

b. Date of birth.

Individuals making inquiries must comply with the Federal Labor Relations Authority's Privacy Act regulations regarding the existence of records (5 CFR 2412.4).

RECORD ACCESS PROCEDURES:

Individuals wishing to request an amendment to their records should contact the system manager. Individuals must furnish the following information for their records to be located and identified:

- a. Full name.
- b. Date of birth.

Individuals requesting amendment must also follow Federal Labor Relations Authority's Privacy Act regulations regarding amendment of records (5 CFR 2412.5).

CONTESTING RECORD PROCEDURES:

Individuals wishing to request access to records about them should contact the system manager. Individuals must furnish the following information for their records to be located and identified:

- a. Full name.
- b. Date of birth.

Individuals requesting access must comply with the Federal Labor Relations Authority's Privacy Act regulations regarding access to records (5 CFR 2412.5).

RECORD SOURCE CATEGORIES:

Information in this system of records is provided by:

- a. The individual to whom the record pertains.
- b. Federal Labor Relations Authority employees and other parties involved in the motor vehicle accident.
- c. Witnesses to the accident.
- d. Police reports and reports of investigations conducted by Federal Labor Relations Authority investigators.
- e. Officials of the Federal Labor Relations Authority and the General Services Administration.

Dated: September 22, 1995.

For the Authority.

Solly Thomas,

Executive Director, Federal Labor Relations Authority.

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BILLING CODE 6267-01-M

FEDERAL MARITIME COMMISSION

[Docket No. 95-14]

Michael A. Grant, doing business as Island Shipping Inc.; Order to Show Cause

This proceeding is instituted pursuant to sections 8, 11 and 23 of the Shipping

Act of 1984 ("1984 Act"), 46 U.S.C. app. 1707, 1710 and 1721, and the Commission's regulations governing the tariffing and bonding of non-vessel operating common carriers, 46 C.F.R. parts 514 and 580.

Michael A. Grant is a resident of the State of Maryland. Since at least October 1994, Mr. Grant maintained offices at 8605 Cameron Street, Suite M1, Silver Spring, Maryland, from which premises Mr. Grant operates a business under the trade name of Island Shipping Inc.¹

It appears that subsequent to November 1993, Michael A. Grant, doing business as Island Shipping, shipped or agreed to transport shipments of household goods, furniture and personal effects in the foreign commerce of the United States. In at least five (5) instances known to the Commission, Mr. Grant or his agents are alleged to have picked up the goods from various individuals or households within the Washington, D.C. area. A bill of lading in the name of Island Shipping was issued to the individual tendering the goods reflecting prospective delivery of the goods on behalf of the named shipper at overseas destinations.² A cash receipt, also known in the name of Island Shipping, was issued for compensation received with respect to the transportation.

In at least seventeen (17) additional instances, it appears Mr. Grant, doing business as Island Shipping, contracted for space aboard vessels by which the ocean transportation was to be provided. On each of these shipments via a vessel-operating common carrier, Island Shipping is identified on corresponding shipping documents, such as bills of lading, as the shipper.³ In most instances, Island Shipping also appear as the billing party for the payment of freight on the subject shipments.

Section 8 of the 1984 Act, 46 U.S.C. app. § 1707, provides that no common carrier may provide service in the United States foreign trades unless the carrier has first filed a tariff with the Federal Maritime Commission showing all of its rates, charges and practices. Section 23 of the 1984 Act further provides that each non-vessel-operating common carrier must furnish to the Commission a bond, proof of insurance or other surety, *inter alia*, to insure the financial responsibility of the carrier to

pay any judgment for damages arising from its transportation-related activities.⁴ According to a review of records maintained by the Commission's Bureau of Tariffs, Certification and Licensing, no tariff or bond has been filed with the Commission in the name of Island Shipping or Mr. Grant. Therefore, it would appear that Michael A. Grant, doing business as Island Shipping, by providing and holding himself out to the public to provide transportation by water of cargo for compensation and by contracting in the capacity as a shipper in relation to an ocean common carrier for the carriage of cargo of other persons, has acted as a non-vessel-operating common carrier without a tariff or bond on file with the Commission, in violation of sections 8 and 23 of the 1984 Act.

Now therefore, it is ordered That pursuant to section 11 of the Shipping Act of 1984, Michael A. Grant, doing business as Island Shipping, show cause why he should not be found to have violated section 8 of the Shipping Act of 1984 by acting as a non-vessel-operating common carrier in each of twenty-two (22) instances, specified above, without a tariff for such service on file with the Commission;

It is further ordered That pursuant to section 11 of the Shipping Act of 1984, Michael A. Grant, doing business as Island Shipping, show cause why he should not be found to have violated section 23 of the Shipping Act of 1984 by acting as a non-vessel-operating common carrier in each of twenty-two (22) instances, specified above, without a bond for such service on file with the Commission;

It is further ordered That Michael A. Grant, doing business as Island Shipping, show cause why an order should not be issued directing Michael A. Grant to cease and desist from providing or holding himself out to provide transportation as a common carrier and from obtaining from any common carrier transportation by water of the cargo of any other person between the U.S. and a foreign country unless and until such time as Mr. Grant or Island Shipping shall have filed a tariff and a bond for such service with the Commission.

⁴Based on information currently available to the Commission, see fn. 2, at least four individuals who have utilized the services of Island Shipping claim to have suffered financial injury due to the action or inaction of Island Shipping in the transportation of their shipments. Claims by these shippers include property damage to goods in shipment (Xenia Bruce), loss of cargo (Owen White; and Collin Bruce), and payment of additional freight to obtain release of cargo by the ocean common carrier whose vessel transported the goods (Ethel Phillips).

¹It appears that, in March 1990, a corporation by the name of Island Shipping Inc. ("Island Shipping") was established under the laws of Maryland. Its registered agent was Michael A. Grant of Silver Spring, Maryland. The corporate charter of Island Shipping was revoked by the State of Maryland in October 1992, for failure to file reports required by the State.

It is furthered ordered That this proceeding is limited to the submission of facts and memoranda of law;

It is further ordered That any person having an interest and desiring to intervene in this proceeding shall file a petition for leave to intervene in accordance with Rule 72 of the Commission's Rules of Practice and Procedure, 46 CFR § 502.72. Such petition shall be accompanied by the petitioner's memorandum of law and affidavits of fact, if any, and shall be filed no later than the day fixed below;

It is further ordered That Michael A. Grant is named a Respondent in this proceeding. Affidavits of fact and memoranda of law shall be filed by Respondent and any intervenors in support of Respondent no later than October 16, 1995;

It is further ordered That the Commission's Bureau of Hearing Counsel be made a party to this proceeding;

It is further ordered That reply affidavits and memoranda of law shall be filed by the Bureau of Hearing Counsel and any intervenors in opposition to Respondent no later than November 6, 1995;

It is further ordered That rebuttal affidavits and memoranda of law shall be filed by Respondents and intervenors in support no later than November 6, 1995;

It is further ordered That:

(a) Should any party believe that an evidentiary hearing is required, that party must submit a request for such hearing together with a statement setting forth in detail the facts to be proved, the relevance of those facts to the issues in this proceeding, a description of the evidence which would be adduced, and why such evidence cannot be submitted by affidavit;

(b) Should any party believe that an oral argument is required, that party must submit a request specifying the reasons therefore and why argument by memorandum is inadequate to present the party's case; and

(c) Any request for evidentiary hearing or oral argument shall be filed no later than November 16, 1995;

It is further ordered That notice of this Order to Show Cause be published in the Federal Register, and that a copy thereof be served upon Respondent;

It is further ordered That all documents submitted by any party of record in this proceeding shall be filed in accordance with Rule 118 of the Commission's Rules of Practice and Procedure, 46 CFR 502.118, as well as being mailed directly to all parties of record;

Finally, it is ordered That pursuant to the terms of Rule 61 of the Commission's Rules of Practice and Procedure, 46 CFR 502.61, the final decision of the Commission in this proceeding shall be issued by February 29, 1996.

By the Commission.

Joseph C. Polking,

Secretary.

[FR Doc. 95-24015 Filed 9-27-95; 8:45 am]

BILLING CODE 6730-01-M

Ocean Freight Forwarder License Revocations

The Federal Maritime Commission hereby gives notice that the following freight forwarder licenses are revoked pursuant to section 19 of the Shipping Act of 1984 (46 U.S.C. app. 1718) and the regulations of the Commission pertaining to the licensing of ocean freight forwarders, effective on the corresponding revocation dates shown below:

- License Number: 2913
Name: Worldwide Shipping, Inc.
Address: 4705 Five Forks Ct., Virginia Beach, VA 23455
Date Revoked: July 27, 1995
Reason: Surrendered license voluntarily.
- License Number: 3299
Name: Young M. Kay dba I.T.T.
Address: 18524 Jeffrey Ave., Cerritos, CA 90701
Date Revoked: July 31, 1995
Reason: Surrendered license voluntarily.
- License Number: 3216
Name: Express International Cargo Services, Inc.

²Details of these five shipments are as follows:

Shipper or customer	Island shipping bill of lading No.	Destination
Rene Cooper, Camp Springs, MD	190 (issued on or about Mar. 23, 1995)	Surrey, England.
Owen O. White, Silver Spring, MD	298 (issued on or about Mar. 25, 1994)	Kingston, Jamaica.
Xenia Bruce, Silver Spring, MD	242 (issued on or about Jan. 21, 1994)	Trinidad.
Ethel Phillips, Washington, DC	179 (issued on or about Nov. 19, 1993)	Grenada
Colin Bruce, Olney, MD	053 (issued on or about Nov. 14, 1994)	Guyana.

³Details of shipment contracted in the name of Island Shipping are as follows:

Shipper	Tropical shipping B/L No.	Date	Destination
Island Shipping	94114422 MIA REG	Oct. 16, 1994	Belize.
Island Shipping	94114428 MIA REG	Dec. 8, 1994	St. Lucia.
Island Shipping	94140617 MIA REG	Dec. 8, 1994	Barbados.
Island Shipping	94140620 MIA REG	Dec. 9, 1994	Trinidad.
Island Shipping	94114431 MIA REG	Dec. 20, 1994	Barbados.
Island Shipping	94114425 MIA REG	Jan. 20, 1995	Trinidad.

Shipper	Evergreen marine B/L No.	Date	Destination
Island Shipping	EISU430500068272	Aug. 26, 1995	Kingston, Jamaica.
Island Shipping	EISU430400041593	Jul. 16, 1994	Kingston, Jamaica.
Island Shipping	EISU430400025814	May 6, 1994	Kingston, Jamaica.
Island Shipping	EISU430400009941	Feb. 21, 1994	Kingston, Jamaica.
Island Shipping	EISU430400009959	Feb. 21, 1994	Kingston, Jamaica.
Island Shipping	EISU430300078002	Dec. 4, 1993	Kingston, Jamaica.
Island Shipping	EISU430300077995	Dec. 4, 1993	Kingston, Jamaica.
Island Shipping	EISU430300072900	Nov. 8, 1993	Kingston, Jamaica.
Island Shipping	EISU430300069798	Oct. 20, 1993	Kingston, Jamaica.
Island Shipping	EISU430300061771	Sept. 14, 1993	Kingston, Jamaica.
Island Shipping	EISU430300056742	Aug. 19, 1993	Kingston, Jamaica.