

and persons are prohibited from anchoring, diving, dredging, dumping, fishing, trawling, laying cable, or conducting salvage operations in this zone except as authorized by the Captain of the Port, Portland, Maine. Innocent transit through the area within the safety zone is not affected by this section and does not require the authorization of the Captain of the Port.

Dated: September 15, 1995.

Burton S. Russell,

Commander, U.S. Coast Guard, Captain of the Port, Portland, Maine.

[FR Doc. 95-27866 Filed 11-9-95; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

43 CFR Part 3170

Coalbed Methane

AGENCY: Bureau of Land Management, Interior.

ACTION: Proposed rule; notice of extension of public comment period.

SUMMARY: The Bureau of Land Management (BLM) hereby gives notice that it is extending the public comment period on a Notice of Proposed Rule, which was published in the Federal Register on September 15, 1995 (60 FR 47920). The proposed rule would add a new part to the oil and gas leasing regulations. This regulation is intended to encourage the production of coalbed methane in States where production has been impeded by conflicts in ownership. In response to public requests for additional time, BLM extends the comment period 15 days from November 14, 1995, to November 29, 1995.

DATES: Comments should be submitted by November 29, 1995. Comments received or postmarked after the above date may not be considered in the decision making process on the final rule.

ADDRESSES: Comments should be sent to: Director (420), Bureau of Land Management, Room 401 LS, 1849 C Street NW., Washington, DC 20240. Comments can also be sent to internet!WO140@attmail.com. Please include "attn:AC27" and your name and address in your internet message. Comments will be available for review at the above address during regular business hours (7:45 a.m. to 4:15 p.m.), Monday through Friday.

FOR FURTHER INFORMATION CONTACT: David R. Stewart, Bureau of Land

Management, Eastern States Office at (703) 440-1728.

Dated: November 6, 1995.

W. Hord Tipton,

Assistant Director, Resource Use and Protection.

[FR Doc. 95-27966 Filed 11-9-95; 8:45 am]

BILLING CODE 4310-GJ-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Parts 10, 12, and 15

[CGD 95-062]

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as Revised by the 1995 Amendments to It

AGENCY: Coast Guard, DOT.

ACTION: Notice of inquiry.

SUMMARY: The Coast Guard seeks information that may be useful in calculating the costs and benefits of implementing the 1995 Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. This information will be useful in evaluating alternative regulatory approaches, especially where the 1995 Amendments allow some flexibility in how particular new requirements can be implemented to improve the training and assessment of candidates for merchant mariners' licenses and endorsements.

DATES: Comments must be received on or before January 12, 1996.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA, 3406) [CGD 95-062], U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477. Comments on collection-of-information requirements must be mailed also to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, ATTN: Desk Officer, U.S. Coast Guard.

The Executive Secretary maintains the public docket for this rulemaking. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

A copy of the 1995 Amendments to STCW may be obtained by writing

Commandant (G-MOS), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001, or by calling (202) 267-0214, between 8 a.m. and 3 p.m. Monday through Friday, except Federal holidays. Requests may also be submitted by facsimile at (202) 267-4570.

FOR FURTHER INFORMATION CONTACT:

Mr. Randall N. Crenwelge, Standards Evaluation and Development Division (G-MES), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-6220.

SUPPLEMENTARY INFORMATION:

Request for Information

The Coast Guard encourages interested persons to participate in this inquiry by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this inquiry [CGD 95-062] and the specific section or question of this document to which each comment or question applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes. The Coast Guard will consider all comments received during the comment period.

The Coast Guard held a public meeting on August 31, 1995, in Washington, DC. Persons may request additional public meetings by writing to the Marine Safety Council at the address under **ADDRESSES**. The request should include the reasons why a hearing would be beneficial. If it determines that another opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold another public meeting at a time and place announced by a later notice in the Federal Register.

Drafting Information. The principal persons involved in drafting this document are Mr. Randall N. Crenwelge, Project Manager, Standards Evaluation and Development Division (G-MES), and Mr. Patrick J. Murray, Project Counsel, Regulations and Administrative Law Division (G-LRA).

Background and Purpose

On July 7, 1995, a Conference of Parties to STCW, meeting at the headquarters of the International Maritime Organization (IMO) in London, adopted a package of amendments to STCW. The amendments will enter into force on February 1, 1997, unless a third of the

parties to the Convention, or parties representing over 50 percent of the world's shipping tons, subject to them by August 1, 1996. Because they were adopted unanimously by the Conference, no objections are expected.

The Coast Guard held a public meeting on August 31, 1995 [60 FR 39306 (August 2, 1995)], to discuss the outcome of the 1994 Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW).

Discussion of Prospective Rules

The Coast Guard must consider how to revise the current rules on licensing and documentation, as well as those on workhours and watchkeeping [46 CFR parts 10, 12, and 15], to reflect the requirements of the 1995 Amendments to STCW. The most important changes for implementation are these:

1. All candidates for STCW certificates (for instance, licenses and documents for service on seagoing ships) will have to undergo approved training and assessment of competence.

2. Mariners engaged in training, whether aboard ship or at shore-side facilities, will have to meet standards of IMO. All training will have to meet standards, which will be subject to a system of approval and independent monitoring. Many mariners will have to use training-record books.

3. Assessment of competence [section A-I/6 of the STCW Code] will involve both examination, to verify knowledge and understanding of essential subjects, and demonstration, to verify practical skills. Either kind of assessment will require documented proof. Persons engaged in either kind, whether aboard ship or at shore-side facilities, will themselves undergo assessment against standards.

4. Simulators used in training or assessment will have to meet certain standards of performance.

5. Mariners employed or engaged on seagoing ships (all persons aboard except passengers) will have to undergo familiarization training to ensure that they can safely handle themselves in an emergency or a life-threatening situation. Persons responsible for safety or for preventing pollution—whether or not part of the required complement—will have to acquire further basic training in safety, including fire-fighting. Persons responsible for medical care must also meet certain standards.

6. All persons employed or engaged aboard seagoing ships must meet standards of medical fitness.

7. Ratings for members of navigational watches on ships of 500 gross tons or more, or for members of engine-room watches or for those designated to perform duties in periodically unmanned engine-rooms on seagoing ships powered by propulsion machinery of 750 kW [1,000 hp] or more, must come into line with the 1995 Amendments to STCW. This revises current rules and their standards respecting even unlicensed mariners.

8. Watch-standing personnel must receive a minimum of rest. Masters must arrange watch-rotations adequate for safety.

9. Suspension-and-revocation procedures must enable the taking of appropriate action against a license or document whose holder has either (a) allowed the performance of a shipboard function by a non-holder of a required STCW certificate or (b) certified that a non-holder has properly demonstrated a skill when either (i) the non-holder has not properly demonstrated a skill or (ii) the holder has not observed the non-holder properly demonstrate a skill.

10. Companies must ensure that new crewmembers are familiar with ship-specific equipment, procedures, and other arrangements necessary for performing their jobs.

11. Tankers and roll-on/roll-off (ro-ro) passenger ships needs renewed scrutiny, through the prism of STCW.

12. New policy will be necessary to implement expanded port-state control. Beyond the above, specific revisions will be necessary to ensure that requirements for being issued a license or document under domestic regulations fully meet those of the 1995 Amendments to STCW. For example, officers of the navigational watch will need training in the use of Automatic Radar Plotting Aids (ARPA) for service on ships fitted with ARPA. Also, such officers will have to hold radio operators' certificates valid under the Global Maritime Distress and Safety System (GMDSS) for service in ships operating in the GMDSS.

Likewise, in revising domestic requirements, the Coast Guard should consider harmonizing the license categories with structure outlined in the 1995 Amendments to STCW, which is as follows:

Deck Department

1. Officers of the navigational watch on ships of 500 gross tons or more.

2. Officers of the navigational watch on ships of less than 500 gross tons not engaged on near-coastal voyages.

3. Officers of the navigational watch on ships of less than 500 gross tons engaged on near-coastal voyages.

4. Masters and Chief Mates on ships of 3,000 gross tons or more.

5. Master and Chief Mates on ships of between 500 and 3,000 gross tons.

6. Masters on ships of less than 500 gross tons not engaged on near-coastal voyages.

7. Masters on ships of less than 500 gross tons engaged on near-coastal voyages.

Engine Department

1. Officers in charge of the engineering watch in manned engine-rooms of more than 750 kW [1,000 hp].

2. Designated duty engineers in periodically unmanned engine-rooms of more than 750 kW [1,000 hp].

3. Chief engineer officers of ships powered by main propulsion machinery of 3,000 kW [4,000 hp] or more.

4. Second engineer officers of ships powered by main propulsion machinery of 3,000 kW [4,000 hp] or more.

5. Chief engineer officers of ships powered by main propulsion machinery of between 750 kW [1,000 hp] and 3,000 kW [4,000 hp].

6. Second engineer officers of ships powered by main propulsion machinery of between 750 kW [1,000 hp] and 3,000 kW [4,000 hp].

Questions

To adequately address the cost and benefits of these issues, the Coast Guard needs more information. Public response to the questions contained in this notice will assist the Coast Guard in developing a more complete and carefully considered rulemaking. Responses to the following questions would be particularly useful in determining the economic impact in terms of costs and benefits of a future rulemaking.

What *new* costs would be imposed on you as employee, employer, training institution, union, or other affected member of the maritime industry, if you had to comply with the following conditions?

1. If all candidates for a license and upgrade as master or mate on a seagoing (e.g., ocean or near-coastal) ship were required to—

a. Hold a GMDSS radio-operator certificate, unless they were serving on ships not required to participate in the GMDSS (i.e., less than 300 gross tons);

b. Complete simulator training in the use of ARPA, if they were serving on ships fitted with ARPA;

c. Complete training in techniques of personal survival;

d. Complete training in personal safety and social responsibility;

e. Demonstrate competence in bridge-teamwork procedures; and

f. Demonstrate familiarity with the contents of the IMO Merchant Ship Search and Rescue Manual (MERSAR).

2. If all seafarers (i.e., all persons employed on board other than passengers) were required to receive familiarization training or instruction on what to do in an emergency?

3. If all seafarers with responsibility for safety or for preventing pollution (including all subject to manning requirements or members of fire parties) had to receive basic safety-training in fire-fighting, first aid, personal survival, and personal safety?

4. If all candidates for engineering licenses and upgrades for service on seagoing ships were required to demonstrate competence in electronic control engineering (some training institutions or schools call this "automated-process-control engineering")?

5. If all candidates for deck and engineer licenses and upgrades were required to demonstrate competence in first aid aboard ship?

6. If all instructors were required to receive guidance in instructional techniques?

7. If all candidates' competence and proficiency in a skill or area of knowledge had to be evaluated by an "assessor" (one that evaluates a candidate's competence and proficiency in a skill or area of knowledge)?

8. If all assessors were required to receive guidance in assessment methods and practice?

9. If all training and assessment were subject to a qualify-standards system that included independent monitoring and evaluation to ensure that stated objectives were being achieved? (Please address costs of development, implementation, and operating, as well as other costs you consider important.)

10. If companies that own or operate seagoing ships were required to (a) maintain records on their seafarers' experience, training, medical fitness, and competency; (b) ensure that those persons newly assigned to their ships were familiarized with their specific duties there, the ships' arrangements, and their equipment; and (c) ensure that the ships' complements can coordinate their activities in an emergency?

11. If watchkeeping personnel on seagoing ships had to get not less than 10 hours of rest a day, including not less than 6 continuous hours, with only strictly limited exceptions?

12. If simulator training were required or necessary for compliance with the 1995 Amendments to STCW? (Please address costs of acquisition and operating, and costs to modify existing programs.)

13. If new training courses needed development to meet some requirements? (Please estimate the complete cost of development and state a range of costs.)

The above list may not be complete. It should suggest the scope and nature of requirements that must be addressed in the implementation of the 1995 Amendments to STCW. The Coast Guard also seeks comments on the impacts associated with requiring practical demonstration in addition to an exam.

The Coast Guard would also appreciate having a breakdown of costs, beyond these costs, associated with courses that currently offer training in the areas mentioned in questions 1 through 11.

The Coast Guard also requests views on the distribution of new costs that may result from implementation of the 1995 Amendments to STCW. For example, to what degree might training costs be borne by employers, schools, employees, unions, or individuals as prospective future employees?

In responding to the above questions, please identify your status or affiliation in the marine industry (e.g., owner-operator, union, maritime school, seafarer), and please explain the basis on which your costs were calculated.

Dated: November 1, 1995.

J.C. Card,

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

[FR Doc. 95-27869 Filed 11-9-95; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF DEFENSE

48 CFR Parts 216, 217, 233, 237, 247, 250, and 252

[DFARS Case 95-D703]

Defense Federal Acquisition Regulation Supplement; Multiyear Contracting and Other Miscellaneous Provisions

AGENCY: Department of Defense (DoD).

ACTION: Proposed rule with request for comment.

SUMMARY: The Director of Defense Procurement is proposing to amend the Defense Federal Acquisition Regulation Supplement (DFARS) to clarify guidance on multiyear contracting; implement sections of the Federal Acquisition Streamlining Act of 1994 pertaining to payment of claims and Civil Reserve Air Fleet Contractors; and conform the DFARS to recent revisions

to the FAR pertaining to determinations and findings and personal services contracts.

DATES: Comments on the proposed rule should be submitted in writing to the address shown below on or before January 12, 1996 to be considered in the formulation of the final rule.

ADDRESSES: Interested parties should submit written comments to: Defense Acquisition Regulations Council, PDUSD(A&T)DP(DAR), IMD 3D139, 3062 Defense Pentagon, Washington, DC 20301-3062. Telefax number (703) 602-0350. Please cite DFARS Case 95-D703 in all correspondence related to this issue.

FOR FURTHER INFORMATION CONTACT: Ms. Melissa Rider, at (703) 602-0131. Please cite DFARS Case 95-D703.

SUPPLEMENTARY INFORMATION:

A. Background

The Federal Acquisition Streamlining Act of 1994, Pub. L. 103-355 (the Act), provides authorities that streamline the acquisition process and minimize burdensome government-unique requirements. This proposed rule implements the following sections of the Act:

Section 2301, Certification of Contract Claims—This section of the Act repeals 10 U.S.C. 2410e and revises 10 U.S.C. 2410. The new statutory language aligns DoD claims certification requirements with those for civilian agencies (as implemented in the FAR at 33.207), thereby eliminating the need for DFARS Subpart 233.70 and the associated clause at DFARS 252.233-7000, both of which are deleted by this proposed rule. The rule also amends DFARS 233.205 and 250.102 to add references to 10 U.S.C. 2410(b), which places restrictions on legislative payment of claims.

Section 3031, Definitions; Section 3032, Consolidation of Provisions Relating to Contractual Commitment of Aircraft; and Section 3033, Use of Military Installations by Contractors—These sections of the Act expand upon existing coverage in United States Code governing the use of Civil Reserve Air Fleet (CRAF) Contractors, principally upon the relationship between the DoD and CRAF contractors. The proposed rule adds a new DFARS subpart at 247.70 to address the Act's definition of a CRAF contractor, the obligations of a CRAF contractor to the Government, and how the CRAF program impacts the Government's choice of air transportation sources.

This proposed rule also reorganizes and clarifies DFARS guidance pertaining to multiyear contracting in Subpart 217.1. The revised coverage