

The standards, curriculum, and recommendations contained in the report were developed through a deliberative and collaborative process, during which MARAD proactively sought public comment and initiated interagency cooperation. Collaboration with the Coast Guard, the Transportation Security Administration (TSA), other public agencies, industry associations, and private-sector firms was pursued to ensure that the education and training guidelines developed were responsive to the needs of affected parties and incorporated the views of stakeholders to the maximum extent possible.

During development of the training guidelines, MARAD received many comments from training providers seeking a means through which to have their courses "approved," or otherwise designated as courses that incorporate the standards and curriculum developed under MTSA. Similar requests were received from facility and vessel operators wishing to send their security personnel to "approved" courses utilizing MARAD's training standards and curriculum.

In response to these comments from training providers and facility and vessel operators, MARAD and the Coast Guard have developed an optional program for maritime security training course approval. This program is voluntary because, while there are domestic and international regulatory requirements for certain classes of personnel to receive appropriate maritime security training and/or have equivalent job experience, it is not currently mandatory for maritime security training to be approved by MARAD, the Coast Guard, or any other government agency. Nonetheless, this voluntary program is designed to align with any potential future regulatory requirements for maritime security training course approval at both the domestic and international levels.

Based upon the standards, curriculum, and recommendations contained in the report to Congress, as derived from MTSA, MARAD and the Coast Guard have identified seven discrete types of maritime security training courses as appropriate for inclusion in the program: (1) Vessel Security Officer (VSO), (2) Company Security Officer (CSO), (3) Facility Security Officer (FSO), (4) Maritime Security for Vessel Personnel with Specific Security Duties (VPSSD), (5) Maritime Security for Facility Personnel with Specific Security Duties (FPSSD), (6) Maritime Security for Military, Security, and Law Enforcement Personnel (MSLEP), and (7) Maritime

Security Awareness (MSA). These are based upon the model course frameworks published in the report to Congress.

Initially, only instructor-based VSO, CSO, and FSO courses will be evaluated under this voluntary course approval program. Applications for approval of VPSSD, FPSSD, MSLEP and MSA courses—as well as for non-instructor-based VSO, CSO, and FSO courses—may be considered in subsequent stages of the program, contingent upon funding and/or on the payment of fees by training providers seeking approval for these types of courses. All terms and conditions of VPSSD, FPSSD, MSLEP, and MSA course approval—as well as for non-instructor-based VSO, CSO, and FSO course approval—will be posted on the MARAD Web site (<http://www://marad.dot.gov>) if/when a determination is made to evaluate these types of courses under this program. Until then, no applications for approval of VPSSD, FPSSD, MSLEP, and MSA courses or for non-instructor-based VSO, CSO, and FSO courses will be accepted.

Training providers wishing to obtain course approval for instructor-based VSO, CSO, and/or FSO courses must submit their applications electronically in strict accordance with Appendix A of the *Guidelines for Maritime Security Training Course Providers*, "Elements of Request for Maritime Security Training Course Approval," published on the MARAD Web site (<http://www://marad.dot.gov>). These procedures include a requirement for training providers to certify that they are verifying the identity of all students. After the application materials are properly received, they will be forwarded to a Coast Guard-accepted Quality Standards System (QSS) organization, approved by the Coast Guard in accordance with Navigation and Vessel Inspection Circular (NVIC) 9-01 (November 30, 2001), for review. NVIC 9-01 is publicly available on the Internet at: [http://www.uscg.mil/hq/g-nvic/NVIC%209\\_01.pdf](http://www.uscg.mil/hq/g-nvic/NVIC%209_01.pdf).

The QSS organization will determine the adequacy of the submitted course(s) and work with the training provider to correct any deficiencies in accordance with the *Guidelines for Maritime Security Training Course Providers* published on the MARAD Web site (<http://www://marad.dot.gov>). Training providers—profit or non-profit—must be organized and authorized to conduct business under the federal laws of the United States, or under the laws of any State of the United States, and they must conduct the training in the United States or aboard a United States flag vessel to be eligible for this program.

International Maritime Organization (IMO) model courses for Ship Security Officer (Model Course 3.19), Company Security Officer (Model Course 3.20), and Port Facility Security Officer (Model Course 3.21), respectively, will be used for evaluation of all submitted courses. The IMO model courses were developed by USMMA staff in collaboration with counterparts in India, in coordination with the U.S. Coast Guard, and are available for purchase in the U.S. through IMO-designated distributors listed on the IMO Web site at <http://www.imo.org/>.

The Coast Guard and MARAD will provide oversight of the QSS organization and the course approval process. For VSO courses, the QSS organization will issue approval letters and course approval certificates on behalf of the Coast Guard. For CSO and FSO courses, the QSS organization will issue approval letters and course approval certificates on behalf of MARAD. If a single course covers multiple topics that would separately be approved on behalf of the Coast Guard or MARAD (e.g., a combination VSO and CSO course) the QSS organization will issue approval letters and course approval certificates jointly on behalf of both MARAD and the Coast Guard.

#### Paperwork Reduction Act

The information collection for this voluntary program for approval of maritime security training courses was approved by the Office of Management and Budget on July 27, 2004, as MARAD's information collection #2133-0535, Elements of Request for Course Approval.

(Authority: Pub. L. 107-295)

By order of the Maritime Administrator.

Dated: February 2, 2005.

**Joel C. Richard,**

Secretary, Maritime Administration.

[FR Doc. 05-2320 Filed 2-7-05; 8:45 am]

BILLING CODE 4910-81-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2005-20275]

#### Impaired-Driving Program Assessments; Technical Report

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

**ACTION:** Request for comments on technical report.

**SUMMARY:** This notice announces NHTSA's publication of a technical report summarizing and comparing the findings in 38 Assessments of State programs to control impaired driving. The report's title is Impaired-Driving Program Assessments—A Summary of Recommendations (1991 to 2003).

**DATES:** Comments must be received no later than June 8, 2005.

**ADDRESSES:** Report: The report is available on the Internet for viewing on line in HTML and in PDF format at <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate/809815.html>. You may also obtain a copy of the report free of charge by sending a self-addressed mailing label to Charles Kahane (NPO-131), National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

**Comments:** You may submit comments [identified by DOT DMS Docket Number NHTSA-2005-20275] by any of the following methods:

- Web Site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

You may call Docket Management at 1-800-647-5527 or visit the Docket from 9 a.m. to 5 p.m., Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:**

Charles Kahane, Chief, Evaluation Division, NPO-131, National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202-366-2560. FAX: 202-366-2559. E-mail: [ckahane@nhtsa.dot.gov](mailto:ckahane@nhtsa.dot.gov).

For information about NHTSA's evaluations of the effectiveness of existing regulations and programs: Visit the NHTSA Web site at <http://www.nhtsa.dot.gov/cars/rules/regrev/evaluate>.

**SUPPLEMENTARY INFORMATION:** NHTSA developed an assessment process that gives States an opportunity to conduct a review of their efforts to control impaired driving by an outside team of nationally recognized experts. Each assessment examines a State's overall program and presents recommendations

to improve or enhance it. NHTSA reviewed 38 State assessment reports and found 2,982 individual recommendations, including 852 that were identified as priority recommendations by the teams.

Most of the recommendations fit into ten broad thematic areas: (1) Increasing deterrence by prioritizing enforcement efforts and enhancing the arrest, prosecution, and adjudication process; (2) improving public information and education efforts related to prevention and deterrence; (3) remedying problems involving DUI data and records (reporting requirements, offender tracking systems, data linkages, uniform traffic citations); (4) enacting new laws or revising existing laws aimed at increasing the deterrence and/or prevention of DUI; (5) enhancing training for law enforcement, prosecution, and judicial personnel; (6) evaluating programs and activities to combat impaired driving; (7) providing sufficient resources for treatment and rehabilitation; (8) improving inter/intra-governmental coordination and cooperation; (9) providing funding (including self-sufficiency) to provide for adequate resources (personnel, equipment); and (10) developing or increasing task forces and/or community involvement.

**How Can I Influence NHTSA's Thinking on This Subject?**

NHTSA welcomes public review of the technical report and invites reviewers to submit comments about the analyses. NHTSA will submit to the Docket a response to the comments and, if appropriate, additional analyses that supplement or revise the technical report.

**How Do I Prepare and Submit Comments?**

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the Docket number of this document (NHTSA-2005-20275) in your comments.

Your primary comments must not be more than 15 pages long (49 CFR 553.21). However, you may attach additional documents to your primary comments. There is no limit on the length of the attachments.

Please send a paper copy of your comments to Docket Management, submit them electronically, fax them, or use the Federal eRulemaking Portal. The mailing address is U. S. Department of Transportation Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. If you submit your comments electronically, log onto

the Dockets Management System Web site at <http://dms.dot.gov> and click on "Help" to obtain instructions. The fax number is 1-202-493-2251. To use the Federal eRulemaking Portal, go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

We also request, but do not require you to send a copy to Charles Kahane, Chief, Evaluation Division, NPO-131, National Highway Traffic Safety Administration, Room 5208, 400 Seventh Street, SW, Washington, DC 20590 (alternatively, FAX to 202-366-2559 or e-mail to [ckahane@nhtsa.dot.gov](mailto:ckahane@nhtsa.dot.gov)). He can check if your comments have been received at the Docket and he can expedite their review by NHTSA.

**How Can I Be Sure That My Comments Were Received?**

If you wish Docket Management to notify you upon its receipt of your comments, enclose a self-addressed, stamped postcard in the envelope containing your comments. Upon receiving your comments, Docket Management will return the postcard by mail.

**How Do I Submit Confidential Business Information?**

If you wish to submit any information under a claim of confidentiality, send three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NCC-01, National Highway Traffic Safety Administration, Room 5219, 400 Seventh Street, SW., Washington, DC 20590. Include a cover letter supplying the information specified in our confidential business information regulation (49 CFR part 512).

In addition, send a copy from which you have deleted the claimed confidential business information to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit them electronically.

**Will the Agency Consider Late Comments?**

In our response, we will consider all comments that Docket Management receives before the close of business on the comment closing date indicated above under **DATES**. To the extent possible, we will also consider comments that Docket Management receives after that date.

Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments.

Accordingly, we recommend that you periodically check the Docket for new material.

#### How Can I Read the Comments Submitted by Other People?

You may read the comments by visiting Docket Management in person at Room PL-401, 400 Seventh Street, SW., Washington, DC from 9 a.m. to 5 p.m., Monday through Friday.

You may also see the comments on the Internet by taking the following steps:

A. Go to the Docket Management System (DMS) Web page of the Department of Transportation (<http://dms.dot.gov>).

B. On that page, click on "Simple Search."

C. On the next page (<http://dms.dot.gov/search/searchFormSimple.cfm/>) type in the five-digit Docket number shown at the beginning of this Notice (20275). Click on "Search."

D. On the next page, which contains Docket summary information for the Docket you selected, click on the desired comments. You may also download the comments.

**Authority:** 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

**Joseph S. Carra,**

*Associate Administrator for the National Center for Statistics and Analysis.*

[FR Doc. 05-2430 Filed 2-7-05; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34644]

#### Finger Lakes Railway Corporation— Trackage Rights Exemption—CSX Transportation, Inc.

CSX Transportation, Inc. (CSXT) has agreed to grant overhead trackage rights to Finger Lakes Railway Corporation

(FGLK) over CSXT's: (1) CSXT/NYSW Interchange Track between the CSXT/New York, Susquehanna and Western Railway Corporation property line and the Geddes Lead Track; (2) Geddes Lead Track for its entire length to the Auburn Secondary; (3) Auburn Secondary Track between its connection to the Geddes Lead Track and its connection to the CSXT/FGLK Interchange Track; and (4) CSXT/FGLK Interchange Track between the CSXT/FGLK property line and the connection to the Auburn Secondary Track, a total distance of approximately 1.5 miles. The railroad line trackage is located in the State of New York.<sup>1</sup>

The transaction was scheduled to be consummated on or after the January 26, 2005, effective date of the exemption.

The purpose of the trackage rights is to allow FGLK to access another Class III rail carrier in furtherance of the principles of the Railroad Industry Agreement.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.-Trackage Rights-BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.-Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34644, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each

pleading must be served on Eric M. Hocky, Gollatz, Griffin & Ewing, P.C., Four Penn Center Plaza, 1600 John F. Kennedy Blvd., Suite 200, Philadelphia, PA 19103-2808.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: February 1, 2005.

By the Board, David M. Konschnick,  
Director, Office of Proceedings.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 05-2375 Filed 2-7-05; 8:45 am]

**BILLING CODE 4915-01-P**

<sup>1</sup> A redacted version of the trackage rights agreement between CSXT and FGLK was filed with the notice of exemption. The full version of the agreement, as required by 49 CFR 1180.6(a)(7)(ii), was filed under seal along with a motion for protective order on January 28, 2005. A protective order is being served on February 1, 2005.