

Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying in the Commission's Public Reference Room, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of such filings will also be available for inspection and copying at the principal offices of SCCP and MCC. All submissions should refer to the File Nos. SR-SCCP-95-05 and SR-MCC-95-03, and should be submitted by October 19, 1995.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.¹¹

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 95-24029 Filed 9-27-95; 8:45 am]

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SOCIAL SECURITY ADMINISTRATION

1994-95 Advisory Council on Social Security; Meeting

AGENCY: Social Security Administration.

ACTION: Notice of public meeting.

SUMMARY: In accordance with the Federal Advisory Committee Act, this notice announces a meeting of the 1994-95 Advisory Council on Social Security (the Council).

DATES: Thursday, October 12, 1995, 9 a.m. to 5 p.m. and Friday, October 13, 1995, 9 a.m. to 3 p.m.

ADDRESSES: Sheraton City Centre, 1143 New Hampshire Avenue, NW, Washington D.C., 20037, (202) 775-0800.

FOR FURTHER INFORMATION CONTACT: By mail—Nick Curabba, 1994-95 Advisory Council on Social Security, Suite 705, 1825 Connecticut Avenue, NW, Washington, DC 20009; By telephone—(202) 482-7119; By telefax—(202) 482-7123.

SUPPLEMENTARY INFORMATION:

I. Purpose

Under section 706 of the Social Security Act (the Act), the Secretary of Health and Human Services (the Secretary) appoints the Council every 4 years. The Council examines issues affecting the Social Security Old-Age, Survivors, and Disability Insurance (OASDI) programs, as well as the Medicare program and impacts on the Medicaid program, which were created under the Act.

In addition, the Secretary has asked the Council specifically to address the following:

- Social Security financing issues, including developing recommendations for improving the long-range financial status of the OASDI programs;
- General program issues such as the relative equity and adequacy of Social Security benefits for persons at various income levels, in various family situations, and various age cohorts, taking into account such factors as the increased labor force participation of women, lower marriage rates, increased likelihood of divorce, and higher poverty rates of aged women.

In addressing these topics, the Secretary suggested that the Council may wish to analyze the relative roles of the public and private sectors in providing retirement income, how policies in both sectors affect retirement decisions and the economic status of the elderly, and how the disability insurance program provisions and the availability of health insurance and health care costs affect such matters.

The Council is composed of 12 members in addition to the chairman: Robert Ball, Joan Bok, Ann Combs, Edith Fierst, Gloria Johnson, Thomas Jones, George Kourpias, Sylvester Schieber, Gerald Shea, Marc Twinney, Fidel Vargas, and Carolyn Weaver. The chairman is Edward Gramlich.

The Council met previously on June 24-25, 1994 (59 FR 30367), July 29, (59 FR 35942), September 29-30 (59 FR 47146), October 21-22 (59 FR 51451), November 18-19 (59 FR 55272), January 27, 1995 (60 FR 3416), February 10-11 (60 FR 5433), March 8-9 (60 FR 10091), March 10-11 (60 FR 10090), April 21-22 (60 FR 18419), May 19-20 (60 FR 24961), June 2-3 (60 FR 27372) July 27-28 (60 FR 35097), August 31-September 1 (60 FR 41142).

II. Agenda

The following topics will be presented and discussed:

* Previously developed plans that would revise the OASDI program along different lines;

* Preliminary findings from stochastic simulation model analysis of Social Security Trust Funds asset allocation policies.

* The organization and initial drafting of the Council's Final Report.

The meeting is open to the public to the extent that space is available. Interpreter services for persons with hearing impairments will be provided. A transcript of the meeting will be available to the public on an at-cost-of duplication basis. The transcript can be

ordered from the Executive Director of the Council.

(Catalog of Federal Domestic Assistance Program Nos. 93.802, Social Security-Disability Insurance; 93.803, Social Security Retirement Insurance; 93.805, Social Security-Survivors Insurance.)

Dated: August 21, 1995.

Daniel Wartonick,

Acting Executive Director, 1994-95 Advisory Council on Social Security.

[FR Doc. 95-24018 Filed 9-27-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 95-015]

Load Lines: Barges on Lake Michigan

AGENCY: Coast Guard, DOT.

ACTION: Notice.

SUMMARY: The Coast Guard is amending its policy regarding the limited service domestic load line routes for unmanned, river-service, dry-cargo barges operating on Lake Michigan between Chicago (Calumet Harbor), Illinois, and between Chicago and St. Joseph, Michigan. This amendment is in response to a request for comments.

EFFECTIVE DATE: September 28, 1995.

ADDRESSES: Documents referred to in this preamble are available for inspection or copying at the Office of the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street SW., room 3406, Washington, DC 20593-0001 between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

FOR FURTHER INFORMATION CONTACT: Mr. William Hayden, Office of Marine Safety, Security and Environmental Protection, U.S. Coast Guard (G-MMS-2), room 1308, 2100 Second Street SW., Washington, DC 20593-0001. The telephone number is (202) 267-2988.

SUPPLEMENTARY INFORMATION:

Background

On March 31, 1995, the Coast Guard published a notice in the Federal Register (60 FR 16693) concerning its policy for unmanned, river-service, dry-cargo barges operating on Lake Michigan between Chicago (Calumet Harbor), Illinois, and Milwaukee, Wisconsin, and between Chicago and St. Joseph (Benton Harbor), Michigan. Under that policy, these barges are exempt from the requirement that they

¹¹ 17 CFR 200.30-3(a)(12) (1994).

have a Great Lakes Load Line Certificate under 46 CFR part 45 if they have a Limited Service Domestic Voyage Load Line Certificate and meet certain special operating restrictions and conditions.

The Coast Guard received 16 comments on the March 31, 1995, notice.

Discussion of Comments and Changes

1. One comment stated that river barges should not be permitted to operate on the Great Lakes unless they meet the same requirements as lakes barges.

This comment was based on the misunderstanding that the barges operating in this service are exempt from all load line requirements. Although the barges do not receive a Great Lakes load line certificate, thereby precluding their use in unlimited Great Lakes service, they are required to have a limited service domestic load line. The limited service domestic load line is required to be maintained like any other load line (i.e., the barges must be surveyed annually, be kept in good repair, and be drydocked every 5 years).

2. One comment supported the requirement in paragraph II.4. that a rake barge be used as the lead in the tow. Fourteen comments opposed the requirement and requested that it be dropped. Several comments pointed out that this requirement was not part of the original policy for the Chicago to Milwaukee route and should not have been added later.

The main oppositions to the rake-barge requirement seem to be economic, that a rake barge carries less cargo than a box barge, and logistical, that there are not enough rake barges currently certified to operate on Lake Michigan. The rake-barge requirement was based on the fact that the use of a rake barge in the lead tends to reduce transit time and better enable the tow to escape rough weather. However, in light of the burdens imposed by this requirement and the good safety record on the Chicago-to-Milwaukee route, the Coast Guard is removing this requirement until it can assess operations on the new Chicago-to-St. Joseph route.

For the reasons set out above, the Coast Guard, under 46 U.S.C. 5108 and 46 CFR 45.15(a), amends paragraph II.4. of the exemption announced in the notice of March 31, 1995, (60 FR 16693) to read as follows:

Limited Service Domestic Voyage Load Line Routes: Chicago, Illinois, to Milwaukee, Wisconsin, and Chicago, Illinois, to St. Joseph, Michigan

II. Operating Restrictions

* * * * *

4. The towing vessel must have adequate horsepower to handle the size of the tow, with a minimum of 1,000 horsepower. The tow is limited to a maximum of three barges.

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Dated: September 22, 1995.

Joseph J. Angelo,

Director For Standards, Office of Marine Safety, Security, and Environmental Protection.

[FR Doc. 95-24110 Filed 9-27-95; 8:45 am]

BILLING CODE 4910-14-M

[CGD 95-074]

Oil Spill Removal Organization Classification Guidelines

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has developed revised guidelines for classifying Oil Spill Removal Organizations (OSRO). These organizations provide oil spill response capabilities to vessel and facility owners and operators. OSROs are classified based on their oil spill response resources. The revised OSRO guidelines make fundamental changes in the Coast Guard's OSRO classification process. This notice announces the availability of the revised OSRO guidelines and solicits comments on them.

DATES: Comments must be received on or before October 30, 1995.

ADDRESSES: Comments should be mailed to Commandant (G-MRO-3), Room 2100, U.S. Coast Guard, 2100 Second Street, SW, Washington, DC, 20593-0001, ATTN: LT Terry Hoover.

Copies of the revised OSRO guidelines may be obtained by contacting LT Terry Hoover at (202) 267-0448 or faxing a request at (202) 267-4085.

FOR FURTHER INFORMATION CONTACT: LT Terry Hoover, Response Division (G-MRO), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC, 20593-0001, telephone (202) 267-0448.

SUPPLEMENTARY INFORMATION: Vessel and facility owners and operators are required to have oil spill response plans which identify oil spill response resources. The OSRO program was established to allow vessel and facility owners and operators to list an OSRO in an OPA 90 response plan instead of providing a detailed list of oil spill response equipment. Through the plan development and plan review processes, inefficiencies have been identified in the OSRO classification process. Because of these identified inefficiencies, the Coast Guard has

revised the OSRO classification process. The process has been changed to make the classification process a better representation of an OSRO's capability to respond to an oil spill.

Dated: September 21, 1995.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 95-24109 Filed 9-27-95; 8:45 am]

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Federal Aviation Administration

[Summary Notice No. PE-95-35]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before October 18, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmtsmail.hq.faa.gov. The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-3132.