application must be received by the Maritime Administration at least forty-five (45) calendar days prior to the intended commencement of the requested Extended Waiver period.

2. The Maritime Administration will review the application in light of the information presented at the earlier meeting and will also consult with the U.S. carriers. If necessary, additional information may be requested.

3. If no U.S.-flag carrier can be found, an Extended Waiver for the agreed time period, conditions and specific identified cargoes will be granted.

4. Should there be a delay in the availability for shipment of the identified cargo under an Extended

Waiver, the Maritime Administration may consider an extension of time sufficient to ship said cargoes but not to exceed three months. In this event, the shipper should notify the Maritime Administration as soon as possible but at least 30 days prior to the end of the Extended Waiver period, documenting the reasons for the delay and requesting the extension. After investigation and consultation with the U.S. carriers, the Maritime Administration may grant an extension.

5. To meet the needs of the Export-Import Bank, once an Extended Waiver is granted by the Maritime Administration, the shipper will have to provide the Maritime Administration the Export-Import Bank credit number and country, vessel name, registry, sailing date, load port, discharge port, weight in pounds, FAS value of cargo, ocean freight, list of cargoes shipped and a freighted copy of the bill of lading for each voyage made under the terms of the Extended Waiver. This information must be provided within thirty (30) days of the date of loading. The Maritime Administration will then issue a standard waiver letter for each voyage for presentation to the Export-Import Bank. This resulting standard waiver letter will only cover those cargoes specifically identified and previously agreed under the Extended Waiver. If a shipper wishes to place any additional cargoes on the same voyage, they must utilize the standard waiver procedure, detailed in Appendix A paragraph A, with appropriate notice to the U.S. carriers.

Appendix B—(OMB No. 2133-0013 Applies to This Collection of Information)

PR-17 Statutory Waiver Request—Format

The below information is required to process a statutory waiver request. This information should be mailed or faxed to Office of Cargo Preference, Room 8118, Maritime Administration, 400 Seventh Street, SW., Washington, DC 20590. Fax number is 202-366-5522.

RE: Eximbank Credit No. (Enter the number)-Country (Enter Country name).

Applicant: (Name of company seeking the waiver. Should be the cargo shipper or beneficial owner. If a freight forwarder or other party makes the application, it must clearly state on whose behalf they are seeking the waiver and that they legally represent said party.)

Vessel: (Name of vessel you propose to use. Enter "To Be Named" if unknown. Note that actual vessel must

be named prior to a final waiver being issued.)

Registry: (Nation of registry of vessel).
Commodity: (Short one line description similar to Acquisition List line items. Attach detailed description as part of packing list or similar document.)

Weight: (Total weight in pounds. Attach details of individual shipping components with dimensions and weights as part of packing list or similar document.)

Value of Shipment: (FAS value in US dollars).

Ocean Freight: (Actual or estimated ocean freight charges from carrier you propose to use.)

Loading Port: (Desired port to load cargo.)

Loading Date: (Date when cargo will be ready to load.)

Discharge Port: (Desired port of destination for ocean carriers.)

Written reason(s) for the waiver request with documentation supporting each reason attached.

The following language must be included in any waiver request above the signatory block.

"This application is made for the purpose of inducing the United States of America to grant a waiver of Public Resolution 17 and the rules and regulations prescribed to carry out the provisions of PR-17. I have carefully examined the application and all documents submitted in connection therewith and, to the best of my knowledge, information and belief, the statements and representatives contained in said application and related documents are full, complete, accurate and true.

Signature:

Name (typed):

Title:

Date:"

The Following Documents Must Be Attached

1. Copy of the "Request for Quotations (RFQ)" package which the shipper sent to the carriers. Note it is preferable that the shipper send a copy of the RFQ to Maritime Administration at the same time it is sent to the carriers, in which case it is not necessary to attach another copy. The RFQ should contain the most detailed information available regarding the commodities, sizes and weights. A packing list is preferable.

2. A list of all carriers, with names of personnel, to whom the RFQ was sent.

3. Attach copies of any responses received from any US-flag carriers.

4. Documentation supporting each reason justifying the need for a waiver.

For example, a contract problem requires a copy of the applicable contract clauses; a letter of credit problem requires a copy of the L/C; US-flag service not available requires copies of written declinations by the US carriers; etc.

Note: The U.S. Criminal Code makes it a criminal offense for any person knowingly to make a false statement or representation to, or to conceal a material fact from, any department or agency of the United States as to any matter within its jurisdiction (18 U.S.C. 1001), or to file a false, fictitious or fraudulent claim against the United States (18 U.S.C. 287). Civil fraud may incur fines of \$10,000 plus 3 times damages and expenses of government recovery. Criminal fraud provides up to 5 years imprisonment. In addition, corporations may be debarred from further Government contracts.

Appendix C.—(OMB No. 2133-0013 Applies to This Collection of Information)

Information and Communication

At the beginning of a project shippers should:

- meet with the U.S.-flag ocean carriers
- meet with the Maritime Administration
- Purpose:
 - layout project in as much detail as possible
 - discuss contract requirements
 - discuss any unique or expected problem requirements
 - discuss purchase process, sourcing, timing
 - provide best estimates, details, pictures of types of cargo
 - discuss what cargoes should move together and why
 - discuss anticipated shipment dates tied to project schedules
 - discuss items which doubt U.S. carriers can handle & alternatives
 - obtain carrier capabilities & alternatives
 - discuss proposed allocations between U.S. & foreign carriers
 - discuss impacts on foreign content requirements
 - establish a working relationship with carriers

In addition, for the Maritime Administration meeting:

- discuss potential compensatory waivers if applicable
- discuss reporting requirements
- provide written commitment to support the U.S. merchant marine on all cargoes when possible
- establish a working relationship with Maritime Administration

As the project progresses, keep the carriers and Maritime Administration informed of progress related to initial projections and unforeseen problems as they arise.

The more each party understands the others objectives and capabilities, the better the communications and the smoother and faster the process if a waiver is ever needed.

BILLING CODE: 4910-81-P

APPENDIX D

(OMB No. 2133-0013 applies to this collection of information.)

|  U.S. Department of Transportation Maritime Administration | MONTHLY REPORT OF OCEAN SHIPMENTS MOVING UNDER EXPORT-IMPORT BANK FINANCING | | | | OMB No. 2133-0013 Public reporting burden of this collection of information is estimated to average 30 minutes per response. Send comments regarding this burden estimate or any other aspect of this information collection to the Maritime Administration, Office of Management Services, 400 Seventh Street, S.W., Room 7225, Washington, DC 20590, and to the Office of Management and Budget, Paperwork Reduction Project (2133-0013), Washington, DC 20503. | | SHIPMENT DURING MONTH OF: SHIPMENTS TO: <i>(Name of Country)</i> EXPORT-IMPORT CREDIT NO. DATE OF THIS REPORT: FROM: SUBMITTED: | |
|---|--|----------------|--|----------|--|----------------|--|-----------------------|
| | Load Port | Discharge Port | Name of Vessel | Registry | Brief Description of Cargo | Value of Cargo | Weights Tons (2240 lbs.) | Ocean Freight Charges |
| | | | | | | | | |
| STATUS OF SHIPMENTS TO DATE | | | | | | | | |
| | UNITED STATES FLAG Value of Cargo Weight Tons (2240 lbs.) Ocean Freight Charges | | RECIPIENT FLAG Value of Cargo Weight Tons (2240 lbs.) Ocean Freight Charges | | THIRD FLAG Value of Cargo Weight Tons (2240 lbs.) Ocean Freight Charges | | | |
| Prior Cumulative Totals | | | | | | | | |
| This Report | | | | | | | | |
| Grand Total | | | | | | | | |

Dated: June 25, 1997.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary,

[FR Doc. 97-17062 Filed 7-1-97; 8:45 am]

BILLING CODE 4910-81-C

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Planning Grants To Support the Demonstration and Evaluation of Pre-Driver Licensure Drug Testing Programs

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Announcement of the availability of funds and request for grant applications to support planning for the demonstration and evaluation of pre-driver licensure drug testing programs.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces the availability of Federal funds to support the planning effort necessary to demonstrate and evaluate the effectiveness of pre-driver licensure drug testing to deter drug use, reduce drug impaired driving, and promote public safety. Depending on availability of funds, up to \$2 million will be made available for these planning grants.

The planning grants solicited by this announcement will allow interested states to carefully investigate the options and resolve the many complex practical and legal issues associated with developing a pre-driver licensure drug testing program and to develop a detailed proposal for federal funding to support implementation of the demonstration program.

NHTSA anticipates funding, under a separate announcement, two (2) to four (4) demonstration and evaluation projects for a period of two years for selected states to devise and test essential core elements of pre-driver licensure drug testing. The demonstration states would have considerable flexibility in implementing the program, which would be fully evaluated through a single, independent evaluation. Because of the many complex practical and legal issues associated with designing and implementing a program of this type, NHTSA intends to follow a two stage process to encourage states to participate in the demonstration program. The first step involves the issuance of planning grants (covered under this notice), followed by competitively awarded demonstration

grants (covered under a separate announcement to be issued at a later date).

DATES: Applications must be received at the office designated below on or before August 12, 1997.

ADDRESSES: Applications must be submitted to the National Highway Traffic Administration, Office of Contracts and Procurement (NAD-30), ATTN: Joe Comella, 400 7th Street, SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Grant Program No. DTNH22-97-G-05277. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Joe Comella, Office of Contracts and Procurement, at (202-366-9568). Programmatic questions relating to this grant program should be directed to Dr. Richard P. Compton, Science Advisor, Traffic Safety Programs, NHTSA, Room 6240 (NTS-30), 400 7th Street, SW., Washington, DC 20590 (202-366-2699).

SUPPLEMENTARY INFORMATION:

President Clinton's Directive

President Clinton, in his weekly radio address to the nation on October 19, 1996, urged stronger measures to reduce the incidence of drug use by teens and reduce driving under the influence of drugs in general. That same day, the President asked the Director of National Drug Control Policy and the Secretary of Transportation to present recommendations to him within 90 days that would meet the two goals. The President's directive specifically requested that the recommendations consider drug testing for minors applying for driver licenses.

A task force, led by the Department of Transportation (DOT) and the Office of National Drug Control Policy (ONDCP), and including representatives from the Departments of Education (DOE), Health and Human Services (DHHS), and Justice (DOJ), studied the issues. The task force reviewed relevant background information, consulted with interested agencies, organizations, and constituencies (including youth in 27 states, the District of Columbia, the Cherokee Nation and the Virgin Islands), and drafted recommendations for consideration.

Those recommendations called for a Federally funded demonstration program, conducted by 2-4 states over two years, to devise and test essential core elements of pre-driver licensure drug testing. The demonstration states

would have considerable flexibility in implementing the program, which would be fully evaluated through a single, independent evaluation.

The task force felt that pre-licensure testing would send an important message to America's youth that drugs and driving don't mix. It should be instituted as part of a systematic strategy to deter drug use and drugged driving. Pre-licensure testing, by itself, should reduce drug use and drugged driving by some youth. If combined with some form of unscheduled testing, after crashes or driving violations, its effects should be even greater and will promote public safety. Drug testing would also identify youth who are experimenting with or using drugs so that they can be referred to drug assessment and appropriate interventions as a condition of reapplying for a driver's license.

Many choices must be made in implementing a pre-driver licensure drug testing program: Who should be tested, when and by whom should they be tested, for what drugs, and under what circumstances. Some options raise substantial legal issues; some are quite expensive. Other options raise procedural or logistical issues or may have unexpected effects. Because of these complexities, it was felt that a 2-4 state demonstration program will encourage different approaches to be tested and evaluated, so that their strengths and weaknesses can be determined.

NHTSA aims to determine the effectiveness of pre-licensure drug testing on reducing drug use, drug impaired driving and promoting public safety, determine the impacts of promising program models, and address a range of implementation issues of importance to other states, the Federal Government, and the general driving public. Evaluation findings will be shared with State administrators to help them in their efforts to improve safety on their roads and reduce drug use in their states.

Planning grants made available under this announcement will be for a period not to exceed six (6) months. In FY 1998, the Federal Government will solicit proposals for federal support to implement pre-licensure drug testing programs. A separate application will be necessary to be considered for an implementation grant. States choosing not to participate in these planning grants may still apply for an implementation grant.

This program announcement consists of four parts. Part I provides background information on drug use by youth, drugs and driving, state laws regarding driving under the influence of drugs, drug