

FEDERAL MARITIME COMMISSION**Notice of Agreement(s) Filed**

The Commission hereby gives notice of the filing of the following agreement(s) under the Shipping Act of 1984. Interested parties can review or obtain copies of agreements at the Washington, DC offices of the Commission, 800 North Capitol Street, NW., Room 940. Interested parties may submit comments on an agreement to the Secretary, Federal Maritime Commission, Washington, DC 20573, within 10 days of the date this notice appears in the **Federal Register**.

Agreement No.: 011712-001.

Title: CMA CGM/CSG Exchange Sailing and Cooperative Working Agreement.

Parties: China Container Shipping Lines Co. Ltd. CMA CGM, S.A.

Synopsis: The amendment revises the number and size of the vessels utilized, increases the amount of space exchanged, and modifies resignation and termination procedures.

Agreement No.: 011737-003.

Title: The MCA Agreement.

Parties: Antillean Marine Shipping Corporation Crowley Liner Services, Inc. CMA CGM, S.A. Far Eastern Shipping Company King Ocean Central America S.A. King Ocean Service De Colombia S.A. King Ocean Service De Venezuela S.A. Mexican Line Limited, LLC Lykes Lines Limited, LLC Tecmarine Lines, Inc. Tropical Shipping & Construction Co., Ltd. Alianca Navegacao E. Logistica Ltda. Hamburg-Sud.

Synopsis: The proposed amendment adds Antillean Marine Shipping Corporation, Far Eastern Shipping Company, King Ocean Central America S.A., King Ocean Service De Colombia S.A., and King Ocean Service De Venezuela S.A. as parties to the agreement. The amendment also deletes Cho Yang Shipping Co., Ltd. and Compania Chilena De Navegacion Interoceanica S.A. as parties to the agreement.

Agreement No.: 11780.

Title: Maersk Sealand/MSL Slot Charter Agreement.

Parties: A.P. Moller-Maersk Sealand Mediterranean Shipping Company.

Synopsis: The proposed agreement authorizes Maersk Sealand to charter slots on MSC ships operating between the U.S. East Coast and Northern Europe until January 31, 2002. The parties request expedited review.

Agreement No.: 011781.

Title: HJS/K-Line Slot Allocation & Sailing Agreement.

Parties: Hanjin Shipping Co., Ltd. Kawasaki Kisen Kaisha, Ltd.

Synopsis: The proposed agreement authorizes the parties to sell and purchase slots to and from each other in the trade between Asia and the United States Pacific Coast.

By Order of the Federal Maritime Commission.

Dated: November 9, 2001.

Theodore A. Zook,

Assistant Secretary.

[FR Doc. 01-28669 Filed 11-14-01; 8:45 am]

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FEDERAL MARITIME COMMISSION

[Docket No. 01-11]

Revocation of License No. 012234 AAA Nordstar Line Inc.; Notice of Show Cause Proceeding

Notice is given that the Commission, on November 5, 2001, pursuant to sections 11 and 19 of the Shipping Act of 1984, served an Order to Show Cause on AAA Nordstar Line, Inc. ("AAA Nordstar"), a Delaware corporation incorporated in 1991 which has operated an ocean transportation intermediary ("OTI") pursuant to FMC license No. 012234 since August 2000. According to a review of records maintained by the Commission's Bureau of Consumer Complaints and Licensing ("BCCL"), AAA Nordstar maintains principal offices at 1571 Irving Street in Rahway, New Jersey. BCCL records identify the principals of the firm as Anil V. Rane, its President and Qualifying Individual, and Maria E. Fabros, its Vice President and Secretary.

It has come to the attention of the Commission that Anil Rane and Maria Fabros also serve as officers and/or shareholders of Great Eastern Shipping, Inc. ("Great Eastern Shipping"), an unlicensed entity engaged in the transportation of military household goods pursuant to contracts with the U.S. Military Traffic Management Command ("MTMC"). It further appears that Great Eastern Shipping was then sharing office space with AAA Nordstar in Rahway, NJ and possibly at other locations, and that Great Eastern Shipping has held itself out to the public as serving as the agent of AAA Nordstar.¹

¹ At the time of AAA Nordstar's application for an OTI license, applicant's qualifying individual was required to submit standard information regarding the applicant's current office-sharing arrangements, the identification of officers, directors and owners of corporate applicants, locations of branch offices, and any relationships with other corporations or shippers. Applicant's qualifying individual, Anil Rane, responded in the negative to questions regarding common ownership or operation of other companies.

On July 26, 2001, judgment was rendered against Anil Rane in the United States District Court for the District of New Jersey, pursuant to Mr. Rane's plea of guilty to two federal counts alleging mail fraud and conspiracy to commit mail fraud. On September 14, 2001, judgment was rendered against Maria Fabros in the United States District Court, pursuant to Mrs. Fabros' plea of guilty to two counts of mail fraud and conspiracy to commit mail fraud. Sentencing documents relating to the above judgments assert that, from September 1998 through June 2000, co-conspirators Anil Rane and Maria Fabros, acting through Great Eastern Shipping, were awarded more than 350 single-shipment contracts for ocean transportation of cargo through the Department of Defense. It was asserted that defendants Anil Rane and Maria Fabros routinely overbilled MTMC and also falsified documents to make it appear that Great Eastern Shipping was using U.S. flag vessels when the transportation was, in fact, performed by foreign-registered vessels, contrary to U.S. shipping laws and the applicable MTMC shipping contracts. Each defendant was sentenced to jail time and extended court supervision upon subsequent release. Pursuant to a separate settlement agreement, defendants agreed to make financial restitution to the government in the amount of \$4,323,673.79.

The crimes of mail fraud and conspiracy to commit mail fraud in connection with Great Eastern Shipping's business of handling and transporting military household goods on behalf of the Department of Defense, admitted in the pleas of guilty entered by Mr. Anil Rane and Mrs. Maria Fabros, constitute acts of moral turpitude reflecting directly upon the licensee's continued fitness to conduct business as an OTI. This is true inasmuch as the offending officials, and perhaps others having ties to Great Eastern Shipping, have served and may continue to serve as employees, officers, directors and shareholders of the corporate licensee, or as the agents for same through the means or device of Great Eastern Shipping. It further appears that, in applying for and conducting business under authority of its OTI license, AAA Nordstar Inc. and its principals made materially false or misleading statements to the Commission, and subsequently failed to correct such omissions or otherwise advise the Commission of changes in material facts relating to its operations.