

will be subject to compliance with Federal and Bureau regulations and guidelines and forwarded to Bureau grant panels for advisory review. Proposals may also be reviewed by the Office of the Legal Adviser or by other Department elements. Final funding decisions are at the discretion of the Department of State's Assistant Secretary for Educational and Cultural Affairs. Final technical authority for assistance awards resides with the Bureau's Grants Officer.

#### Review Criteria

Technically eligible applications will be competitively reviewed according to the criteria stated below. These criteria are not rank ordered and all carry equal weight in the proposal evaluation:

1. *Quality of the program idea:* Proposals should exhibit originality, substance, precision, and relevance to the program goals and mission. The proposal should demonstrate understanding of the South Pacific nations and of the needs of students from the region as related to the program goals.
2. *Program planning:* Detailed agenda and relevant work plan should demonstrate substantive undertakings and logistical capacity. Agenda and plan should adhere to the program overview and guidelines described above. Each component of the program should be addressed.
3. *Ability to achieve program objectives:* Objectives should be reasonable, feasible, and flexible. Proposals should explain how objectives will be met through specific activities to be carried out in the U.S. and in the South Pacific.
4. *Multiplier effect/impact:* Programs should strengthen long-term mutual understanding, including maximum sharing of information and establishment of long-term institutional and individual linkages. Anticipated results of the program in the South Pacific region as well as in the U.S. should be addressed.
5. *Diversity in the South Pacific Scholarship Program:* Proposals should demonstrate substantive support for the Bureau's policy on diversity. To the full extent possible, scholarship recipients for this program should be representative of diversity in the following categories: Country of origin/residence within the South Pacific; gender; ethnic community of origin within countries, where relevant; urban and rural regions (with emphasis on outreach beyond capital cities); and proposed fields of study within the general parameters outlined in this solicitation. The

proposal should explain what efforts will be undertaken to achieve these goals. The U.S. study and enrichment programs should also incorporate and demonstrate the diversity of the American people, regions and culture.

6. *Institutional Capacity:* Proposed personnel and institutional resources should be adequate and appropriate to achieve the program goals. The proposal should explain how the grantee organization will meet the requirements of students on this specific program. The proposal should describe the applicant's knowledge of, or prior experience with, students from the South Pacific nations, and/or other developing countries.

7. *Institution's Record/Ability:* Proposals should demonstrate an institutional record of successful exchange programs, including responsible fiscal management and full compliance with all reporting requirements for past Bureau grants as determined by Bureau Grant Staff. The Bureau will consider the past performance of prior recipients and the demonstrated potential of new applicants.

8. *Follow-on Activities:* The proposal should provide a plan for continued follow-on activity (without Bureau support) ensuring that Bureau-supported programs are not isolated events.

9. *Project Evaluation:* The proposal should include a plan to evaluate the activity's success, both as the activities unfold and at the end of the program. A draft survey questionnaire or other technique plus a description of a methodology that will link outcomes to original project objectives is recommended. The grantee will be expected to submit regular written reports (approximately three times each year.)

10. *Cost-effectiveness and cost-sharing:* The overhead and administrative components of the proposal, including salaries and honoraria, should be kept as low as possible. Proposals should maximize cost-sharing through other private sector support as well as institutional direct funding contributions. Budget estimates should be as accurate as possible over the full period of the grant.

11. *Value to U.S.-Partner Country Relations:* Proposed programs should receive positive assessments by U.S. Department of State's geographic area desk of potential impact and significance in the partner countries.

#### Authority

Overall grant making authority for this program is contained in the Mutual

Educational and Cultural Exchange Act of 1961, Public Law 87-256, as amended, also known as the Fulbright-Hays Act. The purpose of the Act is "to enable the Government of the United States to increase mutual understanding between the people of the United States and the people of other countries; to strengthen the ties which unite us with other nations by demonstrating the educational and cultural interests, developments, and achievements of the people of the United States and other nations \* \* \* and thus to assist in the development of friendly, sympathetic and peaceful relations between the United States and the other countries of the world." The funding authority for the program above is provided through legislation.

#### Notice

The terms and conditions published in this RFGP are binding and may not be modified by any Bureau representative. Explanatory information provided by the Bureau that contradicts published language will not be binding. Issuance of the RFGP does not constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements.

#### Notification

Final awards cannot be made until funds have been appropriated by Congress, allocated and committed through internal Bureau procedures.

Dated: March 13, 2003.

**Patricia S. Harrison,**

*Assistant Secretary for Educational and Cultural Affairs, Department of State.*

[FR Doc. 03-6730 Filed 3-19-03; 8:45 am]

BILLING CODE 4710-05-P

---

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD 2003-14708]

#### Sargeant Marine, Inc.; Notice of Application for Written Permission for Temporary Transfer to the Domestic Trade

**AGENCY:** Maritime Administration, Transportation.

**ACTION:** Notice of application.

**SUMMARY:** Pursuant to section 506 of the Merchant Marine Act, 1936, as amended (Act), Sargeant Marine, Inc. (Sargeant),

by letter dated March 11, 2003, as amended, requests approval for the temporary transfer of the ASPHALT COMMANDER (O.N. 663105) to the domestic trade for a period up to six months commencing on April 1, 2003. Sargeant advises that the ASPHALT COMMANDER would load asphalt and #6 fuel oil in Texas and discharge at any combination of ports from Tampa, Florida, then south to the southern tip of Florida, plus any port on the East Coast of the United States from Florida to Maine, plus Puerto Rico, during the requested six month period in the domestic trade in order to alleviate the shortage of these products on the East Coast, Florida and Puerto Rico. The ASPHALT COMMANDER (ex FALCON CHAMPION) was built with the aid of construction-differential subsidy (CDS) and is prohibited from operation in the exclusive domestic trade without the prior written permission of the Maritime Administration (MARAD).

**DATES:** You should submit your comments early enough to ensure that Docket Management receives them not later than closes of business March 27, 2003.

**ADDRESSES:** Your comments should refer to docket number MARAD 2003-14708. You may submit your comments in writing to: Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 7th St., SW., Washington, DC 20590. You may also submit them electronically via the Internet at <http://dmses.dot.gov/submit>. You may call Docket Management at (202) 366-9324 and visit the Docket Room from 10 a.m. to 5 p.m., EST., Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** You may call Gregory V. Sparkman, Chief, Division of Shipping Analysis, (202) 366-2400. You may send mail to Gregory V. Sparkman, Chief, Division of Shipping Analysis, Room 8117, Maritime Administration, 400 Seventh St., SW., Washington, DC 20590.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments**

##### *How Do I Prepare and Submit Comments?*

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number of this document in your comments. We encourage you to write your primary comments in a concise fashion. However, you may attach necessary additional documents to your

comments. There is no limit on the length of the attachments. Please submit two copies of your comments, including the attachments, to Docket Management at the address given above under

##### **ADDRESSES.**

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Docket Management will return the postcard by mail.

##### *How Do I Submit Confidential Business Information?*

If you wish to submit any information under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, Maritime Administration, at the address given above under **FOR FURTHER INFORMATION CONTACT.** You should mark "CONFIDENTIAL" on each page of the original document that you would like to keep confidential. In addition, you should submit two copies, from which you have deleted the claimed confidential business information, to Docket Management at the address given above under **ADDRESSES.** When you send comments containing information claimed to be confidential business information, you should include a cover letter setting forth with specificity the basis for any such claim.

##### *Will the Agency Consider Late Comments?*

We will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES.** To the extent possible, we will also consider comments that Docket Management receives after that date.

##### *How Can I Read the Comments Submitted by Other People?*

You may read the comments received by Docket Management at the address given above under **ADDRESSES.** The hours of the Docket Room are indicated above in the same location. You may also see the comments on the Internet. To read the comments on the Internet, take the following steps: Go to the Docket Management System (DMS) Web page of the Department of Transportation <http://dms.dot.gov>. On that page, click on "search." On the next page <http://dms.dot.gov/search/> type in the four-digit docket number shown at the beginning of this document. The docket number for this document is MARAD 2203-14708. After typing the

docket number, click on "search." On the next page, which contains docket summary information for the docket you selected, click on the desired comments. You may download the comments.

##### **Application Request**

Pursuant to section 506 of the Merchant Marine Act, 1936, as amended (Act), Sargeant Marine, Inc. (Sargeant), by letter dated March 11, 2003, requests approval for the temporary transfer of the ASPHALT COMMANDER (O.N. 663105) to the domestic trade for a period up to six months commencing on April 1, 2003. Sargeant advises that the ASPHALT COMMANDER would load asphalt and #6 fuel oil in Texas and discharge at any combination of ports from Tampa, Florida, then south to the southern tip of Florida, plus any port on the East Coast of the United States from Florida to Maine, plus Puerto Rico, during the requested six month period in the domestic trade in order to alleviate the shortage of these products on the East Coast, Florida and Puerto Rico. The ASPHALT COMMANDER (the ex FALCON CHAMPION) was built with construction-differential subsidy (CDS) and is prohibited from operating in the exclusive domestic trade without the prior written permission of the Maritime Administration (MARAD).

Sargeant provides the following information in support of its section 506 waiver request for the ASPHALT COMMANDER to operate in the domestic trade for up to six months commencing April 1, 2003:

Sargeant states that there are fundamental problems of product imbalance and a lack of adequate ocean-going transportation for the distribution of asphalt and #6 fuel oil in the United States in 2003. The events that have caused this imbalance are unique in 2003 and are not expected to recur in future years.

Sargeant advises that generally, the United States imports approximately four million tons of asphalt, of which 60 percent, or 2.4 million tons, comes into Petroleum Administration for Defense District (PADD) I, which is the U.S. East Coast. About 60 percent of PADD I imports come from Venezuela. Since December 2, 2002, Venezuela has not exported asphalt due to disruptions in its oil industry. It is not known when Venezuela will resume normal asphalt production. Other sources of imported asphalt from Mexico and Spain are not sufficient to handle the loss of product from Venezuela. As a result, the current inventory levels of PADD I are extremely low.

Sargeant states that usually at this time of year PADD I asphalt inventory

levels are full in anticipation of the usual demand beginning in spring. Average usage during the spring and summer months exceed the volume of asphalt that can be produced and imported into the region during those months. The vessels utilized to import asphalt from Venezuela, Mexico and Spain do not traditionally trade domestically.

Sargeant states that unless other PADDs, namely PADD III—the Gulf Coast region—can fill the product void, the East Coast will experience product outages this summer. Florida has already begun to experience outages. Such outages will cause the delay of road and housing construction, which have been critical to the Administration's plan for economic recovery. Sargeant refers to the two attached letters to the application, which emphasize these conditions. Although this discussion has been limited to asphalt, the same issues are true for #6 fuel oil.

Sargeant advises that the current inventory of high-heat, ocean-going domestic transportation vessels is not adequate to handle this one-time "bubble" of tonnage needed to move asphalt from PADD III to PADD I. Sargeant's proposal to allow the ASPHALT COMMANDER to trade asphalt and #6 fuel oil domestically for six months will provide alternate tonnage to allow the East Coast to avoid product outages.

According to Sargeant, the current asphalt shortage situation is exactly what the waiver provisions were designed for as shown by the following facts:

- There is an acute shortage of product in one section of the United States—the East Coast.
- The shortage is a direct result of product disturbances in a foreign country—Venezuela.
- The shortage is temporary and of a fixed duration—the asphalt season will end in the fall of 2003.
- The shortage is causing economic difficulties in the United States—the lack of product has already caused the price of asphalt to increase significantly in Florida. This is causing the Florida DOT to consider decreasing the project lettings, thereby decreasing road construction projects and corresponding economic activity. Lack of flux material will cause a shortage of housing construction materials this summer.
- There is product available in another area of the United States—the Gulf Coast.
- There is insufficient domestic transportation equipment to handle this temporary need.

- The ASPHALT COMMANDER is capable of filling the temporary gap in transportation.

As indicated above, Sargeant refers to two letters it has received emphasizing the deteriorating situation with respect to asphalt supplies in Florida and the U.S. East Coast. One of the letters is from the Asphalt Contractors Association of Florida, Inc. and the other from Owens Corning. The Florida group advises that they are facing a serious shortage of asphalt products across the state and major supply problems in South Florida, as a result of the Venezuela oil strike. The group anticipates a growing shortage and any relief that could be provided by Sargeant's ASPHALT COMMANDER would be of great help. Owens Corning is concerned about the present and future shortages of asphalt on the East Coast as a result of the Venezuelan situation and fully supports the use of the ASPHALT COMMANDER to bring flux from the U.S. Gulf to the U.S. East Coast.

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 all comments submitted in a timely fashion, and will take such action as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.800 Construction-Differential Subsidy)

By Order of the Maritime Administrator.

Dated: March 17, 2003.

**Joel C. Richard,**

Secretary.

[FR Doc. 03-6761 Filed 3-19-03; 8:45 am]

**BILLING CODE 4910-89-P**

## DEPARTMENT OF THE TREASURY

### Fiscal Service

#### **Financial Management Service; Proposed Collection of Information: Application of Undertaker for Payment of Funeral Expenses from Funds to the Credit of a Deceased Depositor**

**AGENCY:** Financial Management Service, Fiscal Service, Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Financial Management Service, 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 a continuing information collection. By this notice, the Financial Management

Service solicits comments concerning the POD Form 1672 "Application of Undertaker for Payment of Funeral Expenses From Funds to the Credit of a Deceased Depositor."

**DATES:** Written comments should be received on or before May 19, 2003.

**ADDRESSES:** Direct all written comments to Financial Management Service, 3700 East West Highway, Records and Information Management Program Staff, Room 135, Hyattsville, Maryland 20782.

#### **FOR FURTHER INFORMATION CONTACT:**

Requests for additional information or copies of the form(s) and instructions should be directed to Rose Brewer, Manager, Judgment Fund Branch, Room 630F, 3700 East-West Highway, Hyattsville, MD 20782, (202) 874-6664.

**SUPPLEMENTARY INFORMATION:** Pursuant to the Paperwork Reduction Act of 1995, (44 U.S.C. 3506(c)(2)(A)), the Financial Management Service solicits comments on the collection of information described below.

*Title:* Application of Undertaker for Payment of Funeral Expenses from Funds to the Credit of a Deceased Depositor.

*OMB Number:* 1510-0033.

*Form Number:* POD 1672.

*Abstract:* This form is used by the undertaker to apply for payment of a postal savings account of a deceased depositor to apply for funeral expenses. This form is supported by a certificate from a relative (POD 1690) and an itemized funeral bill. Payment is made to the funeral home.

*Current Actions:* Extension of currently approved collection.

*Type of Review:* Regular.

*Affected Public:* Individuals or households.

*Estimated Number of Respondents:* 15.

*Estimated Time Per Respondent:* 30 minutes.

*Estimated Total Annual Burden Hours:* 8.

*Comments:* Comments submitted in response to this notice will be summarized and/or included in the request for Office of Management and Budget approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on