

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: Frederick W. Brickenkamp, 6401 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. Certificate of Coverage Request—0960-0554. The information collected is used by the Social Security

Administration (SSA) to provide to an individual working in a foreign country, a certificate of coverage from the United States Social Security system. This certification exempts the individual from paying taxes into a foreign Social Security system. The respondents are workers and employers whose work is performed in a foreign country. The hour burden may vary, because the information may be collected in writing, by telephone or electronically.

	Telephone/mail	Electronic
Number of Respondents .....	33,500 .....	500.
Frequency of Response .....	1 .....	1.
Average Burden Per Response .....	30 minutes .....	20 minutes.
Estimated Annual Burden .....	16,750 hours .....	167 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: Frederick W.  
Brickenkamp 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) 965-4145 or write to him at the address listed above.

Dated: June 18, 1998.

**Frederick W. Brickenkamp,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 98-16815 Filed 6-23-98; 8:45 am]

BILLING CODE 4190-29-P

**SUMMARY:** The Coast Guard is holding three public workshops to solicit comments on potential changes to the equipment requirements within the response plan regulations (33 CFR 154 and 155) for mechanical recovery, dispersants, and other oil spill removal technologies. These workshops are intended to serve as forums for the discussion of issues relevant to establishing new integrated equipment requirements, which address all necessary spill removal technologies. The Coast Guard specifically wishes to solicit comments on how to cost effectively incorporate high-rate removal technologies, such as the use of dispersants, into the resource requirements contained within the vessel response plan regulations. Federal, state, and local agencies, industry, oil spill removal organizations, environmental groups and the public are encouraged to participate and provide oral or written comments. This notice announces the dates, times, locations, and format for the workshops.

**DATES:** The public workshops are scheduled for the following times and locations. The workshops will convene at the times indicated below; however, they may be concluded early if their business is finished: (1) Friday, July 24, 1998, from 9:30 a.m. to 3 p.m., at the Oakland Airport Hilton, One Hegenberger Road, Oakland, California 94621. (2) Wednesday, August 19, 1998, from 9:30 a.m. to 3 p.m. at the Houston Marriott West Loop—by the Galleria, 1750 West Look South, Houston, Texas 77027. (3) Wednesday, September 16, 1998, from 9:30 a.m. to 3 p.m. at the U.S. Department of Transportation, Nassif Building, Room 2230, 400 Seventh Street S.W., Washington, DC 20590.

**ADDRESSES:** You may mail comments to the Docket Management Facility (USCG-98-3350), U.S. Department of Transportation (DOT), room PL-401, 400 Seventh Street S.W., Washington, DC 20590-0001, or deliver them to room PL-401, located on the Plaza level of the Nassif Building at the same address between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329. The Docket Management Facility maintains the public docket for this notice. Comments, and documents as indicated in this preamble will become part of this docket and will be available for inspection or copying at room PL-401, located on the Plaza Level of the Nassif Building at the above address between 10 a.m. and 5 p.m., Monday through Friday, except for Federal holidays. You may also access the public docket on the internet at <http://dms.dot.gov>.

#### FOR FURTHER INFORMATION CONTACT:

For questions on this **Federal Register** notice, or persons interested in presenting information at the workshop, please contact Lieutenant Commander John Caplis, Plans and Preparedness Division, Office of Response, telephone 202-267-6922, fax 202-267-4065, or at e-mail address [jcapliscomdt.uscg.mil](mailto:jcapliscomdt.uscg.mil). A conceptual document has been developed by the Coast Guard in order to facilitate discussion during the workshop. The document identifies key issues and elements relating to dispersant planning, and can be obtained prior to the workshops through the Vessel Response Plan Status-line or the Vessel Response Plan Program Internet site (<http://www.uscg.mil/vrp>). Document requests can be placed on the VRP Status-line (voice mail system) at 202-267-0434, or by accessing the VRP

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-1998-3350]

#### Public Workshops for Response Plan Equipment Caps: Scheduled Increases in Mechanical Recovery and Potential Changes to Dispersant Planning Requirements

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meetings.

Internet site, which will have the document posted.

Summaries will be prepared at the conclusion of each workshop by the Coast Guard which will be made available to interested parties upon their request. Summaries may be obtained by calling VRP Status-line at 202-267-0434 or may be accessed through the Vessel Response Plan Program Internet site (<http://www.uscg.mil/vrp>).

For questions on this docket, contact Carol Kelly, Coast Guard Dockets Team Leader, or Paulette Twine, Chief, Documentary Services Division, U.S. Department of Transportation, 202-366-9329.

**SUPPLEMENTARY INFORMATION:** The Oil Pollution Act of 1990 (OPA 90) contained provisions that were intended to increase the preparedness of tank vessel owners or operators to respond to a spill, as well as increase the oil spill response capability in the United States. To achieve these goals, minimum on-water oil-removal capability requirements (often referred to as "caps") were set out in 33 CFR 154.1045(m) and 33 CFR 155.1050(o). These equipment caps were established in 1993 based on available equipment and technology levels.

These caps were scheduled to increase by 25% in 1998 as a planning target for increasing response capabilities within the United States. 33 CFR 154.1045(n) and 33 CFR 155.1050(p) requires the Coast Guard to review the proposed increases to determine if they are practicable prior to implementing any new requirements. The Coast Guard is charged with evaluating other spill removal technologies as part of that review. The Coast Guard intends to review the proposed increases with a holistic approach to oil spill removal, evaluating our national response capability in light of all available technologies.

The Coast Guard published a "Request for Comment" with regard to the cap review in the **Federal Register** on January 27, 1998. The Coast Guard received 21 written comments which were entered into the public docket, as well as numerous verbal comments from interested stakeholders at various public forums.

Raising the equipment requirements for mechanical recovery systems appears to be a controversial item, with numerous comments received both for and against such as increase. Many comments suggested that the increase was not necessary because the equipment already exists. Other comments agreed that the equipment already exists, but argued that it was

obtained in anticipation of the scheduled increase, and that a failure to implement the new requirements will result in equipment being sold off or put out of service.

In order to ascertain whether existing equipment stocks are able to meet the scheduled 25% increase, the Coast Guard National Strike Force Coordination Center (NSFCC) reviewed the availability of mechanical recovery systems throughout the United States. The NSFCC looked at the private sector resources available to respond to a spill in each Captain of the Port (COTP) zone using the data compiled in the Regional Response Inventory (RRI). The NSFCC review indicates that mechanical recovery systems are available in quantities sufficient to meet the proposed increase. The Coast Guard will present a summary of this report at the public workshops. While the NSFCC report establishes that mechanical recovery equipment is available to meet the scheduled increases, the Coast Guard must still determine whether implementing such as increase is practicable, which must include an examination of the expected benefits in comparison to the associated costs.

Most of the comments received strongly supported developing new requirements for other removal technologies as part of any cap increase. Many comments suggested that high-rate removal technologies are a more cost-effective or capacity-enhancing method of increasing overall response preparedness than mechanical recovery. Other comments suggested that the use of these technologies offers positive net environmental benefits for many response situations, and are a necessary tool for today's response infrastructure. The use of dispersants was the most widely supported means for increasing the existing requirements, and was generally preferred to increases in mechanical recovery [in the comments that were received].

The Coast Guard is reviewing dispersants and other oil spill removal technologies with regard to their potential for inclusion in a proposed cap increase. The Coast Guard is evaluating a range of alternatives, including mandatory requirements /and/ or credits for dispersants, in situ burning, and oil spill tracking resources. The Coast Guard will present these alternatives for discussion and comment during these workshops. The Coast Guard solicits public comment regarding appropriate performance dimensions for these technologies, including: areas of applicability, response times, ensured levels of capability, application equipment,

application rates, monitoring, anticipated costs and other applicable planning requirements. Interested persons are encouraged to submit any pertinent written views, data, or arguments, either prior to or during the workshops, to the Coast Guard.

### Agenda for the Workshops

#### *Equipment Cap and Dispersant Planning Public Workshop*

The agenda includes the following short information presentations, each followed by an open discussion period:

- (1) Introduction and presentation on concept of Integrated Equipment Cap Review.
- (2) Presentation of National Strike Force Coordination Center Report on OSRO Resource Information.
- (3) Presentation of summary of comments received in response to Request for Comment, Review of Cap Increases, 63 FR 3861, January 27, 1998.
- (4) Presentation and discussion of potential changes to regulations as part of integrated cap increase:
  - (a) Increases to Mechanical Recovery
  - (b) Required Dispersant Capabilities

**Note:** The Coast Guard will present a concept position to facilitate discussion during the workshop. The document identifies key elements and issues for dispersant planning. The concepts contained within are mainly for discussion purposes and are likely to change as a result of public involvement and further regulatory analysis to be performed at a later date. Participants may obtain a copy of this document prior to the workshop [see **FOR FURTHER INFORMATION**].

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

For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact LCDR John Caplis at the address or phone number listed under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Dated: June 17, 1998.

**Robert North,**

*Rear Admiral, Assistant Commandant for Marine Safety and Environmental Protection.*  
[FR Doc. 98-16780 Filed 6-23-98; 8:45 am]

BILLING CODE 4910-15-M

### DEPARTMENT OF THE TREASURY

#### **Submission for OMB Review; Comment Request**

May 8, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995,