

In addition, DOT will continue to hold open, informal technical briefings by specialists directly working on specific segments of the TS&W effort. DOT has held three such briefings—on preliminary results of Truck Inventory and Use Survey analysis, on intermodal diversion analysis and on domestic and international freight trends. Individuals attending these briefings have indicated that they gain useful insight into the methodologies being used in the study and that the briefings provide an opportunity to get detailed answers to their questions.

DOT also will make available executive summaries of individual study reports as they are completed and brief written updates on progress of the study. Parties interested in being placed on a mailing list for technical briefing announcements, executive summaries, and periodic updates should provide their name and address to any of the DOT contacts noted above. Distribution of TS&W study report summaries and updates over the Internet also are being planned. DOT will continue to provide updates on its TS&W study at meetings and conferences held by government, safety, industry, research, and other groups as requested.

Issued in Washington, D.C. on April 19, 1996.  
Frank E. Kruesi,  
*Assistant Secretary for Transportation Policy.*  
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## Federal Aviation Administration

### RTCA, Inc.; Technical Management Committee

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the RTCA Technical Management Committee meeting to be held May 10, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will include: (1) Chairman's Remarks; (2) Review and Approval of Summary of the Previous Meeting; (3) Systems Management Working Group Report to the Technical Management Committee; (4) Consider and Approve: a. RTCA course of action concerning activities relating to EUROCAE Working Group 52; b. Course of action concerning white paper on required system performance; c. Terms of reference and chairman for new special committee concerned with developing FANS systems requirements and objectives; (5) Take Action on Open

Items from Previous Meeting; (6) Other Business; (7) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on April 19, 1996.  
Janice L. Peters,  
*Designated Official.*  
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### RTCA, Inc.; Special Committee 187; Mode Select Beacon and Data Link System

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 187 meeting to be held on May 14, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036.

The agenda will be as follows: (1) Introductory Remarks; (2) Review and Approval of the Agenda; (3) Review and Approval of the Summary of the Previous Meeting; (4) Complete the Review of Change 2 to RTCA/DO-181A; (5) Detailed Review of Change 1 to RTCA/DO-218; (6) Other Business; (7) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on April 19, 1996.  
Janice L. Peters,  
*Designated Official.*  
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## Maritime Administration

[Docket S-936]

### BSTC Holding Inc.; Notice of Application To Transfer Operating-Differential Subsidy Agreement, Contract MA/MSB-439 to BSTC Holding Inc.

Notice is hereby given that BSTC Holding Inc. (Applicant) applies under sections 605(c) and 608 of the Merchant Marine Act, 1936, as amended (Act), for financial aid in the operation of vessels which are to be used in an essential service in the foreign commerce of the United States through approval of the transfer to the Applicant of Operating-Differential Subsidy Agreement (ODSA), Contract MA/MSB-439.

The Applicant is a wholly-owned subsidiary of Atlantic Maritime, Ltd. (Atlantic). Atlantic was the winning bidder at bankruptcy for the U.S.-built, U.S.-flag tanker, the FALCON LEADER. Closing on the purchase of the FALCON LEADER is currently pending. Boston Shipping & Trading, an affiliated company of the Applicant, will own the FALCON LEADER.

On March 11, 1996, Atlantic entered into an agreement to purchase ODSA, Contract MA/MSB-439 from the estates of Equity Carriers I, Inc., Equity Carriers III, Inc., and Asco-Falcon II Shipping Company (the Estates).

ODSA, Contract MA/MSB-439 provided an operating-differential subsidy (ODS) for each of three MA Design C5-M-129 dry bulk cargo vessels. ODSA, Contract MA/MSB-439 expires on May 23, 2001.

On April 9, 1996, Atlantic assigned its rights under the agreement to purchase ODSA, Contract MA/MSB-439 to the Applicant. The Applicant proposes to use the ODS provided in the ODSA to engage the FALCON LEADER in an essential service in the foreign commerce of the United States. The Applicant does not charter or operate vessels other than the proposed chartering of the FALCON LEADER. The Applicant is currently in search of two additional vessels documented in the United States that would be suitable to receive ODS under the ODSA. This application will be amended when and if the Applicant identifies such existing vessels. If the Applicant is not able to identify two such existing suitable vessels, the Applicant will seek permission to utilize the ODS for two newly constructed or acquired vessels to be subsequently identified.

The Applicant currently intends to offer the FALCON LEADER for charter on the spot and term market in the Caribbean to U.S. east coast oil product

trade. The FALCON LEADER has a deadweight capacity of 33,542 LTs and a cargo tank capacity of 224,096 barrels. The Applicant will hire Osprey-Acomarit Ship Management Inc., to manage the operation of the FALCON LEADER.

In summary, the Applicant requests the following under the Act:

(1) Approval under section 608 of the transfer of ODSA, Contract MA/MSB-439 from the Estates to Atlantic (and henceforth to the Applicant) and approval under section 605(c), section 601, and other provisions of the Act of financial aid for the operation of the FALCON LEADER in the worldwide carriage of liquid bulk cargo in the foreign commerce of the United States and the carriage of such cargo between foreign ports, and, if the Applicant amends this application, for two additional vessels in an essential service in the foreign commerce of the United States.

(2) Modification of the ODSA for the worldwide transportation of product in bulk and any other essential services, as described in an amendment to this application.

This application may be inspected in the Office of the Secretary, Maritime Administration. Any person, firm or corporation having any interest in such request and 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 May 9, 1996. The 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. 2.804 Operating-Differential Subsidies)

By Order of the Maritime Subsidy Board.

Dated: April 22, 1996.

Joel C. Richard,  
Secretary.

[FR Doc. 96-10253 Filed 4-24-96; 8:45 am]

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## Surface Transportation Board

[STB Special Tariff Authority No. 9601]

### Petition To Allow Short-Term Notice of Fuel Cost-Related Increases

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice and request for comments.

**SUMMARY:** On April 16, 1996, the American Trucking Associations, Inc., the Interstate Truckload Carriers Conference, and the American Movers Conference (collectively petitioners) jointly requested the Surface Transportation Board (Board) to permit motor carriers still subject to statutory tariff-filing requirements to implement fuel-related surcharges on one day's notice. The Board seeks public comment on petitioners' request with respect to motor carriers providing joint service with water carriers in the noncontiguous domestic trade, the only category of motor service for which carriers must file and maintain tariffs with the Board.

**DATES:** Comments are due on May 6, 1996.

**ADDRESSES:** Send comments (an original and 10 copies) referring to STB Special Tariff Authority No. 9601 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423.

**FOR FURTHER INFORMATION CONTACT:** Ronald A. Hall, (202) 927-5639. [TDD for the hearing impaired: (202) 927-5721.]

**SUPPLEMENTARY INFORMATION:** Petitioners request the above-described relief so that motor carriers may more quickly recover through rate surcharges their increased expenditures associated with rapidly rising diesel fuel prices. According to petitioners, fuel prices have risen by more than 17 cents per gallon, or 15 percent, in the past ten weeks, and by more than 5 cents in the past week alone. Petitioners also state that bulk fuel prices have increased even more sharply, rising as much as 35 cents per gallon, or 75 percent from their lows of the past year. Petitioners submit that, because fuel costs comprise approximately 20 percent of a carrier's operating costs, the rapid increases in fuel costs can cripple carriers that cannot pass them through quickly. As a result, petitioners state that carriers must be allowed to put tariff rate increases into effect promptly. Accordingly, they ask the Board to reinstate Special Tariff Authorities previously adopted by the Interstate Commerce Commission (ICC), the Board's predecessor, which allowed for fuel-related surcharges to take effect on one day's notice in similar circumstances.

Petitioners recognize that, as a result of the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), and the Trucking Industry Regulatory Reform Act of 1994, Pub. L. No. 103-311, 108 Stat. 1683 (TIRRA), tariff-filing

requirements for most motor carriers have been eliminated, and that most motor carriers may change their rates without government approval or oversight. Therefore, they seek relief only for household goods carriers and for motor carriers operating in the noncontiguous domestic trade. While household goods carriers must maintain tariffs available for inspection at their place of business, they are not required to file those tariffs with the Board, nor is the Board authorized to promulgate rules governing their contents or procedural requirements—including notice—associated with filing such tariffs. 49 U.S.C. 13702(c). Thus, like most other motor carriers, household goods carriers also remain free to adjust their rates to deal with fuel cost increases free from the Board's oversight. Tariff-filing requirements, including notice requirements, remain only for motor carriers engaged in noncontiguous domestic trade. 49 U.S.C. 13702(b).

It is not clear how much effect escalating fuel prices are having on the extremely limited amount of service that remains subject to the Board's tariff-filing jurisdiction, and hence over which the Board has authority to grant the relief sought by petitioners. Accordingly, the Board invites all interested parties to comment on petitioners' request as it pertains to motor carriers providing joint service with water carriers in the noncontiguous domestic trade.

#### Request for Comments

Comments (an original and 10 copies) must be in writing and are due 10 days after publication of this notice.

#### Small Entities

Because this is not a notice of proposed rulemaking within the meaning of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), we need not conduct at this point an examination of impacts on small entities. Commentors may address whether our consideration of petitioners' requested relief would have significant economic effects on any substantial number of small entities.

#### Environment

The issuance of this notice and request for comments will not significantly affect either the quality of the human environment or the conservation of energy resources. Commentors may address whether a determination to grant the requested relief would significantly affect either the quality of the human environment or the conservation of energy resources.

Authority: 49 U.S.C. 721(a) and 13702(a).