

Copies of the complete ICRs are available through this docket on the Internet at <http://dms.dot.gov>, and also from Commandant (G-CIM-2), U.S. Coast Guard Headquarters, room 6106 (Attn: Barbara Davis), 2100 Second Street SW., Washington, DC 20593-0001. The telephone number is 202-267-2326.

**FOR FURTHER INFORMATION CONTACT:** Barbara Davis, Office of Information Management, 202-267-2326, for questions on these documents; or Dorothy Beard, Chief, Documentary Services Division, U.S. Department of Transportation, 202-366-5149, for questions on the docket.

#### Request for Comments

The Coast Guard encourages interested persons to submit written comments. Persons submitting comments should include their names and addresses, identify this document [USCG 2002-11724], and give the reasons for the comments. Please submit all comments and attachments in an unbound format no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped self-addressed postcards or envelopes.

#### Information Collection Request

1. *Title:* Official Logbook.

*OMB Control Number:* 2115-0071.

*Summary:* The official logbook contains information about the voyage, the vessel's crew, drills, and operations conducted during the voyage. Its entries identify all particulars of the voyage, including the name of the ship, the official number, the port of registry, the tonnage, the names and the numbers of the merchant mariners' documents of the master and crew, the nature of the voyage, and the class of ship. It also contains entries for the vessel's drafts, maintenance of watertight integrity of the ship, drills and inspections, crew list and report of character, a summary of laws applicable to Logbooks, and miscellaneous entries.

*Need:* 46 U.S.C. Chapter 113 requires that most merchant vessels maintain an official logbook. The logbook contains information about the vessel, voyage, and crew. Lack of these particulars would make it difficult for a seaman to verify vessel employment and wages, and for the Coast Guard to verify compliance with laws and regulations concerning vessel operations and safety procedures. The logbook serves as an official record of recordable events occurring at sea such as births, deaths, marriages, disciplinary actions etc. Absent the logbook there would be no

official civil record of these events. Log entries are accepted by the courts as proof that the event recorded occurred. If this information was not collected, the Coast Guard's program for safety of commercial vessels would suffer, as there would be no official record of voyages by U.S. merchant vessels. Similarly, those seeking to prove that an event occurred would not have any record available.

*Respondents:* Shipping companies.

*Frequency:* On occasion.

*Burden Estimate:* The estimated burden is 1,750 hours a year.

2. *Title:* Applications for Private Aids to Navigation and for Class I Private Aids to Navigation on Artificial Islands and Fixed Structures.

*OMB Control Number:* 2115-0038.

*Summary:* The collection of information requires respondents to provide to the Coast Guard, on two applications (CG-2554 and CG-4143), vital information about private aids to navigation.

*Need:* 33 CFR parts 66 and 67 authorize the Coast Guard to collect and process the information furnished from applications for private aids to ensure that the aids appropriately mark the associated hazard or waterway.

*Respondents:* Owners of private aids to navigation.

*Frequency:* On occasion.

*Burden Estimate:* The estimated burden is 3,037 hours a year.

Dated: March 4, 2002.

**N. S. Heiner,**

*Acting Director of Information and Technology.*

[FR Doc. 02-5806 Filed 3-11-02; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-2002-11781]

#### Merchant Marine Personnel Advisory Committee

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meetings.

**SUMMARY:** The Merchant Marine Personnel Advisory Committee (MERPAC) and its working groups will meet to discuss various issues relating to the training and fitness of merchant marine personnel. MERPAC advises the Secretary of Transportation on matters relating to the training, qualifications, licensing, certification, and fitness of seamen serving in the U.S. merchant marine. All meetings will be open to the public.

**DATES:** MERPAC will meet on Tuesday, April 9, 2002, from 8 a.m. to 4 p.m. and on Wednesday, April 10, 2002, from 8 a.m. to 3 p.m. These meetings may adjourn early if all business is finished. Requests to make oral presentations should reach the Coast Guard on or before March 26, 2002. Written material and requests to have a copy of your material distributed to each member of the committee or subcommittee should reach the Coast Guard on or before March 26, 2002.

**ADDRESSES:** MERPAC will meet on both days at the MEBA Engineering School, 27050 St. Michaels Road, Easton, MD 21601. Further directions regarding the location of the MEBA School may be obtained by contacting Mr. Lee Kincaid at (410) 822-9600. Send written material and requests to make oral presentations to Commander Brian J. Peter, Commandant (G-MSO-1), U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** For questions on this notice, contact Commander Brian J. Peter, Executive Director of MERPAC, or Mr. Mark C. Gould, Assistant to the Executive Director, telephone 202-267-0229, fax 202-267-4570, or e-mail [mgould@comdt.uscg.mil](mailto:mgould@comdt.uscg.mil).

**SUPPLEMENTARY INFORMATION:** Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

#### Agenda of April 9, 2002 Meeting

The full committee will meet to discuss the objectives for the meeting. The committee will then break up into the following working groups: Task Statement 30, concerning utilization of military sea service and training for merchant marine licenses; Task Statement 31, concerning manning on vessels engaged in domestic service; and, Task Statement 32, concerning updating Automatic Radar Plotting Aid (ARPA) and radar observer training. New working groups may be formed to address any new issues or tasks. At the end of the day, the working groups will make a report to the full committee on what has been accomplished in their meetings. No action will be taken on these reports on this date.

#### Agenda of April 10, 2002 Meeting

The agenda includes the following:

(1) *Introduction.*

(2) *Working Group Reports:*

(a) Task Statement 30, concerning utilization of military sea service and training for merchant marine licenses.

(b) Task Statement 31, concerning manning on vessels engaged in domestic service.

(c) Task Statement 32, concerning updating ARPA and radar observer training.

(3) *Other items to be discussed:*

(a) Standing Committee—Prevention Through People.

(b) Other items brought up for discussion by the committee or the public.

#### Procedural

Both meetings are open to the public. Please note that the meetings may adjourn early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the Executive Director no later than March 26, 2002. Written material for distribution at a meeting should reach the Coast Guard no later than March 26, 2002. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of the meeting, please submit 25 copies to the Executive Director no later than March 26, 2002.

#### 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 the Assistant Executive Director as soon as possible.

Dated: March 6, 2002.

**Howard L. Hime,**

*Acting Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 02-5875 Filed 3-11-02; 8:45 am]

BILLING CODE 4910-15-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

#### Boone and Scenic Valley Railroad

[Docket Number FRA-2001-10817]

The Boone and Scenic Valley Railroad seeks a waiver of compliance, number FRA-2001-10817, from the Inspection and Maintenance Standards for Steam Locomotives, 49 CFR Part 230, published November 17, 1999. Section 230.3(c) of the standards requires steam locomotives having flue tubes replaced prior to September 25, 1995, have a 1,472 service day inspection [49 CFR 230.17] performed prior to being allowed to operate under the requirements. The Boone and Scenic Valley Railroad seeks this waiver for one locomotive, number JS 8419, which had the flue tubes replaced and was returned to service in 1998. The Boone and Scenic Valley Railroad was unaware of the requirement to file for special consideration and failed to meet the cut off filing date of January 18, 2001.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2001-10817) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC on March 6, 2002.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 02-5800 Filed 3-11-02; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

[Docket No. FRA-2002-11371]

*Applicant:* CSX Transportation, Inc., Mr. Gregory C. Martin, Ph.D., P.E., Chief Mechanical Officer, Engineering and Quality Assurance, 500 Water Street J344, Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks relief from the requirements of the Rules, Standards and Instructions, Title 49 CFR part 236 § 236.586, to the extent that a visual inspection of the track receiver bars and associated conduit, in the winter months on locomotives equipped with Ultra Cab cab signal equipment, not be required if track receiver bars are packed with ice and snow.

Applicant's justification for relief: Ultra Cab equipment has a cab signal self test feature which checks to see if the cab signal track receiver bars are in the circuit. It verifies the track receiver bars and associated wiring are not open or shorted and that it can pass 100 Hz through them. Removal of snow and ice is very time consuming and labor intensive. In some instances, this is almost impossible, unless the locomotive is shopped in a warm shop to thaw. CSX does not believe having to go to this extreme to satisfy a rule was the intent of the FRA.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after