

**SUMMARY:** The Coast Guard is holding four public meetings at which interested parties will be given the opportunity to speak about issues relevant to Great Lakes Pilotage Bridge Hour Standards. The Coast Guard is conducting a review to determine the appropriate bridge hour standards for pilotage on the Great Lakes.

**DATES:** The meeting dates are:

1. September 5, 2002, 4 p.m. to 7 p.m., Massena, NY.
2. October 10, 2002, time to be announced in later notice, Duluth, MN.
3. October 21, 2002, 10 a.m. to 1 p.m., Cleveland, OH.
4. October 24, 2002, 10 a.m. to 1 p.m., Washington, DC.

Allow enough time to pass through security at Federal buildings. Written material and requests to make oral presentations should reach the Coast Guard not later than 2 working days before the meeting you plan to attend. These meetings may close early if all business is finished.

**ADDRESSES:** The meeting locations are:

1. Massena—St. Lawrence Hotel, corner of Main Street and West Orvis Street, Massena, NY 13662.
2. Duluth—location to be announced in later notice.
3. Cleveland—Marine Safety Office, Coast Guard Twin Anchors Club, 1055 E. 9th Street, Cleveland, OH 44114.
4. Washington—U.S. Department of Transportation Headquarters (Nassif) Building, room 6200–6204, 400 Seventh Street SW., Washington, DC 20590.

Send requests to make oral presentations, comments, and written material for distribution to LCDR Mary K. Jager, Commandant (G–MW), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593–0001. This notice, and the convening letter for the Coast Guard's review of Great Lakes Pilotage bridge hour standards, including review questions, are available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** LCDR Mary K. Jager, telephone 202–267–0715, fax 202–267–4700.

#### **SUPPLEMENTARY INFORMATION:**

##### **The Review**

The review is being conducted to study the Coast Guard's management and methodology for the development of Great Lakes pilotage bridge hour standards and to produce a recommendation of the appropriate standards. Bridge hour standards are a critical element in determining the number of U.S. pilots needed to provide service to commercial vessels engaged in foreign trade on the Great Lakes. The

current bridge hour standards are published in the appendix, Ratemaking Analyses and Methodology, to 46 CFR part 404.

#### **Procedural**

RADM J. T. Riker, USCGR will chair the four public meetings. The four public meetings are open for public participation. Please note that the meetings may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meeting. The speaker's time may be limited. Please bring a written copy of remarks to be entered into the record in the event that you are not able to complete them verbally. If you would like to make an oral presentation at a meeting, please notify LCDR Mary K. Jager no later than 2 working days before that meeting. If you would like a copy of your material distributed at a meeting, please submit 15 copies to LCDR Mary K. Jager no later than 2 working days before that meeting.

#### **Information on Services for Individuals With Disabilities**

For information on facilities or services for individuals with disabilities or to request special assistance at a meeting, contact LCDR Mary K. Jager as soon as possible.

Dated: August 19, 2002.

**Paul J. Pluta,**

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

[FR Doc. 02–21687 Filed 8–23–02; 8:45 am]

**BILLING CODE 4910–15–P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Highway Administration**

##### **Environmental Impact Statement; Wiscasset and Edgecomb, ME**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent; correction.

**SUMMARY:** The FHWA published a notice of intent in the **Federal Register** of July 29, 2002 concerning an environmental impact statement (EIS) to be prepared for a proposed highway project in the Towns of Wiscasset and Edgecomb, Maine. The county information is incorrectly listed; the correct county is Lincoln County, Maine.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mark Hasselmann, Manager, Right of Way and Environment, Maine Division, Federal Highway Administration, 40

Western Ave. Augusta, Maine 04330, Tel. 207/622–8355, ext. 24; Edward W. Hanscom, P.E., Project Manager, Maine Department of Transportation, State House Station 16, Augusta, Maine 04333–0016, Tel. 207/624–3320.

#### **Correction**

In the **Federal Register** of July 29, 2002, in FR Doc. 02–19027 Filed 7–26–02; 8:45 am, on page 49056 under Summary, change “Sagadahoc County, Maine” to read “Lincoln County, Maine.”

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

Issued on: August 19, 2002.

**Paul L. Lariviere,**

*Division Administrator, Federal Highway Administration, Augusta, Maine.*

[FR Doc. 02–21615 Filed 8–23–02; 8:45 am]

**BILLING CODE 4910–22–M**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Maritime Administration**

[Docket Number: MARAD–2002–13188]

##### **Requested Administrative Waiver of the Coastwise Trade Laws**

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel GAUGUIN.

**SUMMARY:** As authorized by Pub. L. 105–383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105–383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before September 25, 2002.

**ADDRESSES:** Comments should refer to docket number MARAD–2002–13188. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL–401, Department of Transportation, 400 7th

St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2307.

**SUPPLEMENTARY INFORMATION:** Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR part 388.

**Vessel Proposed for Waiver of the U.S.-Build Requirement**

(1) Name of vessel and owner for which waiver is requested.

*Name of vessel:* GAUGUIN. *Owner:* Michael Mickelwait.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "42' in length, displaces 16,500 lbs."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* "The intended use is for day charters, inter-island charters and sailing school cruises in the Hawaiian Island for six passengers or less."

(4) *Date and Place of construction* and (if applicable) rebuilding. *Date of construction:* 1995. *Place of construction:* France.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to*

*the applicant:* "Having been in this business for 28 years I suspect minimal impact on other operations of this type as they are practically non-existent in Hawaii."

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant:* "I also believe that this waiver would have no impact on U.S. shipyards."

Dated: August 20, 2002.

By Order of the Maritime Administrator.

**Christine S. Gurland,**

*Acting Secretary, Maritime Administration.*

[FR Doc. 02-21633 Filed 8-23-02; 8:45 am]

**BILLING CODE 4910-81-P**

**DEPARTMENT OF TRANSPORTATION**

**Maritime Administration**

**[Docket Number: MARAD-2002-13189]**

**Requested Administrative Waiver of the Coastwise Trade Laws**

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel MAKALI'I.

**SUMMARY:** As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before September 25, 2002.

**ADDRESSES:** Comments should refer to docket number MARAD-2002-13189. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will

be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

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**Vessel Proposed for Waiver of the U.S.-Build Requirement**

(1) Name of vessel and owner for which waiver is requested.

*Name of vessel:* MAKALI'I. *Owner:* Michael Mickelwait.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* "50' in length, 14.5 gross tonnage."

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* "The intended use is for day charters, inter-island charters and sailing school cruises in the Hawaiian Island for six passengers or less."

(4) *Date and Place of construction* and (if applicable) rebuilding. *Date of construction:* 1990. *Place of construction:* France.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant:* "Having been in this business for 28 years I suspect minimal impact on other operations of this type as they are practically non-existent in Hawaii."