

protecting and enhancing the environment

Many federal agencies, state and local governments, port authorities, and the private sector share responsibility for the marine transportation system. Recognizing that the economic, safety, and environmental implications of aging infrastructure, inadequate channels, and congested intermodal connections will become more critical as marine traffic volume increases, the Secretary of Transportation began a multi-agency MTS initiative in March 1998.

The MTS initiative began in the spring of 1998 with seven Regional Listening Sessions to gather stakeholder input on the current state and future needs of the MTS. The input received at the listening sessions became the basis for a National MTS Conference in November of 1998. After the conference, the Secretary established the Congressionally mandated MTS Task Force to conduct an assessment of the U.S. Marine Transportation System. The September 1999 MTS Task Force Report to Congress, *An Assessment of the Marine Transportation System*, recommended action in seven strategic areas. Regional coordination and implementation of the recommendations contained in Chapter 6 of the Report to Congress was the focus of the Regional Dialog Sessions. The docket (USCG-1998-3553) contains the MTS Report to Congress, summaries of the Regional Listening Sessions, the Proceedings of the National MTS Conference, and the Regional Dialog Sessions Summaries. You may access it electronically on the Internet at <http://dms.dot.gov>.

#### Next Steps

Comments received during the comment period will be considered by an Interagency Committee for the Marine Transportation System and Marine Transportation System National Advisory Council to assess the adequacy of the marine transportation system. They will continue examining the critical marine transportation issues, and recommending strategies and plans of action to ensure safety, advance national interest, including economic competitiveness and national security in the marine transportation arena.

Dated: October 4, 2000.

**J.P. High,**

*Director of Waterways Management.*

[FR Doc. 00-26078 Filed 10-10-00; 8:45 am]

BILLING CODE 4910-15-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### RTCA Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

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 a Special Committee 159 meeting to be held October 24-27, 2000, starting at 9 a.m. each day. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Washington, DC 20036.

The agenda will include:

#### Specific Working Group Sessions

*October 24*

Working Group (WG-1), Third Civil Frequency and WG-2C, GPS/Inertial.

*October 25*

9:00-12:00

WG-4, Precision Landing Guidance (GPS/LAAS) and WG-6, GPS/Interference;

1:30-4:30

WG-2, GPS/WAAS

SC-159 AD Hoc, Recommendation and WG5, Surface Surveillance

*October 26*

WG-2, GPS/WAAS

WG-4, Precision Landing Guidance (GPS/LAAS) and WG-6, GPS/Interference

#### October 27: Plenary Session

- (1) Introductory Remarks;
- (2) Approve Summary of Previous Meeting;
- (3) Review Working Group (WG) Progress and Identify Issues for Resolution:
  - (a) GPS/3rd Civil Frequency (WG-1);
  - (b) GPS/WAAS (WG-2);
  - (c) GPS/GLONASS (WG-2A);
  - (d) GPS/Inertial (WG-2C);
  - (e) GPS/Precision Landing Guidance (WG-4);
  - (f) GPS/Airport Surface Surveillance (WG-5);
  - (g) GPS Interference (WG-6);
  - (h) SC-159 Ad Hoc;
- (4) Review of EUROCAE Activities;
- (5) Review/Approve Final Draft, SC-159, Response to the Johns Hopkins University Applied Physics Laboratory Recommendation Regarding Receiver Autonomous Integrity Monitoring;
- (6) Assignment/Review of Future Work;
- (7) Other Business;

- (8) Date and Location of Next Meeting;
- (9) Closing.

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, at (202) 833-9339 (phone), (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 2, 2000.

**Janice L. Peters,**

*Designated Official.*

[FR Doc. 00-26017 Filed 10-10-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Intelligent Transportation Society of America; Public Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** The Intelligent Transportation Society of America (ITS AMERICA) will hold a meeting of its Board of Directors on Sunday, November 5, 2000. The meeting begins at 1 p.m. The letter designations that follow each item mean the following: (I) Is an information item; (A) is an action item; (D) is a discussion item. The General Session includes the following items: (1) Introductions and ITS America Antitrust Policy and Conflict of Interest Statements (I); (2) Review & Approval of August 10, 1999 Board Meeting #31 Minutes; (3) Federal ITS Initiatives Report (I/D); (4) Coordinating Council Report (I/D); (5) State Chapters Council Report (I/D); (6) International Affairs Council & World Congresses Reports (I/D); (7) ITS America Trade Association Report (I); (8) President's Report (External Issues) (I/D); (9) Other Business;

*Business Session* (U.S. DOT participants excused; Board Members, ITS America Members and Staff Only.) (10) Report to the Executive Committee (I/D); (11) Report of the Nominating Committee (I); (12) President's Report (Internal Issues) (I/D); (13) Other Business. Adjournment until January 11, 2001, 2 p.m. Board of Directors Meeting #37 in Washington, D.C.

ITS AMERICA provides a forum for national discussion and recommendations on ITS activities including programs, research needs,

strategic planning, standards, international liaison, and priorities.

The charter for the utilization of ITS AMERICA establishes this organization as an advisory committee under the Federal Advisory Committee Act (FACA) 5 U.S.C. app. 2, when it provides advice or recommendations to DOT officials on ITS policies and programs. (56 FR 9400, March 6, 1991).

**DATES:** The Board of Directors of ITS AMERICA will meet on Sunday, November 5, 2000, from 1 p.m.–5 p.m. Room TBA.

**ADDRESSES:** Lingotto Congress Center, Via Nizza, 280, Turin, Italy. Phone: +39-011 2446 911; Fax: +39-011 2446 900.

**FOR FURTHER INFORMATION CONTACT:**

Materials associated with this meeting may be examined at the offices of ITS AMERICA, 400 Virginia Avenue SW, Suite 800, Washington, D.C. 20024. Persons needing further information or who request to speak at this meeting should contact Debbie M. Busch at ITS AMERICA by telephone at (202) 484-2904 or by FAX at (202) 484-3483. The DOT contact is Kristy Frizzell, FHWA, HOIT, Washington, D.C. 20590, (202) 366-9536. Office hours are from 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except for legal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: October 5, 2000.

**Jeffrey Paniati,**

*Deputy Director., ITS Joint Program Office.*

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**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number MARAD-2000-8060]

### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel *Challenge Business 32*.

**SUMMARY:** As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description of the proposed service, is listed below. Interested parties may comment on the

effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR Part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

**DATES:** Submit comments on or before November 13, 2000.

**ADDRESSES:** Comments should refer to docket number MARAD-2000-8060. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Gordon Angell, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, S.W., Washington, DC 20590. Telephone 202-366-5129.

**SUPPLEMENTARY INFORMATION:** Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

### Vessel Proposed for Waiver of the U.S.-Build Requirement

(1) Name of vessel and owner for which waiver is requested.

Name of vessel: *Challenge Business 32*. Owner: Challenge Business International, Ltd.

(2) Size, capacity and tonnage of vessel. According to the applicant: "The yacht is 66.24' long, has a breadth of 17.32' and a depth of 8.6'. Under our Simplified Measurement Rules, (46 C.F.R. Part 69), the yacht has a gross tonnage of 49.33 and a net tonnage of 44.40'."

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "The yacht will be used to generate interest in a race called the New World Challenge. In that race, ordinary people, from all walks of life, often with little or no sailing experience, will become members of the crew. They will sail on 10 newer, slightly larger boats that will depart from San Francisco and sail to Japan, Hong Kong, Singapore, Cape Town, Buenos Aires, Cape Horn, and back to San Francisco. The interest, love and excitement of sailing such boats, in difficult conditions, over a period of approximately 10 months, will be supported by a number of corporate sponsors who expect to benefit from the team building aspect of the race and the publicity that the race will generate. In addition, a selected charity will receive approximately \$1,000,000.00." "This yacht will be based in San Francisco, and may be sailed on San Francisco Bay and anywhere between the areas of Southern California and Vancouver, British Colombia."

(4) Date and Place of construction and (if applicable) rebuilding. Date of construction: 1996. Place of construction: United Kingdom.

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "This activity will have absolutely no impact on any existing commercial passenger operation. The yacht we propose to use has been sailed in another race organized by Challenge Business. This yacht is very similar in size, design, living accommodations, communications capability, sail area, equipment, handling characteristics, etc. to the 10 boats that will be competing in the race. Thus, it is the most representative, "experienced", boat that could be used for the intended purposes. No existing commercially operated yacht can duplicate the feel, characteristics and overall experience of sailing in the New World Challenge race."

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: "Similarly, the proposed activity will have absolutely no impact on U.S. shipyards."