

3. Questionnaire for Children Claiming SSI Benefits—0960-0499. The information collected on form SSA-3881 is used by SSA to evaluate disability in children who apply for SSI payments. The respondents are individuals who apply for SSI benefits for a disabled child.

Number of Respondents: 978,000.

Frequency of Response: 1.

Average Burden Per Response: 30 minutes.

Estimated Annual Burden: 489,000 hours.

Written comments and recommendations regarding the information collection(s) should be sent within 60 days from the date of this publication, directly to the SSA Reports Clearance Officer at the following address:

Social Security Administration, DCFAM, Attn: Nicholas E. Tagliareni, 401 Security Blvd., 1-A-21 Operations Bldg., Baltimore, MD 21235.

In addition to your comments on the accuracy of the Agency's burden estimate, we are soliciting comments on the need for the information; its practical utility; ways to enhance its quality, utility and clarity; and on ways to minimize burden on respondents, including the use of automated collection techniques or other forms of information technology.

II. The information collection(s) listed below have been submitted to OMB:

1. Beneficiary Recontact Report—0960-0536. SSA uses Form SSA-1587-OCR--SM to ensure that eligibility for benefits continues after entitlement is established for children ages 15 thru 17. Studies show that children who marry fail to report the marriage (which is a terminating event). SSA asks children ages 15, 16 and 17 information about marital status to detect overpayments and to avoid continuing payments to those no longer entitled. The respondents are applicants for Old Age, Survivors and Disability Insurance benefits, who are ages 15 thru 17.

Number of Respondents: 835,492.

Frequency of Response: 1.

Average Burden Per Response: 3 minutes.

Estimated Annual Burden: 41,775 hours.

2. Waiver of Right to Appear, Disability Hearing—0960-0534. Form SSA-773-U4 is used by claimants to request waiver of their right to appear at a disability hearing. The information collected will be used to document that claimants understand their right to appear and the effects of their decision to waive that right. The respondents are claimants who (under Title II & XVI of the Social Security Act) wish to waive

their right to appear at a disability hearing.

Number of Respondents: 194.

Frequency of Response: 1.

Average Burden Per Response: 15 minutes.

Estimated Annual Burden: 48 hours.

3. Railroad Employment Questionnaire—0960-0078. Form SSA-671 is used to secure sufficient information for required coordination with the Railroad Retirement Board for Social Security claims processing. The form is completed whenever claimants indicate that they have been employed in the railroad industry. The respondents are retired employees of the railroad industry or their dependents.

Number of Respondents: 125,000.

Frequency of Response: 1.

Average Burden Per Response: 5 minutes.

Estimated Annual Burden: 10,417 hours.

4. Employment Relationship Questionnaire—0960-0040. Form SSA-7160 covers all possible employment situations, and is used by SSA to determine an individual's work status. The information is required to maintain accurate earnings records for workers under the Social Security system. The respondents are applicants for Social Security benefits.

Number of Respondents: 47,500.

Frequency of Response: 1.

Average Burden Per Response: 25 minutes.

Estimated Annual Burden: 19,792 hours.

5. Questionnaire About Employment or Self-Employment Outside the United States—0960-0050. The information on Form SSA-7163 is needed to determine whether work performed outside the United States by beneficiaries is cause for deductions from their monthly benefits; to determine whether the foreign work test or the regular work test is applicable; and to determine the months, if any, for which deductions should be imposed. The respondents are beneficiaries who live and work outside the United States.

Number of Respondents: 20,000.

Frequency of Response: 1.

Average Burden Per Response: 12 minutes.

Estimated Annual Burden: 4,000 hours.

Written comments and recommendations regarding the information collection(s) should be directed within 30 days to the OMB Desk Officer and SSA Reports Clearance Officer at the following addresses:

(OMB)

Office of Management and Budget, OIRA, Attn: Laura Oliven, New

Executive Office Building, Room 10230, 725 17th St., NW, Washington, D.C. 20503.

(SSA)

Social Security Administration, DCFAM, Attn: Nicholas E. Tagliareni, 1-A-21 Operations Bldg., 6401 Security Blvd., Baltimore, MD 21235.

To receive a copy of any of the forms or clearance packages, call the SSA Reports Clearance Officer on (410) 965-4125 or write to him at the address listed above.

Dated: October 16, 1997.

Nicholas E. Tagliareni,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 97-28099 Filed 10-23-97; 8:45 am]

BILLING CODE 4190-29-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD01-97-079]

Captain of the Port Boston; Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Captain of the Port Boston (COTP Boston) will hold a meeting to discuss various issues relating to anchored barges carrying oil or hazardous materials in bulk without an attending tug. This meeting is open to the public.

DATES: The meeting will be held on December 4, 1997 from 9:00 a.m. to 12:00 p.m. Written materials and requests to make oral presentations should reach the COTP Boston on or before November 20, 1997.

ADDRESSES: The meeting will be held in the Function Room on the first floor of Building 1, at the Coast Guard Integrated Support Command, 427 Commercial St., Boston, MA. Written material and requests to make oral presentations should be sent to Captain of the Port Boston, Coast Guard Marine Safety Office, 455 Commercial Street, Boston, MA 02109-1045. Comments may also be hand-delivered to the above address between 8 a.m. and 4 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: LT Michael H. Day, Coast Guard Marine Safety Office Boston, MA; telephone (617) 223-3000.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Request for comments

The Coast Guard encourages interested persons to participate by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this specific Notice of Meeting (CGD01-97-079) and the specific issue to which each comment applies, and give reasons for each comment. The Coast Guard requests that all comments and attachments be submitted in an 8½"×11" unbound format suitable for copying and electronic filing. If this is not practical, a second copy of any bound material is requested. Persons desiring acknowledgment of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

The Coast Guard has scheduled a public meeting on December 4, 1997, at 9 a.m., to receive oral presentations. The public meeting will be held in the Function Room on the first floor of Building 1, at the Coast Guard Integrated Support Command, 427 Commercial St., Boston, MA.

Background

Barges carrying oil or hazardous materials in bulk are periodically anchored in the waters of the COTP Boston zone without an attending tugboat. Depending on the weather and anchor holding conditions, a tank barge is vulnerable to grounding in the event that its anchor begins to drag or the anchor chain breaks. Early detection of a failed or dragging anchor and the quick response of a tugboat are essential in preventing barges from grounding.

This Notice of Meeting is intended to address these concerns about public safety and the environment associated with this practice of leaving anchored barges unattended.

Agenda of Meeting

Currently, there is no federal regulation that requires barges carrying oil or hazardous materials in bulk to be manned while left unattended at anchor. The Coast Guard seeks comments on methods and practices currently used for determining the position of a barge and providing tug assistance. Additionally, the Coast Guard seeks comments on means of improving current safety practices including the use of new technologies, manning requirements, and tug assistance.

Procedural

All sessions are open to the public. At the Chairperson's discretion, members of the public may make oral presentations during the meeting.

Persons wishing to make oral presentations at the meeting should notify LT Michael H. Day no later than November 20, 1997. Written material for distribution at the meeting should reach the COTP Boston no later than November 20, 1997. If a person submitting material would like copies distributed in advance of the meeting, that person should submit 25 copies to the COTP Boston no later than November 20, 1997.

Information on Services for the Handicapped

For information on facilities or services for the handicapped or to request special assistance at the meeting, contact COTP Boston as soon as possible.

Dated: September 30, 1997.

J.L. Grenier,

Captain of the Port, Boston.

[FR Doc. 97-28288 Filed 10-23-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket Nos. 97-048; Notice 2 97-051; Notice 2 97-052; Notice 2 97-053; Notice 2]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

SUMMARY: This notice announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and/or sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

DATES: These decisions are effective October 24, 1997.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:**Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

NHTSA received petitions from registered importers to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions. No comments were received in response to these notices. Based on its review of the information submitted by the petitioners, NHTSA has decided to grant the petitions.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all