

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 Public Law 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 25, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-11873. 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 Public Law 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: MISTLETOE. Owner: Dr. & Mrs. Wesley A. Dunn.

(2) Size, capacity and tonnage of vessel. According to the applicant: "55 feet loa, beam 16', depth 5', Gross Tonnage 29, Net 23".

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "Florida Atlantic and Gulf coast Waters to Louisiana including adjacent waters. We plan primarily to do custom cruises for lunch, golf outings, or sunset dinner cruises in an upscale manner with an upper limit of 12 and a Coast Guard Licensed Captain. We would also do overnight trips for no more than 4 passengers with appropriate licensed crew. We would anticipate doing some fishing, should our passengers wish, although we would not consider our yacht a charter fishing boat."

(4) Date and Place of construction and (if applicable) rebuilding. Date of construction: 1994. Place of construction: Ping Tong, Taiwan.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "Impact on other local charter boats would be minimal. Charter boat operations in our area are primarily fishing charters involving smaller vessels. There are about 4 large boats that carry 30 or more passengers on daytime and sunset cruises. Neither type operation would be in competition with our low volume, high-end market."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "this waiver would have no impact on US shipyards. We have been using US ship yards for our yearly haul outs, maintenance and repairs."

Dated: March 19, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-7161 Filed 3-25-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD-2002-11874]

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 TRADEWINDS.

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 25, 2002.

ADDRESSES: Comments should refer to docket number MARAD-2002-11874. 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>.

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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: Tradewinds. Owner: Jay Hill, Daniel Tingley and Pam Tingley.

(2) Size, capacity and tonnage of vessel. *According to the applicant: "Size of vessel: 37.9', Capacity of Vessel: 14 Net Tons or 32 persons, Tonnage of Vessel: 18 Gross Tons".*

(3) Intended use for vessel, including geographic region of intended operation and trade. *According to the applicant: "Intended use for this vessel is three-fold as follows: (1) Local knowledge indoctrination sailings from Kemah, Texas (Clear Lake) to Galveston, Texas (Galveston Island) including day sailing in the Gulf of Mexico coastal region not to exceed 20 miles offshore for hire with not more than four passengers. This indoctrination is designed to allow aspiring sailors who have participated in sail training programs, to move from inland waters to coastal and near-coastal environments with the advantage of experienced Captain and Crew aboard. (2) Sail training for American Sailing Association and US sailing Keelboat Certification Systems in the Gulf of Mexico and neighboring coastal waters including offshore passage making from Galveston Bay to Florida, Maine, Bahamas, and limited areas of Mexico * * * (3) Owners' personal recreational use."*

(4) Date and Place of construction and (if applicable) rebuilding. *Date of construction: 1977. Place of construction: Tamsui Taipei Hsien, Republic of China.*

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. *According to the applicant: "This waiver will allow an additional Uninspected Passenger Vessel to begin operations in the Galveston Bay area. Due to the targeted customer base, the only impacts we can foresee in the use of this vessel is its addition to the water traffic in the Clear Lake (Kemah Inlet) and Galveston Bay (Houston Ship Channel) waterways, and the addition of a Captained Charter Vessel in the area. After extensive research, we have found that existing operators are of the following types: (1) Inspected vessels that conduct short-duration bay cruises for hire, (2) inspected vessels that conduct guided*

fishing excursions, dinner cruises, or special event cruises for hire, (3) uninspected vessels that conduct near-shore sail training in the Galveston Bay direct regional area, (4) uninspected charter vessels where customers may hire a Captain to operate the vessel. We feel our niche in the market will not adversely affect any of the above operators."

(6) A statement on the impact this waiver will have on U.S. shipyards. *According to the applicant: "This waiver for a single uninspected vessel with a passenger limit of six passengers will not adversely impact U.S. shipyards in that U.S. shipyards currently build/manufacture large quantities of vessels capable of performing the same intended uses listed in (3) above. No attempt to broker, endorse, sell, or advertise the vessel type and manufacturer in this waiver is intended nor will it be made. We simply enjoy the vessel and wish to use it in our business."*

Dated: March 19, 2002.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 02-7163 Filed 3-25-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Announcing the Eighth Quarterly Meeting of the Crash Injury Research and Engineering Network (CIREN)

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Meeting announcement.

SUMMARY: This notice announces the Eighth Quarterly Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at ten Level 1 Trauma Centers linked by a computer network. Researchers can review data and share expertise, which could lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

DATES AND TIMES: The meeting is scheduled from 9 a.m. to 5 p.m. on Thursday, April 25, 2002.

ADDRESSES: The meeting will be held at the U.S. Department of Transportation headquarters, 400 Seventh Street, SW, Room 2230, Washington, D.C. 20590.

SUPPLEMENTARY INFORMATION: The CIREN System has been established and

crash cases have been entered into the database by each Center. CIREN cases may be viewed from the NHTSA/CIREN web site at: http://www-nrd.nhtsa.dot.gov/include/bio_and_trauma/ciren-final.htm. NHTSA has held three Annual Conferences where CIREN research results were presented. Further information about the three previous CIREN conferences is also available through the NHTSA website. NHTSA held the first quarterly meeting on May 5, 2000, with a topic of lower extremity injuries in motor vehicle crashes; the second quarterly meeting on July 21, 2000, with a topic of side impact crashes; the third quarterly meeting on November 30, 2000, with a topic of thoracic injuries in crashes; the fourth quarterly meeting on March 16, 2001, with a topic of offset frontal collisions; the fifth quarterly meeting on June 21, 2001, on CIREN outreach efforts; the sixth quarterly meeting (held in Ann Arbor, Michigan) with a topic of injuries involving sport utility vehicles, and the seventh quarterly meeting on December 6, 2001, with a topic of Age Related Injuries (Elderly and Children). Presentations from these meetings are available through the NHTSA website.

NHTSA plans to continue holding quarterly meetings on a regular basis to disseminate CIREN information to interested parties. This is the eighth such meeting. The topic for this meeting is Brain and Traumatic Head Injuries. Subsequent meetings have tentatively been scheduled for August 2002 and December 2002. These meetings are in lieu of an annual CIREN conference.

Please be aware that this is a closed building. Attendees to this meeting must present photo identification, pass through the xray and magnetometer, and be escorted to the meeting room so please allow sufficient time to complete this process.

Should it be necessary to cancel the meeting due to inclement weather or to any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on NHTSA's web site <http://www.nhtsa.dot.gov/nhtsa/announce/meetings/>. If you do not have access to the web site, you may call the contact listed below and leave your telephone or fax number. You will be called only if the meeting is postponed or canceled.

FOR FURTHER INFORMATION CONTACT: Mrs. Donna Stenski, Office of Human-Centered Research, 400 Seventh Street, SW, Room 6220, Washington, DC 20590, telephone: (202) 366-5662.