

DEPARTMENT OF TRANSPORTATION**Maritime Administration****Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review**

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 14, 2003. No comments were received.

DATES: Comments must be submitted on or before June 30, 2003.

FOR FURTHER INFORMATION CONTACT: Mr. Taylor E. Jones II, Maritime Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202-366-3423; FAX: 202-366-3128; or E-Mail: taylor.jones@marad.dot.gov. Copies of this collection also can be obtained from that office.

SUPPLEMENTARY INFORMATION: Maritime Administration (MARAD).

Title: Request for Transfer of Ownership, Registry, and Flag, or Charter, Lease, or Mortgage of U.S.-Citizen Owned Documented Vessels.

OMB Control Number: 2133-0006.

Type of Request: Extension of currently approved collection.

Affected Public: Vessel owners who have applied for foreign transfer of U.S.-flag vessels.

Form(s): MA-29, MA-29A, MA-29B (**Note:** MA-29A is used only in cases of a National emergency).

Abstract: This collection provides information necessary for MARAD to approve the sale, transfer, charter, lease, or mortgage of U.S. documented vessels to non-citizens, or the transfer of such vessels to foreign registry and flag, or the transfer of foreign flag vessels by their owners as required by various contractual requirements. The information will enable MARAD to determine whether the vessel proposed for transfer will initially require retention under the U.S.-flag statutory regulations.

Annual Estimated Burden Hours: 200 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

Comments Are Invited On: (a) 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; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, DC, on May 27, 2003.

Joel C. Richard,

Secretary, Maritime Administration.

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BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****Discretionary Cooperative Agreement Program To Support and Promote Law Enforcement Pedestrian Safety Programs**

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of a discretionary cooperative agreement program to support and promote law enforcement pedestrian safety programs.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to provide funding to individuals and organizations in support of law enforcement programs to promote pedestrian safety. Law enforcement is a crucial partner and a key element in promoting safety, but may not be equipped with effective tools to protect the walking public. NHTSA has a guide book titled *Law Enforcement Pedestrian Safety*, which was developed in the early 1990's. That document is currently under revision, however, critical elements of law enforcement involvement in pedestrian safety remain unchanged: Visible enforcement reduces traffic violations;

traffic enforcement can promote and enhance other law enforcement missions; prevention of crashes is part of law enforcement's role; and, promoting pedestrian safety can be a non-adversarial way to work within the community.

NHTSA anticipates funding approximately four (4) demonstration projects for a minimum period of one year and a maximum period of two years. To this end, this cooperative agreement will support projects that promote law enforcement involvement in pedestrian safety programs.

This notice solicits applications from public and private, non-profit and not-for-profit organizations, State and local governments and their agencies, or a consortium of the above. Interested applicants must submit an application packet as further described in the application section of this notice. The application will be evaluated to determine the proposals that will receive funding under this announcement.

DATES: Applications must be received in the office designated below on or before 1 p.m. (e.d.t.), on July 8, 2003.

ADDRESSES: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NPO-220) Attention: April Jennings, 400 Seventh Street SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program Number DTNH22-03-H-05078.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to April Jennings, Office of Contracts and Procurement at 202-366-9571, or by e-mail at ajennings@nhtsa.dot.gov. Programmatic questions relating to this cooperative agreement program should be directed to Essie Wagner, Safety Countermeasures Division, NHTSA, 400 Seventh Street, SW. (NTI-121), Washington, DC 20590, by e-mail at ewagner@nhtsa.dot.gov or by phone at 202-366-0932. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

SUPPLEMENTARY INFORMATION:**Background**

Walking, whether it is to school, across the street, or even across the parking lot, is at best taken for granted, or at worst, is deemed too dangerous. Parents are increasingly reluctant to let their children walk to school because of safety considerations. Older people continue to drive after they should have