

Canadian Provinces, and the Yukon Territory (56 FR 47983). On November 27, 1992, the list was revised to include the Wisconsin bus inspection program (57 FR 56400). The list was most recently revised on April 14, 1994, to include the Texas CMV inspection program (59 FR 17829).

Determination: State of Connecticut Bus Inspection Program

On July 1, 1995, the State of Connecticut (the State) implemented a new inspection program for buses. The State requires buses with a seating capacity of more than 16 passengers (including the driver) or a gross vehicle weight rating (GVWR) of 11,794 kilograms (kg) (26,001 pounds) or more to be inspected every 6 months. State officials conduct the inspections during the months of December and January while inspections by authorized or licensed inspection stations are performed during the months of June and July. The State has adopted Appendix G to Subchapter B of title 49, Code of Federal Regulations, as part of its inspection criteria. Certain vehicle components and systems specific to buses (e.g., interior lights, passenger seat anchors and upholstery, emergency exits, etc.) are also covered under the State's inspection program.

The FHWA has determined that the Connecticut bus inspection program in effect as of July 1, 1995, is comparable to or as effective as the Federal PI requirements. Therefore, motor carriers operating buses which are subject to the State's program and which are subject to the FMCSRs must use the State's program to satisfy the Federal PI requirements. Motor carriers operating buses that fall below the passenger-carrying and/or weight threshold for the Connecticut program, but which meet the FHWA's definition of a CMV may continue to use alternative means to satisfy the Federal PI requirements (e.g., self-inspection, the use of a commercial garage or similar facility, or passage of a roadside inspection that meets the requirements of 49 CFR 396.17).

It should be noted that in accepting the State's PI program, the FHWA also accepts the recordkeeping requirements associated with the inspection program. Both the State officials and the authorized inspection facilities issue decals as well as copies of the inspection report. The State inspection decal is considered by the FHWA as satisfying the Federal requirement for proof of inspection on the CMV.

The FHWA also notes that the inspection decals issued by the State government inspectors differ from the decals issued by the licensed inspection

facilities. Both decals, however, provide sufficient information for State officials in other jurisdictions to make inquiries about the validity of the decal and request copies of the inspection reports.

States With Equivalent Periodic Inspection Programs

The following is a complete list of States with inspection programs which the FHWA has determined are comparable to, or as effective as, the Federal PI requirements.

Alabama (LPG Board)
 Arkansas
 California
 Connecticut
 District of Columbia
 Hawaii
 Illinois
 Louisiana
 Maine
 Maryland
 Michigan
 Minnesota
 New Hampshire
 New Jersey
 New York
 Oklahoma
 Pennsylvania
 Rhode Island
 Texas
 Utah
 Vermont
 Virginia
 West Virginia
 Wisconsin

In addition to the States listed above, the FHWA has determined that the inspection programs of the 10 Canadian Provinces and the Yukon Territory are comparable to, or as effective as, the Federal PI requirements. All other States either have no PI programs for CMVs or their PI programs have not been determined by the FHWA to be comparable to, or as effective as, the Federal PI requirements. Should any of these States wish to establish a program or modify their programs in order to make them comparable to the Federal requirements, the State should contact the appropriate FHWA regional office listed in 49 CFR part 390.

Authority: 49 U.S.C. 31132, 31136, 31142, 31502, and 31504; 49 CFR 1.48.

Issued on: October 27, 1995.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 95-27503 Filed 11-6-95; 8:45 am]

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Maritime Administration

[Docket S-926]

American President Lines, Ltd.; Notice of Application

American President Lines, Ltd. (APL), by application of October 23, 1995, requests approval to permit the planned sale by APL to Matson Navigation Company, Inc. (Matson), and the subsequent interim bareboat charter by APL from Matson, of six vessels that are currently included as subsidized vessels in APL's Operating-Differential Subsidy Agreement (ODSA), Contract MA/MSB-417 and that are subject to Construction-Differential Subsidy Agreements to which APL is a party or under which APL has assumed obligations. The six vessels are the PRESIDENTS LINCOLN, WASHINGTON, MONROE, HOOVER, GRANT, and TYLER.

The sale and interim bareboat charters are integral parts of a broader agreement between APL and Matson pursuant to which Matson will operate four of the six named vessels on transPacific voyages on which APL will charter slots for the carriage of U.S. foreign commerce cargo. In brief, APL and Matson have entered into an agreement, pursuant to which the six above-named vessels will be sold to Matson on or about January 2, 1996, the vessels will be immediately bareboat chartered back to APL for continued operation under APL's ODSA for interim periods of several months or less and following termination of the interim bareboat charters, Matson will operate four of the six vessels (plus a fifth vessel currently owned by Matson) in a weekly, U.S.-flag transPacific service calling Hawaii, Guam and foreign ports in the Far East. Under the agreement, Matson will operate this weekly service, on which APL will charter slots for the carriage of U.S.-foreign commerce cargo, for a period of ten years.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm, or corporation desiring to submit comments concerning the application must file written comments in triplicate with the Secretary, Maritime Administration, Room 7210, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590. Comments must be received no later than 5:00 p.m. on November 17, 1995. Publication of this notice should in no way be considered a favorable or unfavorable decision on the application, as filed or as may be amended. The Maritime Administrator/Maritime Subsidy Board will consider any comments submitted

and take such action with respect thereto as may be deemed appropriate.

(Catalog of Federal Domestic Assistance Program No. 20.804 (Operating-Differential Subsidies))

Date: November 2, 1995.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary.

[FR Doc. 95-27531 Filed 11-6-95; 8:45 am]

BILLING CODE 4910-81-P

Research and Special Programs Administration

International Standards on the Transport of Dangerous Goods; Public Meeting

AGENCY: Research and Special Programs Administration (RSPA), Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice is to advise interested persons that RSPA will conduct a public meeting to exchange views on proposals submitted to the eleventh session of the United Nations' Sub-Committee of Experts on the Transport of Dangerous Goods and to report on the progress of the International Civil Aviation Organization's (ICAO) Dangerous Panel (DGP) fifteenth meeting which was held in Montreal, Canada on October 17-26, 1995.

DATES: November 29, 1995 at 9:30 a.m.

ADDRESSES: Room 9230, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Frits Wybenga, International Standards Coordinator, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366-0656.

SUPPLEMENTARY INFORMATION: This meeting will be held in preparation for the eleventh session of the Sub-Committee of Experts on the Transport of Dangerous Goods to be held December 4 to 15, 1995 in Geneva, Switzerland. During this public meeting U.S. positions on proposals submitted to the eleventh session of the Sub-Committee will be discussed. Topics to be covered include matters related to restructuring the UN Recommendations on the Transport of Dangerous Goods into a model rule, criteria for environmentally hazardous substances, review of intermodal tank requirements, review of the requirements applicable to small quantities of hazardous materials in transport (limited quantities), classification of individual substances,

requirements for bulk and non-bulk packagings used to transport hazardous materials, infectious substances and international harmonization of classification criteria.

A second purpose for the meeting will be to review the results of the fifteenth session (October 17-26, 1995, in Montreal, Canada) of the ICAO Dangerous Goods Panel. Agreed amendments to the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air will be discussed.

The public is invited to attend without prior notification.

Documents

Copies of documents submitted to the eleventh session of the UN Sub-Committee meeting may be obtained from RSPA. A listing of these documents is available on the Hazardous Materials Information Exchange (HMIX), RSPA's computer bulletin board. Documents may be ordered by filling out an on-line request form on the HMIX or by contacting RSPA's Dockets Unit (202-366-5046). For more information on the use of the HMIX system, contact the HMIX information center; 1-800-PLANFOR (752-6367); in Illinois, 1-800-367-9592; Monday through Friday, 8:30 a.m. to 5:00 p.m. Central time. The HMIX may also be accessed via the Internet at hmix.dis.anl.gov.

After the meeting, a summary of the public meeting will also be available from the Hazardous Materials Advisory Council, Suite 301, 1101 Vermont Avenue NW., Washington, DC 20005; telephone number (202) 289-4550.

Issued in Washington, DC, on November 2, 1995.

Robert A. McGuire,

Deputy Associate Administrator for Hazardous Materials Safety.

[FR Doc. 95-27556 Filed 11-6-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Bureau of Alcohol, Tobacco and Firearms

Proposed Agency Information Collection Activities; Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this

opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Bureau of Alcohol, Tobacco and Firearms within the Department of the Treasury is soliciting comments concerning the Application for Enrollment to Practice Before the Bureau of Alcohol, Tobacco and Firearms.

DATES: Written comments should be received on or before January 8, 1996 to be assured of consideration.

ADDRESSES: Direct all written comments to Bureau of Alcohol, Tobacco and Firearms, Linda Barnes, 650 Massachusetts Avenue, NW., Washington, DC 20226, (202) 927-7768.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to Harry McCabe, Chief, Product Compliance Branch, Bureau of Alcohol, Tobacco and Firearms, 650 Massachusetts Avenue NW., Washington, DC 20226, (202) 927-8136.

SUPPLEMENTARY INFORMATION:

Title: Application for Enrollment to Practice Before the Bureau of Alcohol, Tobacco and Firearms.

OMB Number: 1512-0418.

Form Number: ATF F 5000.12.

Abstract: Application For Enrollment to Practice Before the Bureau of Alcohol, Tobacco and Firearms is necessary so that the Bureau may evaluate the applicants in order to assure only competent, reputable persons are authorized to represent claimants.

Current Actions: There are no new changes to this information collection and it is being submitted for extension purposes only.

Type of Review: Extension.

Affected Public: Business or other for-profit.

Estimated Number of Respondents: 8.

Estimated Time Per Respondent: 1

hour.

Estimated Total Annual Burden

Hours: 2 hours.

Request for Comments: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Written comments should address the accuracy of the burden estimates and ways to minimize burden including the use of automated collection techniques or the use of other forms of information technology, as well as other relevant aspects of the information collection request.