

**SUMMARY:** The location of the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC) meeting, on Wednesday, April 14, 1999, from 8:30 a.m. to 4:30 p.m., and Thursday, April 15, 1999, from 8:30 a.m. to 4:30 p.m., has been changed. The meeting has been moved from the Coast Guard National Pollution Funds Center, 4200 Wilson Blvd., Suite 1000, Arlington, VA to Coast Guard Headquarters, 2100 2nd Street, SW, Room 2415, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** For questions on this notice, contact Commander Mark A. Prescott, Executive Director of CFIVAC, or Lieutenant Commander Randy Clark, Assistant to the Executive Director, telephone 202-267-1181, fax 202-267-4570.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Dated: April 6, 1999.

**Howard L. Hime,**

*Acting Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 99-9070 Filed 4-9-99; 8:45 am]

BILLING CODE 4910-15-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-1999-5479]

#### Towing Safety Advisory Committee

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meetings.

**SUMMARY:** The Towing Safety Advisory Committee (TSAC) and its working groups will meet to discuss various issues relating to shallow-draft inland and coastal waterway navigation and towing safety. All meetings are open to the public.

**DATES:** TSAC will meet on Thursday, April 29, 1999, from 8 a.m. to 12:30 p.m. TSAC working groups will meet on Wednesday, April 28, 1999, from 8 a.m. to 3:30 p.m. These meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before April 19, 1999. Requests to have a copy of your material distributed to each member of the committee or working group should reach the Coast Guard on or before April 12, 1999.

**ADDRESSES:** TSAC will meet in room 2415, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC. Working group meetings will be held in the same room. Send written

material and requests to make oral presentations to Lieutenant Lionel Mew, Commandant (G-MSO-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** For questions on this notice, contact Lieutenant Lionel Mew, Assistant Executive Director of TSAC, telephone 202-267-0218, fax 202-267-4570.

**SUPPLEMENTARY INFORMATION:** Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

#### Agendas of Meetings

*Towing Safety Advisory Committee (TSAC) and working group meetings.* The agendas tentatively include the following:

- (1) Introduction of the new Chairman.
- (2) Report of the Voyage Planning Working Group.
- (3) Progress report from the Electronic Charting Working Group.
- (4) Progress report from the Tug Assistance and Remote Anchor Retrieval Working Group.
- (5) Report of the Communications Working Group.
- (6) Progress Report from the Casualty Analysis Working Group.
- (7) Discussion of the Final Rule on Licensing and Manning for Officers of Uninspected Towing Vessels.
- (8) Status update on the National Marine Safety Incident Reporting System.
- (9) Presentation by working groups of their accomplishments and further plans.

#### Procedural

Both meetings are open to the public. Please note that the meetings may close early if all business is finished. At the Chairs' discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the Assistant Executive Director no later than April 19, 1999. Written material for distribution at a meeting should reach the Coast Guard no later than April 19, 1999. If you would like a copy of your material distributed to each member of the committee or subcommittee in advance of a meeting, please submit 25 copies to the Assistant Executive Director no later than April 12, 1999.

#### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities

or to request special assistance at the meetings, contact the Assistant Executive Director as soon as possible.

Dated: April 5, 1999.

**Howard L. Hime,**

*Acting Director of Standards, Marine Safety and Environmental Protection.*

[FR Doc. 99-9071 Filed 4-9-99; 8:45 am]

BILLING CODE 4910-15-M

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

[Docket No. NHTSA-99-5465]

### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Request for public comment on proposed collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before June 11, 1999.

**ADDRESSES:** Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance Number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

**FOR FURTHER INFORMATION CONTACT:** Complete copies of each request for collection of information may be obtained at no charge from Ms. Jennifer Higley, NHTSA, 400 Seventh Street, SW, Room 5238, NSC-01, Washington, DC 20590. Ms. Higley's telephone number is (202) 366-0743. Please identify the relevant collection of information by referring to its OMB Control Number.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed

collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation at 5 CFR 1320.8(d), an agency must ask for public comment on the following:

(i) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) how to enhance the quality, utility, and clarity of the information to be collected;

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

(1) *Title:* 23 CFR Parts 1210 for Certification Requirements for State Laws Concerning Intoxicated Minor Age Drivers.

*OMB Control Number:* 2127-0582.

*Affected Public:* State Government.

*Abstract:* The National Highway System Designation (NHS) Act of 1995, Pub. L. 104-59, was signed into law on November 28, 1995. Section 320 of the Act established a new section 161 of Title 23, United States Code (Section 161), which requires the withholding of certain Federal-aid highway funds from States that do not enact and enforce "zero tolerance" laws. States must certify that they comply with section 161 which provides that these "zero tolerance" laws must consider an individual under the age of 21 who has a blood alcohol concentration of 0.02 percent or greater while operating a motor vehicle in the State, to be driving while intoxicated or driving under the influence of alcohol.

The requirements in the final rule (issued October 25, 1996), that States certify that they conform to the statutory requirements to avoid the withholding of Federal-aid highway funds, are considered to be information collection requirements as that term is defined by

the Office of Management and Budget (OMB) in 5 CFR part 1320. The annual burden in FY 1999 and beyond is expected to be very low (probably zero hours) since the one-time reporting and recordkeeping requirements associated with this rule were already met by all States prior to the October 1, 1998, deadline for withholding funds. However, in the future, a State must meet these reporting requirements again if the State's zero tolerance law changes. Therefore, the Agency is now requesting comments on an extension of these reporting and recordkeeping requirements in order to keep them in effect beyond September 30, 1999, the current expiration date.

*Estimated Annual Burden:* 0 hours (if no State law changes) to 52 hours (maximum burden if all State laws change).

*Number of Respondents:* 52.

**Adele Derby,**

*Associate Administrator for State and Community Services.*

[FR Doc. 99-9069 Filed 4-9-99; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 99-5476; Notice 1]

#### Electric Vehicles International; Application for Temporary Exemption From Federal Motor Vehicle Safety Standard No. 121

We are asking comments from the public on the application by Electric Vehicles International LLC ("EVI") of Anderson, Indiana, to be exempted from portions of Federal Motor Vehicle Safety Standard No. 121, *Air Brake Systems*. The statutory basis for this request is that "compliance would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard." 49 U.S.C. 30113.

We are publishing this notice of receipt of the application in accordance with our regulations on temporary exemptions. This action does not represent any judgment by us about the merits of the application.

The discussion below is based on information that EVI provided in its application.

#### Why EVI Needs an Exemption

EVI is requesting an exemption for three years. In August 1997, EVI was organized as a corporation, acquiring some of the assets of Specialty Vehicle Mfg. Corp. of California, a manufacturer of buses and trolleys for use in transit

and shuttle service. EVI's goal is to turn the operation into "a first class bus company." It estimated its projected start-up costs at \$4,000,000, and has raised \$3,000,000 through a private placement offering.

Effective with vehicles manufactured on or after March 1, 1998, S5.1.6.1(a) of Standard No. 121 requires each single unit vehicle including buses to be equipped with an antilock brake system. EVI's product line consists of battery-powered and hybrid electric buses and trolleys, primarily used by transit agencies. Presently, it produces Generation III buses and trolleys. These vehicles are rated at 18,000 to 22,000 GVW, "so they do not fall in either the light vehicle or heavy vehicle class." It knows "from experience working with axle suppliers that it would take a minimum of 18-24 months to receive a prototype axle with antilock brakes." After receiving the prototype system, it would have to review for further design changes necessary to install on future vehicles.

#### Why Compliance Would Cause EVI Substantial Economic Hardship

To design, develop, and test an antilock brake system for a production rate of 50 to 300 vehicles per year would create a substantial increase in the price of the buses and trolleys that EVI intends to manufacture. If EVI is unable to obtain an exemption, it would have to "cease production and close the company." Its net loss for the 5 months it was in existence in 1997 was \$437,900, increasing to \$1,632,800 for the 12 months of 1998. The company had manufactured two vehicles as of the end of January 1998.

#### How EVI Has Tried in Good Faith to Comply With Standard No. 121

EVI's buses use an air-over-hydraulic brake system. The company has searched the industry to find an antilock brake system for vehicles defined as "medium duty vehicles." To date, it has been unable to find any manufacturer that has a system available to meet its braking requirements. Attachment 3 to EVI's application lists 19 manufacturers and suppliers that it contacted in its attempt to comply with the antilock brake system requirements in Standard No. 121.

#### Why an Exemption for EVI Would Be in the Public Interest and Consistent With the Objectives of Motor Vehicle Safety

The City of Anderson is assisting EVI financially with additional capital with the stipulation that EVI hire "at least