

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

"This waiver will have minimal impact on other commercial passenger vessel operators in this region. The ACCORD has offered charters in this region from time to time since July 1999. The charters currently offered in this region operate in the waters of Puget Sound and the San Juan Islands and most spend a portion of a seven (7) day charter in British Columbia. The reason for requesting this waiver is for convenience in arranging the arriving and departing float plane and ferry arrangements for the Vessel's charter parties. This waiver will not substantially change the service offered by the ACCORD and will not affect the competition in the charter market in this region.

The tourist industry in this region is significant yet fewer than half a dozen vessels offer multi-day private charters. Some of these spend a significant portion of the season operating outside the area directly affected by this waiver. In addition, despite the increased interest in water-based travel and the need for more charter companies, there are limited small passenger operations in this region and only a few small certified passenger vessels cruising in the area in late spring on the way to Alaska."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "Granting this waiver will not have a negative impact on U.S. shipyards. In fact, almost \$100,000 has been spent in 2000 alone in U.S. shipyards in maintaining and upgrading the ACCORD. The ACCORD is now permanently berthed in its boathouse which is moored in Lake Union, Seattle, Washington. Consequently, U.S. shipyards will benefit by additional repairs, modifications, and upgrades that will be necessary as a result of the work required to keep the Vessel in the charter service in this area.

The ACCORD is a wood yacht. It was designed by Ed Monk Sr., a resident of Bainbridge Island, Washington. A U.S.-built vessel of this type today would be difficult to obtain in the U.S. and would be prohibitively expensive to build new. Most U.S. builders have ceased production of this type of vessel or have moved production to the far east. As a consequence, the low production output and the high cost to obtain a U.S.-built vessel of this type would make it too expensive for a Seattle/San Juan Islands charter operation to acquire a new U.S.-built vessel.

Under these circumstances, the applicant believes that the issuance of the waiver sought will not 'unduly adversely affect' U.S.-flag vessel operators or U.S. shipbuilders."

Dated: March 2, 2001.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket Number NHTSA-2000-8273, Notice 2]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Extension of comment period.

SUMMARY: This document grants a request by the Association of International Automobile Manufacturers, Inc. to extend for 30 days from release of the agency's evaluation study of the Parts Content Labeling Regulations, the comment period on the agency's request for public comment on the proposal to extend and reinstate two information collections previously approved by the Office of Management and Budget (OMB), 49 CFR 537—Automotive Fuel Economy Reports and 49 CFR 583—Automobile Parts Content Labeling.

DATES: Comments must be received on April 9, 2001.

ADDRESSES: Comments should refer to Docket No. NHTSA-2000-8273 and be submitted to U.S. Department of Transportation Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: Henrietta L. Spinner, NHTSA, Office of Planning and Consumer Programs, (202) 366-0846 or FAX to (202) 366-4490. The mailing address is National Highway Traffic Safety Administration, NPS-32, 400 Seventh St., SW, Washington, DC 20590.

SUPPLEMENTARY INFORMATION: On Monday, January 8, 2001, NHTSA published a request for comment on the agency's proposed collections of information. The document described two collections, 49 CFR Part 537—Automotive Fuel Economy Reports and

49 CFR Part 583—Automobile Parts Content Labeling.

Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. OMB has promulgated regulations describing what must be included in such a document pursuant to 5 CFR 1320.8 (d).

In compliance with OMB's regulations, NHTSA sought comment on 49 CFR 537, Automotive Fuel Economy Reports (OMB Control No. 2127-0019). 49 CFR Part 537 requires automobile manufacturers to submit semi-annual reports to NHTSA regarding their efforts to improve fuel economy.

This information assists NHTSA in evaluating automobile manufacturers' plans for complying with average fuel economy standards and in preparing an annual review of the average fuel economy standards. The information is collected by NHTSA by having the automobile manufacturers mail their semi-annual automotive fuel economy reports and/or submit a copy on computer diskette to the agency. The required information is used for four basic purposes. These purposes are: (a) to give NHTSA advance indication if any manufacturer will fail to comply with the applicable average fuel economy standards; (b) to give NHTSA necessary information to prepare fuel economy reports; (c) to assist NHTSA in responding to general information requests concerning automotive fuel economy, which are routinely received from Congress, other parts of the Executive branch, and the public; and (d) to provide NHTSA with detailed and accurate technical and economic information used to evaluate possible future average fuel economy standards which may be established by NHTSA.

NHTSA also requested comment on 49 CFR 583—Automobile Parts Content Labeling (OMB Control No. 2127-0573), which establishes requirements for the disclosure of information relating to the countries of origin of the equipment of new passenger motor vehicles.

This information will be used by NHTSA to determine whether manufacturers are complying with the American Automobile Labeling Act (49 United States Code 32304). The American Automobile Labeling Act requires all new passenger motor vehicles (including passenger cars, certain small buses, all light trucks and multipurpose passenger vehicles with a

gross vehicle weight rating of 8,500 pounds or less), to bear labels providing information about domestic and foreign content of their equipment. With the affixed label on the new passenger motor vehicle, it serves as an aid to potential purchasers in the selection of new passenger motor vehicles by providing them with information about the value of the U.S./Canadian and foreign parts of each vehicle, the countries of origin of the engine and transmission, and the site of the vehicle's final assembly.

The notice specified a comment closing date of March 9, 2001 (60 days after date of publication). However, on February 22, 2001, we received a request for an extension of the comment closing date from the Association of International Automobile Manufacturers, Inc. (AIAM). The AIAM stated that it would need at least 30 days from release of the agency's evaluation study of the Parts Content Labeling Regulations for review and to allow for public comment thereon in the context of the Paperwork Reduction Act Clearance for 49 CFR Part 583.

NHTSA wants the public to have adequate time to analyze the evaluation study which was released in early March for public comment. Therefore, the request for an additional 30 days from release of the evaluation does not seem excessive. Thus, to provide the AIAM and other interested parties ample time and opportunity to analyze the evaluation study of the Parts Content Labeling Regulations and to present its comment on this proposal, NHTSA believes that there is good cause for the extension of the comment period and that such an extension is consistent with the public interest. Accordingly, the AIAM's request to extend the comment for an additional 30 days from release of the evaluation is granted. The comment period will now close on April 9, 2001.

Dated: March 6, 2001.

Stephen R. Kratzke,

Associate Administrator for Safety Performance Standards.

[FR Doc. 01-5906 Filed 3-8-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Pipeline Safety: Closure of Gas Shut-Off Valves Serving Permanently Moored Vessels (PMV) During High-Water Conditions

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice; issuance of an advisory bulletin.

SUMMARY: The Office of Pipeline Safety (OPS) is issuing this advisory to gas distribution pipeline system operators. Operators should examine the shut-off valves controlling gas service to permanently moored vessels (PMV) and ensure that gas service can be quickly shut down, if necessary, even during high-water conditions. In addition, operators should review their operations and maintenance manual and their emergency response manual to ensure that procedures are in place to successfully shut down the flow of gas to PMVs when necessary, including during high-water conditions.

ADDRESSES: This document can be viewed at the OPS home page at: <http://ops.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Richard Huriaux, (202) 366-4565, or by e-mail, richard.huriaux@rspa.dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

On September 27, 2000, the National Transportation Safety Board (NTSB) recommended that the Research and Special Programs Administration "require corrective action as appropriate to ensure that pipeline operators have the means to shut off the flow of natural gas to permanently moored vessels in a timely manner, even during periods of high-water conditions" (Safety Recommendation P-00-14).

This recommendation resulted from NTSB's investigation of a natural gas leak on a permanently moored vessel (PMV), the President Casino on the Admiral (*Admiral*), on April 4, 1998. The *Admiral* was struck by barges that detached from a tow during high-water conditions on the Mississippi River in downtown St. Louis, Missouri. The *Admiral* lost most of its mooring lines, causing the barge to rotate away from the quay, severing the gas service line. The natural gas did not ignite, but an emergency repair crew was unable to shut off the gas supply because the flooded regulator pit made it impossible to reach the shut-off valve. After three

hours the crew was able to clamp-off the line and stop the flow of gas.

The local gas distribution company has taken action to ensure that all service line shut-off valves controlling gas flow to PMVs are provided with a means to stop the flow of gas, even during high-water conditions. It will either locate gas service line valves where they will not be affected by flooding or install equipment, such as extra-height operators or valve key guides, that will allow service valves to be readily operated during flood conditions.

There are hundreds of PMVs in U.S. waters. This incident highlights the need to evaluate the accessibility and operability of gas service line valves serving PMVs. Although not all these valves are subject to potential high-water conditions, gas distribution pipeline system operators serving PMVs should ensure that they can promptly shut down the flow of natural gas to PMVs, even during high-water conditions.

The Federal pipeline safety regulations require that "each service line must have a shut-off valve in a readily accessible location * * *" (49 CFR 192.365(b)). This implies that the valve must be operable under all reasonably anticipated conditions. For PMVs, it is reasonable to anticipate that high-water and flooding might occur. Operators should review their operations and maintenance manual and their emergency response manual to ensure that procedures are in place to successfully shut down the gas to PMVs when necessary, including during high-water conditions. (49 CFR 192.605).

II. Advisory Bulletin (ADB-01-01)

To: Owners and Operators of Gas Distribution Systems.

Subject: Closure of Gas Shut-Off Valves Serving Permanently Moored Vessels (PMV) During High-Water Conditions

Purpose: To advise gas distribution pipeline system owners and operators of the need to examine the location and functionality of shut-off valves to make sure they can promptly shut down the flow of gas, even in the event of high-water conditions.

Advisory: Owners and operators of gas distribution pipeline systems should examine the location of gas shut-off valves serving PMVs to ensure that they can be located and used, even during high-water conditions. If not, the valves should be moved to a location above the reasonably anticipated high-water mark or equipped to be readily accessible during high-water events. In addition, operators should review their operations