

*construction: 1982. Place of construction: Whangarei, New Zealand.*

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant:* “\* \* \* the impact on other commercial passenger vessel operators will be negligible or non-existent \* \* \* Considering the activities I plan to pursue I am confident that this waiver will have no adverse effect upon commercial vessel operators.”

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant:* “Because of the size and type of vessel and the uses contemplated by this waiver, there will be no negative impact on our U.S. shipyards and all repair work or retrofitting of the vessel will be done in U.S. Shipyards therefore, this waiver will have a positive impact.”

Dated: March 22, 2002.

By Order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number: MARAD-2002-11908]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel *QUINTESENCE*.

**SUMMARY:** As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before April 29, 2002.

**ADDRESSES:** Comments should refer to docket number MARAD-2002-11908. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW, Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-2307.

**SUPPLEMENTARY INFORMATION:** Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

#### Vessel Proposed for Waiver of the U.S.-build Requirement

(1) Name of vessel and owner for which waiver is requested.

*Name of vessel:* *QUINTESENCE*.  
*Owner:* Roy F. Stringfellow.

(2) Size, capacity and tonnage of vessel. *According to the applicant:* “LOA 55' \* \* \* gross tonnage of 38 tons.”

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant:* “The main use of the vessel is recreational but I do like to offer day

and term charters on Biscayne Bay down to the Florida Keys. There are no plans for any domestic commercial activity beyond the eastern coastal waters of the United States and Gulf of Mexico”. “I would like for my request to cover from Panama City eastward around the Keys up to Jacksonville.”

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction: 1988. Place of construction: Taiwan.*

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant:* “I \* \* \* assist other full time captains when additional boats are needed to accommodate large groups which we get from the conventions and meeting held in Florida. This waiver will have very little impact on the other operators other than to increase their business by offering a larger fleet to their clients.”

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant:* “I also expect no impact on U.S. shipyards as recreation is the main purpose of my ownership.”

Dated: March 22, 2002.

By Order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-02-11923]

#### Reports, Forms, and Record Keeping Requirements

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

**ACTION:** Request for public comment on proposed collection of Information.

**SUMMARY:** Before a Federal agency can collect certain information from the public; it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.