

Average Burden Per Response: 3 hours and 48 minutes per response with an average of 376 annual hours per carrier.

DOT No.: 3352.

OMB No.: 2105-0009.

Administration: DOT, Office of the Secretary.

Title: Advisory Committee Candidate Biographical Information Request.

Need for Information: It assures balance on Federal Advisory Committees, as required by PL 92-463, and it guards against insurmountable conflicts of interest.

Proposed Use of Information: To determine if prospective members fit statutory requirements for balance and represent particular interest groups; also to indicate possible conflicts of interest which may affect committee work.

Frequency: DOT 1120.1—once per candidate; DOT F-3700.3—yearly.

Burden Estimate: 145 hours annually.

Respondents: All individuals being considered for advisory cmt. membership, (1120.1); all candidates and all current advisory committee members (F-3700.3).

Form(s): DOT 1120.1, DOT F-3700.3.

Average Burden Hours Per Respondent: 1/2 hour for respondents; 2 hours for recordkeepers.

DOT No.: 3353.

OMB No.: New.

Administration: DOT, Office of the Secretary.

Title: Telephone Survey Updating Cost and Service Data from Paratransit Systems Nationwide to Obtain 1990 Cost Estimates for NPRM.

Need for Information: Meet OMB Agreement to publish new paratransit cost estimates by June 1990 for public comment on NPRM costs.

Proposed Use of Information: Improved data will help in decisions on final rule transit requirements due under court order for 9/21/90 publication.

Frequency: One-time survey.

Burden Estimate: 170 hours.

Respondents: Recipients of Federal aid for mass transit services.

Form(s): Telephone survey.

Average reporting time: 6 minutes.

DOT No.: 3354.

OMB No.: 2115-0003.

Administration: U.S. Coast Guard.

Title: Chemical Drug and Alcohol Testing of Commercial Vessel Personnel and Commercial Vessel and Personnel Accidents.

Need for Information: The requirements in this submission are needed to: (1) improve Coast Guard's capability to detect and reduce drug use by commercial mariners; and, (2) inform

the Coast Guard of accidents involving death, serious injury, material loss of vessels or seaworthiness of vessels.

Proposed Use of Information: Coast Guard will use this information to identify users of dangerous drugs in the U.S. merchant marine industry. It will also be used to determine an individual's qualification for receiving a license, certification of register or merchant marine documents. The marine casualty information will be used to determine the extent of investigation and corrective action. Coast Guard and other Federal, state or local agencies will use the information for civil or criminal enforcement actions.

Frequency: On occasion.

Total Estimated Burden: 16,960.

Respondents: Commercial marine industry.

Form(s): None.

Average Burden Per Response: 53 minutes for reporting and 26 minutes per recordkeeper.

DOT No.: 3355.

OMB No.: 2133-0015.

Administration: Maritime Administration.

Title: Trustee's Annual Supplemental Certification.

Need for Information: Required to obtain or retain a benefit.

Proposed Use of Information: To determine whether the bank or trust company continues to qualify financially and otherwise to act as trustee under certain ship financing guarantees.

Frequency: On occasion, annually, when requested for ship financing closings, etc.

Burden Estimate: 53 hours.

Respondents: 71.

Form(s): MA-580.

Average Burden Hours Per Respondent: 45 minutes.

DOT No.: 3356.

OMB No.: 2133-0011.

Administration: Maritime Administration.

Title: We Risk Insurance—Applications and Related Information.

Need for Information: Required to obtain or retain a benefit.

Proposed Use of Information: To determine eligibility of the applicant and the vessel for participation in the program.

Frequency: On occasion.

Burden Estimate: 930 hours.

Respondents: 60.

Form(s): MA-355, MA-528, MA-828, MA-942.

Average Burden Hours Per Respondent: 32 minutes.

Issued in Washington, DC on May 2, 1990.

Robert J. Woods,

Director of Information Resource Management.

[FR Doc. 90-10719 Filed 5-8-90; 8:45 am]

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Coast Guard

Area To Be Avoided Off the Coast of Florida

AGENCY: Coast Guard. DOT.

ACTION: Notice.

SUMMARY: This notice advises the public of the April 22, 1990, proposal the Coast Guard submitted to the International Maritime Organization (IMO) to establish an Area to be Avoided off the Florida coast. The Coast Guard is seeking IMO adoption of an Area to be Avoided in an effort to prevent larger vessels from running aground and damaging the coral reefs.

DATES: The Coast Guard will implement the Area to be Avoided six months after IMO adoption.

FOR FURTHER INFORMATION CONTACT: Margie G. Hegy, Project Manager, Short Range Aids to Navigation Division, Office of Navigation Safety and Waterway Services (G-NSR-3), Phone (202) 267-0415.

SUPPLEMENTARY INFORMATION: On February 16, 1990, the Coast Guard published its preliminary proposal for an Area to be Avoided off the Florida coast (55 FR 5709). Commenters were given until March 15, 1990, to submit written comments. Public meetings were held in Miami, FL on March 6, 1990, and Key West, FL on March 8, 1990.

After reviewing written comments and comments from speakers at the public meetings, the Coast Guard made several changes to its preliminary proposal. The following changes were made:

Vessel length (greater than 50 meters in length) instead of gross tonnage (500 gross tons or more) was used to describe the vessels which should avoid the area.

The proposal submitted to IMO described one Area to be Avoided consisting of four parts, instead of the three separate areas as described in the preliminary proposal.

The Area to be Avoided was extended further northward to protect the reef known as "Emerald Reef" or "Talley Cut Reef" which lies south of Miami.

The Area to be Avoided was adjusted to exclude Hawk Channel. Several commenters (Coastal Tug and Barge, Congressman Dante Fascell, Key West

Bar Pilots, Key West City Electric System, Florida Keys Project of the Nature Conservatory, Reef Relief, and the Manager of the Looe Key National Marine Sanctuary) had opposed the inclusion of Hawk Channel which would greatly impact the City of Key West.

The Area to be Avoided was adjusted in the vicinity of Key West to exclude traditional anchorage areas and Southwest Channel. The Channel will remain open to unrestricted navigation.

The Area to be Avoided around the Dry Tortugas was expanded two nautical miles seaward to provide an additional buffer for the reefs. The area between the Dry Tortugas and Rebecca Shoal, although reduced in size, remained open.

Under the 1974 International Convention on Safety of Life at Sea (SOLAS), the restrictions of areas to be avoided do not apply to ships of war and troopships.

The proposal will be considered at IMO's Subcommittee on Safety of Navigation meeting in London in September 1990. If approved, the proposal will be forwarded to IMO's Maritime Safety Committee for adoption at their May 1991 meeting. If adopted, the Area to be Avoided will be implemented six months later. The public will be notified of its implementation by notice to mariners and press releases.

Revised Description of the Area To Be Avoided

In order to avoid risk of pollution and damage to the environment of this

sensitive area, all vessels carrying cargoes of oil and hazardous materials and all vessels greater than 50 meters in length should avoid the area bounded by a line connecting the following points:

In the Vicinity of the Florida Keys

(Reference Charts: United States 11466, 26th Edition—February 4, 1989 and United States 11450, 3rd Edition—June 27, 1987)

Latitude	Longitude
(1) 25°45.00' N	080°06.10' W
(2) 25°38.70' N	080°02.70' W
(3) 25°22.00' N	080°03.00' W
(4) 25°00.20' N	080°13.40' W
(5) 24°37.90' N	080°47.30' W
(6) 24°29.20' N	081°17.30' W
(7) 24°22.30' N	081°43.17' W
(8) 24°28.00' N	081°43.17' W
(9) 24°28.70' N	081°43.50' W
(10) 24°29.80' N	081°43.17' W
(11) 24°33.10' N	081°35.15' W
(12) 24°33.60' N	081°26.00' W
(13) 24°38.20' N	081°07.00' W
(14) 24°43.20' N	080°53.20' W
(15) 24°46.10' N	080°46.15' W
(16) 24°51.10' N	080°37.10' W
(17) 24°57.50' N	080°27.50' W
(18) 25°09.90' N	080°18.20' W
(19) 25°24.00' N	080°09.10' W
(20) 25°31.50' N	080°07.00' W
(21) 25°39.70' N	080°06.85' W
(22) 25°45.00' N	080°06.10' W

In the Vicinity of Key West Harbor

(Reference Chart: United States 11434, 20th Edition—July 16, 1988)

Latitude	Longitude
(23) 24°27.95' N	081°48.65' W
(24) 24°23.00' N	081°53.50' W
(25) 24°26.60' N	081°58.50' W
(26) 24°27.75' N	081°55.70' W

(27) 24°29.35' N	081°53.40' W
(28) 24°29.35' N	081°50.00' W
(29) 24°27.95' N	081°48.65' W

Area Surrounding the Marquesas Keys

(Reference Chart: United States 11434, 20th Edition—July 16, 1988)

Latitude	Longitude
(30) 24°26.60' N	081°59.55' W
(31) 24°23.00' N	082°03.50' W
(32) 24°23.00' N	082°27.80' W
(33) 24°34.50' N	082°37.50' W
(34) 24°43.00' N	082°26.50' W
(35) 24°38.31' N	081°54.06' W
(36) 24°37.91' N	081°53.84' W
(37) 24°36.15' N	081°51.78' W
(38) 24°34.40' N	081°50.60' W
(39) 24°33.44' N	081°49.73' W
(40) 24°31.20' N	081°52.10' W
(41) 24°28.70' N	081°56.80' W
(42) 24°26.60' N	081°59.55' W

Area Surrounding the Dry Tortugas Islands

(Reference Chart: United States 11434, 20th Edition—July 16, 1988)

Latitude	Longitude
(43) 24°32.00' N	082°53.50' W
(44) 24°32.00' N	083°00.05' W
(45) 24°39.70' N	083°00.05' W
(46) 24°45.60' N	082°54.40' W
(47) 24°45.60' N	082°47.20' W
(48) 24°42.80' N	082°43.90' W
(49) 24°39.50' N	082°43.90' W
(50) 24°35.60' N	082°46.40' W
(51) 24°32.00' N	082°53.50' W

Figure 1, while not to scale, shows the Area to be Avoided as submitted for IMO approval.

Dated: May 3, 1990.

R. T. Nelson,

Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.

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