

[CGD 95-003]

Prevention Through People**AGENCY:** Coast Guard, DOT.**ACTION:** Notice of meetings with request for comments.

SUMMARY: On January 13, 1995, the Coast Guard published a notice (60 FR 3288) concerning the formation of a Quality Action Team (QAT) to address the human element in marine accidents. From the report issued by this QAT, the docket, [additional comments through public contacts], workshops, and the Coast Guard advisory committees, a strategic plan for Prevention Through People (PTP) has been developed. The Coast Guard will hold four public meetings to discuss the PTP Strategic Plan. The Coast Guard would also like to solicit comments on specific topics as listed below. The meetings will be held on the dates and at the locations listed below.

DATES: See **SUPPLEMENTARY INFORMATION** section for details on the meeting dates and comment deadlines.

ADDRESSES: See **SUPPLEMENTARY INFORMATION** section for meeting addresses and the address for mailing public comments.

FOR FURTHER INFORMATION CONTACT: CDR Mark G. VanHaverbeke, Human Element and Ship Design Division (G-MSE-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone 202-267-2997, fax 202-267-4816, email fldr-he@comdt.uscg.mil.

SUPPLEMENTARY INFORMATION:**Background Information**

Over the years several studies have determined that the human element contributes to between 60 and 95 percent of marine casualties. The QAT issued its report in July 1995. They recommended the Coast Guard develop a long-term strategy to refocus accident prevention efforts from technical measures to the human element. PTP recognizes the critical role the human element plays in maritime safety. The PTP concept asserts that safe and profitable operations require a systematic approach toward the constant and balanced interaction between the elements of management, the work environment, individual behavior, and appropriate technology. A systematic approach compels us to consider the interaction between these elements based on a solid foundation of rules, regulations, and standards. PTP strives to bring together government and industry in making this cultural change.

It relies upon cooperation, innovation, and most importantly—people.

The Coast Guard developed the PTP Strategic Plan based on input from the marine industry and the findings of the PTP QAT. Supporting the PTP Strategic Plan is a Coast Guard focused implementing plan. Both plans are available by contracting the person listed above under **FOR FURTHER INFORMATION CONTACT**. The PTP Strategic Plan outlines the framework that an organization can use to build its own PTP program and develop its own implementation plan. The three major elements of the PTP Strategic Plan are the PTP vision, principles, and goals.

First, the vision is an idealized view of the future state of where the entire maritime industry would like to be in the future. It reads, "We will achieve the world's safest, most environmentally sound and cost-effective marine operations by emphasizing the role of people in preventing casualties and pollution." The vision is ambitious, yet achievable if we work together. It also inspires action by the Coast Guard, other government agencies, maritime unions, and industry.

Second, the principles establish the values and philosophy that will guide the actions of us all as we each implement PTP. The principles are:

1. Honor the Mariner—Seek and respect the opinion of those who "do the work," afloat and ashore.
2. Take a Quality Approach—Engage all elements of the marine transportation system to drive continuous improvements.
3. Seek Non-Regulatory Solutions—Emphasize incentives and innovation.
4. Share Commitment—Recognize and act upon the responsibility of government, management and workers to foster a safe and environmentally sound marine transportation system.
5. Manage Risk—Apply cost-effective solutions to marine safety and environmental issues, consistent with our shared public stewardship responsibilities.

Third, the goals describe the changes required to achieve the PTP vision. The goals are to:

1. Know More—Significantly expand our knowledge and understanding of the human element and its role in maritime operations and accidents.
2. Train More—Give members of the marine community the necessary skills and knowledge to improve safety and prevent pollution.
3. Do More—Improve professional performance through a practical application and open communication of human element knowledge within the

marine community including Coast Guard and maritime personnel.

4. Offer More—Provide incentives for improvement in safety management systems.

5. Cooperate More—Work together to address the human element in transportation safety and pollution prevention.

Our PTP Implementation Plan is an internal, working document that contains the objectives and activities required to meet the PTP goals. Other organizations, such as marine companies and maritime unions, can use the Coast Guard's Implementation Plan as a guide to create their own.

A synopsis of the ongoing projects include:

1. Demonstrating the financial benefits of implementing PTP.
2. Redirecting Coast Guard education, training, and job recruitment to focus on understanding human error.
3. Creating avenues to share analyses, best practices, and lessons-learned.
4. Establishing a Streamlined Inspection Program.
5. Executing partnerships with maritime organizations including the American Waterways Operators (AWO), the Passenger Vessel Association (PVA), the United States Chamber of Shipping (USCS), and the American Petroleum Institute (API).
6. Developing ways to identify and test practical solutions to fatigue related issues.
7. Implementing the International Safety Management (ISM) Code and changes to the Standards for Training, Certification, and Watchkeeping Convention (STCW).
8. Providing guidance on the use of risk assessment and risk reduction procedures.

These and other projects will bring us closer to the vision of PTP.

Comments

The Coast Guard is soliciting feedback on the following areas. Please provide specific examples whenever possible. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ × 11 inches, suitable for copying and electronic filing. Please identify the docket by the docket number at the top of this notice. Comments should be sent to Public Docket, Room 3406, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. The deadline for comments is May 30, 1997. Comments will not be taken over the phone.

1. Lessons Learned and Near-Accidents. How do companies and mariners gather information on near-

accidents and the resulting lessons learned? What methods have proven successful? What methods have failed? Why? How is this information disseminated either aboard ship or throughout the company? How have the issues of liability and fear of retribution been addressed?

2. Partnerships. Please share company experiences with intra-industry, inter-industry, and industry/government partnerships. What has been your company's experience working with a shared VTS system and/or a port safety committee?

3. Management. Recognizing that the International Safety Management Code is voluntary for the domestic fleet, are you aware of any specific management-driven initiatives designed to foster focus on human element issues? What have been the results of these initiatives?

4. Cost of Safety. How is safety cost-effective in your company? What is the value of safety? What factors were used to measure the value of safety? How do these costs compare with the benefits you are realizing?

5. Fatigue. Please share company experience with fatigue. What countermeasures have proven successful against fatigue?

6. Information sharing. How is information shared between industries (i.e. between tankers and cargo ships)? How is it shared between companies within an industry?

7. Waterway Management. Please identify low cost/no cost safety solutions that can be applied to increase overall confidence in America's ports and waterways.

Public Meeting

Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations should notify the person listed above under **FOR FURTHER INFORMATION CONTACT** no later than the day before the meetings. Written material may be submitted prior to, during, or after the meetings. The Coast Guard is not required to address the comments at the public meetings.

The meetings will be held:

1. New Orleans—February 25, 1997, 3:00 p.m. to 6:00 p.m., at the Hyatt Regency Hotel, Loyola Ave. & Poydras Plaza, New Orleans, LA 70140-1012.

2. Oakland—February 28, 1997, 9:00 a.m. to 1:00 p.m., at the Oakland Federal Building, Third Floor Conference Center, 1301 Clay Street, Oakland, CA 94612.

3. St. Louis—March 26, 1997, 1:00 p.m. to 5:00 p.m., at the Robert A. Young Federal Building, Second Floor Auditorium, 1222 Spruce St., St. Louis, MO 63103.

4. Providence, RI—April 18, 1997, 12:30 p.m. to 4:30 p.m. Because the meeting site is not yet determined, persons wishing to attend this meeting should contact the person listed above under **FOR FURTHER INFORMATION CONTACT** for information about the meeting location.

Information on Services for the Handicapped

Contact CDR VanHaverbeke for information on facilities or services for the handicapped or to request special assistance at the meetings as soon as possible.

Dated: January 24, 1997.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

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Federal Railroad Administration

[FRA Emergency Order No. 14, Notice No. 4]

Eureka Southern Railroad Company (a.k.a. Northwestern Pacific Railroad); Notice of Limited Relief From Emergency Order No. 14

AGENCY: Federal Railroad Administration, Department of Transportation.

ACTION: Notice of partial relief.

SUMMARY: This notice provides partial relief for the Northwestern Pacific Railroad (formerly the Eureka Southern Railroad) from the limitations of Federal Railroad Administration Emergency Order No. 14. The relief allows the railroad, using specified procedures, to transport hazardous materials when the transportation is necessary for the railroad to effect repairs on the railroad. Transportation of hazardous materials for other purposes, as well as passenger transportation, remain prohibited.

FOR FURTHER INFORMATION CONTACT: James T. Schultz, Regional Administrator, Region 7, Federal Railroad Administration, 801 I Street, Suite 466, Sacramento, California 95814, (916) 498-6540; or Nancy Lummen Lewis, Trial Attorney, Office of Chief Counsel, Federal Railroad Administration, 400 Seventh Street, S.W., Washington, D.C., (202) 632-3162. **SUPPLEMENTARY INFORMATION:** The Federal Railroad Administration (FRA)

gives notice of limited relief granted to the Eureka Southern Railroad Company, now known as the Northwestern Pacific Railroad (NWP), from certain conditions of this emergency order. This relief will permit the NWP to transport hazardous materials, under circumstances specified in this notice, over its line of track between Willits and Fort Seward, California (milepost 145.5 to milepost 216.6).

Background

As issued June 7, 1990, this emergency order prohibited Eureka Southern Railroad Company from operating passenger service and from transporting hazardous materials on its line between Willits and Eureka, California (milepost 142.5 to milepost 284.1). On October 1, 1990, FRA published notice that the emergency conditions no longer existed between mileposts 142.5 and 145.5, and between mileposts 216.6 and 284.1. The restrictions of the emergency order were lifted on those areas of track. In a third notice, published November 27, 1992, FRA stated that the prohibitions of the emergency order for the remaining track continued in effect for the new owner of the Eureka Southern Railroad, the North Coast Railroad Authority. The North Coast Railroad Authority operates the NWP.

In July, 1996, the NWP requested that FRA allow the railroad to transport fuel oil to contractors performing work on the NWP right-of-way within the restricted area. The fuel oil is needed for railroad internal use to service heavy earth moving equipment. There exists no other means of access to these work areas.

Following investigations conducted by FRA, I conclude that the relief requested by NWP is necessary to facilitate the railroad's efforts to maintain and improve its trackage. The relief requested is in the interest of railroad safety.

Relief

NWP may transport over its rail line between Willits and Fort Seward, California materials required by 49 CFR parts 171-179 to be placarded as hazardous under the following terms and conditions:

- (1) The material(s) must be for the internal use only by NWP for construction, maintenance and operation of the railroad.
- (2) Any movement of the material(s) shall be transported by special train, operated solely for that purpose.
- (3) Maximum speed of train movements of the material(s) shall be 10