	Percent
BUSINESSES WITH CREDIT AVAILABLE ELSEWHERE ...	8.000
BUSINESSES AND NON-PROFIT ORGANIZATIONS WITHOUT CREDIT AVAILABLE ELSEWHERE	4.000
OTHERS (INCLUDING NON-PROFIT ORGANIZATIONS) WITH CREDIT AVAILABLE ELSEWHERE	7.000
For Economic Injury:	
BUSINESSES AND SMALL AGRICULTURAL COOPERATIVES WITHOUT CREDIT AVAILABLE ELSEWHERE ...	4.000

The numbers assigned to this disaster for physical damage are 319406 for Alabama and 319506 for Tennessee. For economic injury the numbers are 9D2000 for Alabama and 9D2100 for Tennessee.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: July 6, 1999.

Fred P. Hochberg,

Acting Administrator.

[FR Doc. 99–18132 Filed 7–15–99; 8:45 am]

BILLING CODE 8025–01–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG–1998–4765]

Coast Guard ''Optimize Training Infrastructure'' Initiative

AGENCY: Coast Guard, DOT.

ACTION: Notice of selection of preferred alternative.

SUMMARY: The Coast Guard announces the selection of a preferred alternative for the ''Optimize Training Infrastructure'' (OTI) Initiative. The OTI Initiative examines the ability of the Coast Guard's training infrastructure (training methods, personnel, and facilities) to support changing technological and operational conditions in an efficient, cost-effective manner.

DATES: In approximately four weeks, we will publish a notice in the **Federal Register** that announces the availability of the Programmatic Environmental Assessment (PEA) and proposed Finding of No Significant Impact (FONSI) for public review, announces public meetings to be held in Petaluma, CA, Cape May, NJ, and Yorktown, VA, and requests comments.

ADDRESSES: Copies of the PEA and the proposed FONSI will be available at local libraries in Cape May, NJ, Petaluma, CA, and Yorktown, VA, and through the web site for the Department of Transportation's Docket Management System at http://dms.dot.gov (located at docket USCG–1998–4765). All documents posted in the docket are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL–401, 400 Seventh Street SW., Washington, DC 20590–0001, on the Plaza level of the Nassif Building between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, the NEPA process, and NEPA documents, contact Ms. Susan Boyle, Commander(se), USCG–MLC Pacific, Coast Guard Island, Building #54D, Alameda, CA 94501, at 510–437–3973 or at e-mail CoastGuard@ttsfo.com. For questions on the OTI Initiative, contact LCDR Keith Curran, Reserve and Training Directorate (G–WT), Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593, at 202–267–2429 or at e-mail CoastGuard@ttsfo.com.

SUPPLEMENTARY INFORMATION:

The Preferred Alternative

Under the preferred alternative, we would retain all four training centers and, where cost effective, fill any excess training capacity with non-training and training-related functions.

This preferred alternative is based on the fact that the Coast Guard is currently experiencing a surge of new recruits— significantly increasing the demand on the Coast Guard's training system. Student flow has increased at the recruit and apprentice level training centers as recruiting efforts have increased. Additionally, many of our ships and stations have reduced crews, requiring individuals to be fully trained upon arrival at their new duty station, thereby increasing training demands. Therefore the Coast Guard plans to continue operations of all Training Centers and look into establishing ''Centers of Excellence'' to improve training development and delivery.

Training and non-training units not currently located at one of the training centers will be evaluated for possible relocation to the TRACENs. Once specific units are identified for relocation, we would conduct and prepare any necessary additional environmental analyses and documentation.

Dated: July 7, 1999.

J.B. Willis,

Captain, U.S. Coast Guard, Acting Director of Training.

[FR Doc. 99–17808 Filed 7–15–99; 8:45 am]

BILLING CODE 4910–15–M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–1999–5946]

Crowley American Transport, Inc.; Application for Approval of the Proposed Transfer of Maritime Security Program Operating Agreements (MA/MSP–13 Through MA/MSP–15)

Counsel for Crowley American Transport, Inc. (Crowley) and American Automar, Inc. (Automar), by letter dated July 2, 1999, has notified the Maritime Administration (MARAD), of the proposed transfer of three Maritime Security Program (MSP) Operating Agreements (MA/MSP–13 through 15) from Crowley to Automar International Car Carriers Inc. (AICC), a wholly-owned subsidiary of Automar, pursuant to section 652(j) of the Merchant Marine Act of 1936, as amended (Act). Crowley was awarded three MSP Operating Agreements for the U.S.-flag vessels, SEA FOX, SEA LION and SEA WOLF on December 20, 1996.

Automar has entered into an agreement with Crowley, whereby Automar or its wholly-owned subsidiaries will purchase certain container vessel assets of Crowley. The assets will include the two vessels formerly known as the SEA LION and SEA WOLF (renamed ''LTC CALVIN P. TITUS'' and ''SP 5 ERIC G. GIBSON'' respectively), which had been operating under MSP contracts, but are now intended to be operated under long-term contract to the U.S. Navy commencing in July 1999. Additionally, Crowley and Automar propose that certain related vessel assets and the three referenced MSP Operating Agreements be transferred from Crowley to Automar.

With respect to the transfer of MSP Operating Agreements, section 652(j) of the Act provides that ''A contractor under an operating agreement may transfer the agreement (including all rights and obligations under the agreement) to any person eligible to enter into that Operating Agreement under this subtitle after notification of the Secretary [of Transportation] in accordance with regulations prescribed by the Secretary, unless the transfer is disapproved by the Secretary within 90 days after the date of notification. A person to whom an Operating Agreement is transferred may receive payments from the Secretary under the agreement only if each vessel to be covered by the agreement after the transfer is an eligible vessel under section 651(b).''

Assuming MARAD does not disapprove the proposed transfer within 90 days of its acceptance of the completed application, Crowley and Automar have stated their intention to transfer MSP Operating Agreement MA/MSP–13 from the SEA FOX to the FAUST and MA/MSP–14 from the SEA LION to the FIDELIO. The FAUST and FIDELIO are existing U.S.-flag roll-on/roll-off (Ro/Ro) vessels and Automar has asserted that they are MSP eligible vessels under section 651(b) of the Act. Crowley and Automar have advised that this transfer is scheduled to occur on or before August 20, 1999. The third MSP Operating Agreement proposed for transfer is MA/MSP–15 from the SEA WOLF to the Ro/Ro vessel TANABATA, or an equivalent vessel, which is asserted to be an eligible vessel under section 651(b) of the Act, and would be reflagged to U.S.-registry no later than March 31, 2000.

In implementing the transaction, it is asserted that under a U.S. citizen owner trust structure, the vessels will be bareboat chartered to Automar's subsidiary (AICC) which will then time charter the FAUST, FIDELIO and TANABATA to American Roll-On Roll-Off Carrier LLC (ARC), a Delaware limited liability company, which will engage American V. Ships Marine, Ltd. (V Ships), to provide technical and management support to operate the FAUST, FIDELIO, TANABATA. These three vessels and a fourth existing U.S.-flag, non-MSP Ro/Ro vessel, the TELLUS, will be operated in U.S.-flag commercial service between the United States and Europe.

The application contains reference to section 804 of the Act concerning foreign-flag vessels which call on the United States and which are owned or chartered by a foreign corporation with connections to Automar. Automar asserts that the foreign involvement is limited to Fram Shipping Limited (Fram), a Bermuda corporation, which owns or charters foreign-flag vessels that may call on the United States from time to time, and which owns approximately 20 percent of the issued and outstanding shares of common stock of Automar. A foreign citizen director of Fram is also a director of Automar, however, the application states that Fram is only a portfolio investor and does not have the ability to divert any MSP payments to the foreign corporation or elect any director to Automar's board. Automar asserts that there is not sufficient foreign affiliation to require the application of section 804 restrictions.

Crowley and Automar have requested that MARAD allow the proposed transfers to become effective in accordance with the application and pursuant to law. This notice invites comments on legal and policy issues that may be raised by the Crowley and Automar proposal relating to the sale of the ships and the transfer of the three subject MSP Operating Agreements. MARAD has received one comment in advance of this notice, questioning whether one or more MSP contracts may be transferred without a simultaneous transfer of the vessel operated under that contract (namely SEA FOX) to the same purchaser.

A redacted copy of the transfer application will be available for inspection at the DOT Dockets Facility and on the DOT Dockets website (address information follows). Any person, firm, or corporation having an interest in this proposal and desiring to submit comments concerning the application may file comments as follows. You should mention the docket number that appears at the top of this document. You should submit your written comments to the Docket Clerk, U.S. DOT Dockets, Room PL–401 Nassif Building, Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590. Comments may also be submitted by electronic means via the Internet at http://dmses.dot.gov/submit/. All comments will become part of the docket. You may call Docket Management at (202) 366–9324. You may visit the docket room to inspect and copy comments at the above address between 10 a.m. and 5 p.m., EDT. Monday through Friday, except Holidays. An electronic version of this document is available on the World Wide Web at http://dms.dot.gov. Comments must be received no later than the close of business on July 23, 1999. This notice is published as a matter of discretion, and the fact of its publication should in no way be considered a favorable or unfavorable decision on the application, as filed, or as may be amended. MARAD will consider any comments timely submitted and take such action with respect thereto as may be deemed appropriate.

Dated: July 12, 1999.

By Order of the Maritime Administration.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 99–18120 Filed 7–15–99; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement (VISA)

AGENCY: Maritime Administration, DOT.

ACTION: Notice of open season for enrollment in fiscal year (FY) 2000 VISA Program.

Introduction

The VISA program was established pursuant to section 708 of the Defense Production Act of 1950, as amended (DPA), which provides for voluntary agreements for emergency preparedness programs. VISA was approved for a two year term on January 30, 1997, and published in the **Federal Register** on February 13, 1997, (62 FR 6837). Approval was extended through February 13, 2001, and published in the **Federal Register** on February 18, 1999 (64 FR 8214).

As implemented, VISA is open to U.S.-flag vessel operators of militarily useful vessels, including bareboat charter operators if satisfactory signed agreements are in place committing the assets of the owner to the bareboat charterer for purposes of VISA. By order of the Maritime Administrator on August 4, 1997, participation of U.S.-flag deepwater tug/barge operators in VISA was encouraged. Time, voyage, and space charterers are not considered U.S.-flag vessel operators for purposes of VISA eligibility.

VISA Concept

The mission of VISA is to provide commercial sealift and intermodal shipping services and systems, including vessels, vessel space, intermodal equipment and related management services, to the Department of Defense (DoD), as necessary, to meet national defense contingency requirements or national emergencies.

VISA provides for the staged, time-phased availability of participants' shipping services/systems to meet contingency requirements through prenegotiated contracts between the Government and participants. Such arrangements will be jointly planned with MARAD, U.S. Transportation Command (USTRANSCOM), and participants in peacetime to allow effective and best valued use of commercial sealift capacity, to provide DoD assured contingency access, and to minimize commercial disruption, whenever possible.

VISA Stages I and II provide for prenegotiated contracts between the DoD and participants to provide sealift