

available for inspection and copying in the Commission's Public Reference Room, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of such filing will also be available for inspection and copying at the principal office of the PCX. All submissions should refer to File No. SR-PCX-97-40 and should be submitted by December 5, 1997.

For the Commission, by the Division of Market Regulations, pursuant to delegated authority.<sup>9</sup>

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 97-29933 Filed 11-13-97; 8:45 am]

BILLING CODE 8010-01-M

## SOCIAL SECURITY ADMINISTRATION

### Agency Information Collection Activities; Submissions for OMB Review

This notice lists information collection packages that have been sent to the Office of Management and Budget (OMB) for clearance, in compliance with Pub. L. 104-13 effective October 1, 1995, The Paperwork Reduction Act of 1995.

1. *Electronic Request for Replacement SSA-1099/SSA-1042S—0960-New.* The information requested will be used by the Social Security Administration (SSA) to provide replacement copies of Forms SSA-1099/SSA-1042S needed to prepare Federal tax returns. Over 700,000 requests are received annually for replacement forms from Social Security beneficiaries by SSA field offices and teleservice centers. SSA intends to offer the public the option to use the Internet to request that the Agency mail to them a replacement SSA-1099/SSA-1042S, eliminating the need for a phone call to a teleservice center or a visit to a field office. The respondents are Title II Social Security beneficiaries.

*Number of Respondents:* 7,000.

*Frequency of Response:* 1.

*Average Burden Per Response:* 5 minutes.

*Estimated Annual Burden:* 583 hours.

2. *Discrimination Complaint Form—0960-New.* The information collected on form SSA-437 will be used by SSA to investigate and informally resolve complaints of discrimination based on race, color, national origin, sex, age, religion and retaliation in any program or activity conducted by SSA. A person who believes that he or she has been discriminated against on any of the above basis may file a written complaint

of discrimination. The information will be used to identify the complainant; identify the alleged discriminatory act; ascertain the date of the alleged act; obtain the identity of the individual(s)/ facility/component that allegedly discriminated; and ascertain other relevant information that would assist in the investigation and resolution of the complaints. The respondents are individuals who allege discrimination on the grounds described above.

*Number of Respondents:* 250.

*Frequency of Response:* 1.

*Average Burden Per Response:* 1 hour.

*Estimated Annual Burden:* 250 hours.

Written comments and recommendations regarding the information collection(s) should be directed within 30 days to the OMB Desk Officer and SSA Reports Clearance Officer at the following addresses:

(OMB)

Office of Management and Budget,  
OIRA, Attn: Laura Oliven, New  
Executive Office Building, Room  
10230, 725 17th St., NW, Washington,  
D.C. 20503.

(SSA)

Social Security Administration,  
DCFAM, Attn: Nicholas E. Tagliareni,  
1-A-21 Operations Bldg., 6401  
Security Blvd., Baltimore, MD 21235.

To receive a copy of any of the forms or clearance packages, call the SSA Reports Clearance Officer on (410) 965-4125 or write to him at the address listed above.

Dated: November 7, 1997.

**Nicholas E. Tagliareni,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 97-29993 Filed 11-13-97; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF STATE

[Public Notice No. 2627]

### Shipping Coordinating Committee; Subcommittee on Safety of Life at Sea and Associated Bodies Working Group on Stability and Load Lines and on Fishing Vessels Safety; Meeting Notice

The Working Group on Stability and Load Lines and on Fishing Vessels Safety of the Subcommittee on Safety of Life at Sea will conduct an open meeting at 9 a.m. on Thursday, December 4, 1997, in Room 1103, at U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001. This meeting will discuss the upcoming 41st Session of the Subcommittee on Stability and Load

Lines and on Fishing Vessels Safety (SLF) and associated bodies of the International Maritime Organization (IMO) which will be held on January 26-30, 1998, at the IMO Headquarters in London, England.

Items of discussion will include the following:

- a. Harmonization of damage stability provisions in the IMO;
- b. Progress of the Intercessional Correspondence Group on Load Lines issues;
- c. Technical revisions to the Code on Intact Stability;
- d. High Speed Craft Code revision;
- e. Role of the human element, including shipboard loading and stability software; and
- f. Safety aspects of ships engaged in a ballast water exchange.

Members of the public may attend this meeting up to the seating capacity of the room.

Interested persons may seek information by writing: Mr. Paul Cojeen, U.S. Coast Guard Headquarters, Commandant (G-MSE-2), Room 1308, 2100 Second Street, SW., Washington, DC 20593-0001 or by calling (202) 267-2988.

Dated: November 5, 1997.

**Russel A. La Mantia,**

*Chairman, Shipping Coordinating Committee.*

[FR Doc. 97-29923 Filed 11-13-97; 8:45 am]

BILLING CODE 4710-07-M

## DEPARTMENT OF TRANSPORTATION

### Office of The Secretary

### Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on this collection was published on August 26, 1997 [62 FR 45287]. Three comments were received, two from gas pipeline operators and one from a pipeline engineering consultant. The two gas operators concurred with the need for NPMS. One commentator, a pipeline engineering consultant, disagreed with

<sup>9</sup> 17 CFR 200.30-3(a)(12).

the need for a national mapping program and had several concerns with the August 26, 1997 notice. One operator agreed with RSPA's estimate for the burden hours per company. The other commentors stated that the burden hours were underestimated. One commentor did not provide numbers on the degree of the underestimate, while the other suggested two days per operator. RSPA's burden hour estimate was from an actual pre-pilot test of the mapping program. Because RSPA has actually pre-tested this program on operators some of whom had electronic maps and some who had only paper maps, RSPA stands by its burden hour estimates. The one dissenting commentor also raised issues concerning the need and value of NPMS, the accuracy of the maps required under the pilot program, the costs of the regional repositories, and the costs and benefits of a truly national mapping program.

RSPA believes that access to a complete and accurate NPMS is necessary to ensure that RSPA has the best information for its emergency response, compliance and enforcement responsibilities. RSPA further believes that it is important that its state partners also have this same information. It is important to note that this mapping program is a joint effort of the Federal government, state agencies, and the three major trade organizations representing the natural gas and hazardous liquid industries, the American Petroleum Institute (API), the American Gas Association (AGA), and the Interstate Natural Gas Association Of America (INGAA). The accuracy of the information required of these maps is to within 500 feet and the maps must have a quality code describing the quality of the data provided. The Federal Government has provided \$2.4 million for the NPMS system prior to 1997. It has budgeted \$500,000.00 for 1997 with an estimated \$400,000.00 needed annually thereafter to maintain this repository system. While RSPA does not have an estimate of the potential costs and benefits of a national mapping network it is hoping that information provided by this pilot program will help RSPA estimate the net benefits of a national mapping system in the future if that is required. The question for now is to test a volunteer mapping pilot program.

**DATES:** Comments on this notice must be received on or before December 15, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Marvin Fell, (202) 366-6205 or write by E-mail to Fellm@rspa.dot.gov., Research

and Special Programs Administration, Room 8102, 400 Seventh Street, SW., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

Research and Special Programs Administration (RSPA)

*Title:* Mapping Pilot Program.

*OMB Control Number:* 2137-NEW.

*Type of Request:* New Collection.

*Affected Public:* Gas transmission and hazardous liquid operators.

*Abstract:* The Department of Transportation (DOT) along with other Federal and state agencies have been working side by side with natural gas and hazardous liquid operators to develop a national pipeline mapping system (NPMS). This system, when complete, will depict and provide data on the natural gas transmission and larger liquid pipelines operating in the United States. The DOT is beginning a volunteer pilot program consisting of 36 pipeline operators (three from each of 12 states participating in the program). These 36 pipeline operators will provide electronic maps of 10-20 miles of their pipeline to one state as well as to one of six regional repositories for their startup and operating costs.

*Estimated Annual Burden Hours:* 144 hours.

*Number of Respondents:* 48.

Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC on November 5, 1997.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 97-30024 Filed 11-13-97; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement, Trumbull, Monroe and Newtown, CT

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Revised notice of intent.

**SUMMARY:** The FHWA is issuing this Notice to advise the public that an Environmental Impact Statement will not be prepared for a proposed highway project in Trumbull, Monroe, and Newtown, Connecticut. A notice of Intent to prepare an EIS was published in the **Federal Register** on July 25, 1985. Instead, an Environmental Assessment will be prepared.

**FOR FURTHER INFORMATION CONTACT:** Mr. Donald J. West, Division Administrator, Federal Highway Administration, 628-2 Hebron Ave., Suite 303, Glastonbury, CT 06033-5007, Telephone: (860) 659-6703 extension 3009; Mr. Edgar Hurle, Director of Environmental Planning, Bureau of Policy and Planning, 3800 Berlin Turnpike, P.O. Box 317546, Newington, CT 06131-7546, Telephone: (860) 594-2920.

**SUPPLEMENTARY INFORMATION:** Existing State Route 25 is a major arterial from Interstate 95 in Bridgeport, Connecticut to U.S. Route 7 in Brookfield, Connecticut. The corridor under study involves the section from State Route 111 in Trumbull to Interstate 84 in Newtown. Following the Notice of Intent for the preparation of a Draft EIS, project scoping and preparation of the document began. Multiple expressway alternatives on new alignment were studied, as well as a widening of existing Route 25 with a 100 foot right of way for a length of approximately 11 miles. A minimal widening of the existing road with a 75 foot right of way and approximate length of 10 miles was also studied. In 1992, a strategic financial plan was developed by the Connecticut Department of Transportation (ConnDOT). This plan reevaluated major transportation project in light of transportation needs and financial constraints. Based on this plan, as well as severe environmental concerns of the expressway alternatives, the ConnDOT decided to narrow the scope of the project to only the widening alternative which has the least environmental and socio-economic impacts of all previously studied alternatives. No significant impacts are foreseen from the limited widening.

In light of the change of scope of the project, the FHWA and the ConnDOT agree that the foreseen impacts of this