

which comments are submitted, and state the expected impacts on current icebreaking operations and the reasons for those impacts. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

#### Background

Under Executive Order No. 7521 of December 21, 1936, the Coast Guard has assisted as practicable in keeping the channels and harbors along the northeast and mid-Atlantic coast of the United States open to shipping during the winter and in preventing flooding from ice jams. In doing so, the Coast Guard has attempted to meet the reasonable demands of commerce and to support other agencies in their icebreaking efforts.

To accomplish this mission, the Coast Guard maintains a fleet of icebreaking tugs, ice-capable buoy tenders, and ice-reinforced boats. This fleet has undergone substantial changes since the 1960's. Replacement cutters and boats generally have been larger and more capable of meeting the changing requirements of their primary mission areas. However, they are fewer in number and may not have all of the icebreaking capabilities of the vessels they replaced. For example, the physical size of the larger cutters and boats may restrict their ability to operate in the upper reaches of rivers where ice jams typically form.

On occasion, private interests have operated or hired commercial tugs for icebreaking services. [Coast Guard policy prohibits if from competing with commercial icebreaking concerns.] However, commercial concerns apparently have not been able to meet worst-year ice conditions.

#### The Review

Consistent with the President's effort to reinvent government, the Coast Guard is now reviewing its East Coast icebreaking program to assess its effectiveness, to identify the impacts resulting from changes in the Coast Guard's icebreaking fleet, and to determine the program's needs for the future. The Coast Guard is particularly interested in receiving comments and data on the following subjects:

1. The Coast Guard's present ability to satisfy the reasonable demands of commerce for icebreaking along the East Coast.
2. The continuing need for the Coast Guard to maintain icebreaking capabilities along the East Coast.
3. The impact and alternatives available should the Coast Guard no

longer provide icebreaking services along the East Coast.

4. Private industry's ability to provide icebreaking services.

5. The need, if any, to replace the Coast Guard's 65 foot icebreaking tugs and the capabilities required of the replacement vessels to minimize costs while maintaining necessary support.

This list of subjects is not intended to suggest that the Coast Guard's role or level of service should or will change. It is intended to assist the Coast Guard in evaluating the costs and benefits of its present icebreaking program and its needs for the future.

Dated: December 12, 1995.

J. A. Creech,

*Captain, U.S. Coast Guard, Acting Chief, Office of Navigation Safety and Waterway Services.*

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BILLING CODE 4910-14-M

#### National Highway Traffic Safety Administration

##### Announcing the Thirteenth Meeting of the Motor Vehicle Safety Research Advisory Committee

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Meeting announcement.

**SUMMARY:** This notice announces the thirteenth meeting of the Motor Vehicle Safety Research Advisory Committee (MVSRAAC). The Committee was established in accordance with the provisions of the Federal Advisory Committee Act to obtain independent advice on motor vehicle safety research. Discussions at this meeting will include NHTSA's research programs, including critical injury control issues facing the agency.

**DATE AND TIME:** The meeting is scheduled to begin at 9:00 a.m., on Wednesday, January 17, 1996, and conclude at 1:00 p.m., on Thursday, January 18, 1996.

**ADDRESSES:** The meeting will be held in Rooms 6244-48 of the U.S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, DC.

**SUPPLEMENTARY INFORMATION:** In May 1987, the Motor Vehicle Safety Research Advisory Committee was established. The purpose of the Committee is to provide an independent source of ideas for motor vehicle safety research. The MVSRAAC will provide information, advice and recommendations to NHTSA on matters relating to motor vehicle safety research, and provide a forum for

the development, consideration and communication of motor vehicle safety research, as set forth in the MVSRAAC Charter.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the Committee Chairperson.

A public reference file (Number 88-01) has been established to contain the products of the Committee and will be open to the public during the hours of 9:30 a.m. to 4:00 p.m. at the National Highway Traffic Safety Administration's Technical Reference Division in Room 5108 at 400 Seventh Street, S.W., Washington, DC 20590, telephone: (202) 366-2768.

**FOR FURTHER INFORMATION CONTACT:** Ms. Barbara Coleman, Office of Research and Development, 400 Seventh Street, S.W., Room 6206, Washington, DC 20590, telephone: (202) 366-1537.

Issued on: December 13, 1995.

William A. Boehly,

*Chairperson, Motor Vehicle Safety Research Advisory Committee.*

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#### Research and Development Programs Meeting

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of meeting cancellation.

**SUMMARY:** This notice announces the cancellation of a public meeting at which NHTSA was scheduled to describe and discuss specific research and development projects. Further, the notice requests comments regarding a proposed schedule change from quarterly meetings to biannual meetings.

**BACKGROUND:** The National Highway Traffic Safety Administration holds quarterly public meetings devoted primarily to detailed presentations of specific research and development projects. Three meetings each year are held in Detroit, Michigan, and a fourth meeting is held in Washington, DC, in conjunction with the National Highway Traffic Safety Administration's quarterly meetings on safety performance standards and safety assurance programs.

**MEETING CANCELLATION:** The National Highway Traffic Safety Administration's public meeting devoted primarily to presentations of specific research and development projects as announced in the Federal Register (Vol. 60, No. 212, page 55752) for December 19, 1995, has