Dated: November 16, 2000.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 00–29932 Filed 11–22–00; 8:45 am]

BILLING CODE 5001–10–M

DEPARTMENT OF DEFENSE

Office of the Secretary

Defense Science Board; Notice of advisory committee meeting

SUMMARY: The Defense Science Board (DB) Task Force on Systems Technology for the Future U.S. Strategic Posture will meet in closed session on December 14–15, 2000; January 10–11, 2001; February 14–15, 2001; March 14–15, 2001; April 11–12, 2001; May 16–17, 2001; and June 13–14, 2001. All meetings will be held at Strategic Analysis Inc., 3601 Wilson Boulevard, 6th Floor, Arlington, VA 22202. This Task Force will review the likely nature and evolution of potential future strategic challenges to the U.S., advanced technologies for nuclear weapons systems and non-nuclear strategic weapons systems, and advanced C4ISR technology applications for strategic contingencies.

The mission of the Defense Science Board is to advise the Secretary of Defense and the Under Secretary of Defense for Acquisition, Technology & Logistics on scientific and technical matters as they affect the perceived needs of the Department of Defense. At these meetings, the Defense Science Board Task Force will consider the extent to which technologies and systems currently being developed and applied for regional contingencies are relevant and applicable to future strategic contingencies; take into account affordability and arms control constraints; look at possible further future ballistic missile defense technology to the extent that ballistic missile defense relates to the overall future strategic posture; and consider strategies for using the national strategic technology base to deal with, or hedge against, the uncertainties and ambiguities inherent in the nature and timing of emergence of possible strategic threats, including possible dissuasion of such threats; and, consider the capability of the technology and industrial base to respond in time to long-term strategic warning in various forms, including the adequacy and responsiveness of DoD's science and technology programs.

In accordance with Section 10(d) of the Federal Advisory Committee Act, Public Law 92–463, as amended (5 U.S.C. App. II, (1994)), it has been determined that these Defense Science Board meetings concern matters listed in 5 U.S.C. 552b(c)(1)(1994), and that accordingly these meetings will be closed to the public.

Dated: November 16, 2000.

L. M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 00–29933 Filed 11–22–00; 8:45 am]

BILLING CODE 5001–10–M

DEPARTMENT OF DEFENSE

Office of the Secretary

Defense Science Board Task Force on Logistics Transformation Phase II; Notice of Meeting

SUMMARY: The Defense Science Board Task Force on Logistics Transformation Phase II was held in closed session on November 15–16, 2000, at SAIC, 4001 N. Fairfax Drive, Suite 500, Arlington, VA 22203.

The mission of the Defense Science Board is to advise the Secretary of Defense and the Under Secretary of Defense for Acquisition and Technology on scientific and technical matters as they affect the perceived needs of the Department of Defense. At this meeting, the Task Force will review and evaluate DoD's progress on the transformation of the DoD logistics system. In addition, the Task Force will review future plans and programs to determine their compliance with the recommendations contained in the 1998 DSB report on DoD Logistics Transformation; determine the nature of barriers inhibiting the rapid transformation of the system, paying particular attention to technical, legal, and operational issues; and determining if any future implementation actions are required.

Due to critical mission requirements, there is insufficient time to provide timely notice required by Section 10(a)(2) of the Federal Advisory Committee Act and Subsection 101–6.1015(b) of the GSA Final Rule on Federal Advisory Committee Management, 41 CFR Part 101–6, which further requires publication at least 15 calendar days prior to the meeting of the Task Force on November 15–16, 2000.

Persons interested in further information should call Commander Brian D. Hughes, USN, at (703) 695–4157.

Dated: November 16, 2000.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 00–29934 Filed 11–22–00; 8:45 am]

BILLING CODE 5001–10–M

DEPARTMENT OF DEFENSE

Department of the Army

Army Science Board; Notice of Open Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act, (Public Law 92–463), an announcement is made of the following Committee Meeting:

Name of Committee: Army Science Board (ASB).

Date of Meeting: 4–5 December 2000.

Place of Meeting: Hilton Hotel, Crystal City, 2399 Jefferson Davis Highway, Arlington, VA 22202.

Agenda: The ASB will meet for the first of three Plenary Meetings to discuss ongoing studies, plan forthcoming studies and will receive presentations regarding major Army initiatives and issues. These meetings will be open to the public. Any interested person may attend, appear before, or file statements with the committee at the time and in the manner permitted by the committee. For further information, please contact Mike Hendricks at (703) 617–7048.

Wayne Joyner,

Executive Assistant, ASB.

[FR Doc. 00–29974 Filed 11–22–00; 8:45 am]

BILLING CODE 3710–38–M

DEPARTMENT OF DEFENSE

Department of the Army

Mandatory Utilization of Powertrack Requirement

AGENCY: Military Traffic Management Command, DOD.

ACTION: Notice.

SUMMARY: The Military Traffic Management Command (MTMC), as the Department of Defense (DOD) Traffic Manager for surface and surface intermodal freight traffic management, hereby announces the mandatory use of USBank's Powertrack system as the transportation transaction and payment system for all air (includes small package express), barge, pipeline, rail and sealift freight carriers, and Guaranteed Traffic carriers, participating in the transport of DOD freight traffic.

DATES: November 30, 2000, for air (includes small package express), barge, pipeline, rail and sealift carriers, and

December 31, 2000, for Guaranteed Traffic carriers.

ADDRESSES: Headquarters, Military Traffic Management Command, ATTN: MTOP–MRM, 200 Stovall Street, Alexandria, VA 22332–5000.

FOR FURTHER INFORMATION CONTACT: Mr. Michael C. Donohue at 703–428–2119, E-mail *donohuem@mtmc.army.mil.* An additional point of contact is Ms. Kiazan Moneypenny At 703–428–2384, E-mail *moneypennyk@mtmc.army.mil.*

SUPPLEMENTARY INFORMATION: A notice proposing mandatory use of USBank's Powertrack System was published in the **Federal Register**, vol. 65, no. 151, page 47970 on Friday, August 4, 2000. In response to this notice we have received one set of comments, from the attorney representing a carrier association, within the 60-day comment period. A synopsis of these comments and responses appear below:

Comment: Carriers must pay a mandatory commission or service charge in order to participate in the program. Said payments are in the form of deductions (of up to 2%) from the amounts paid carriers for their services.

Response: Payment of the above fee is offset by the benefits of being paid more quickly—within 3 business days, as opposed to 30 days or more, and eliminating unnecessary infrastructure maintained just for DOD accounts. Complaints of DOD delayed payments by the industry were among the factors influencing implementation of PowerTrack. Additionally, there is an unspecified cost offset associated with significantly reduced paperwork through elimination of Government unique documentation. Carriers have the option to reflect any increased costs (or savings) from the use of PowerTrack in their rates just as they currently incorporate any other overhead cost of doing business.

Comment: Fees currently charged by USBank to participate in Powertrack exceed those charged in the market place by other sources.

Response: DOD maintains that said fees are well within industry norms. Further, they are appropriate and realistic in view of the benefits described above, particularly rapid payment, a benefit desired by the industry. Elimination of the onerous DOD Carrier invoice process (SF1113) reduces processing time and overhead for the carrier significantly.

Comment: Industry's use of factoring companies is voluntary. Participation in Powertrack is mandatory.

Response: Participation in DOD freight traffic is also voluntary. Use of Powertrack as a condition for so doing has been openly addressed in a variety of forums since DOD Management Reform Memorandum #15 was published in the **Federal Register** in January 1999. DOD maintains this allowed industry members sufficient opportunity to decide if participating in DOD freight traffic, under these circumstances, was to their benefit. Further, prior to Powertrack, use of DOD unique forms and procedures, as a condition for participating in DOD freight traffic was likewise mandatory.

Comment: Selection of USBank/Powertrack was not competitive. Hence, better rates for the same, or similar, services may have been available elsewhere.

Response: This selection was competitively bid by the General Services Administration, the Government's principal contracting manager, under that agency's procurement procedures.

Comment: DOD receives a discount on transportation charges paid by USBank if DFAS forwards payments thereto within a specified period. This creates a strong appearance of conflict of interests and impropriety on the part of DOD. Further, USBank's willingness to do so suggests they are willing to do the job for less than is actually billed to customers. To avoid imposing an unreasonable financial burden on carriers, rebates should be refunded thereto or deducted from their service charges.

Response: Discounts for timely payments are a common commercial and government practice, as are penalties for late payments. It is in the best interest of both the customer and service provider to leverage discounts to reduce the bill and reduce the service provider's account receivable quickly. This is accepted, open and public, and does not constitute collusion or ''kick-backs.'' If these discounts were redistributed to the industry, then considerations of equity would dictate the same disposition of any penalties. Further, the paperwork involved in such a process would burdensome and would detract from the system's cost benefits.

Comment: MTMC was unequivocally committed to the use of the USBank payment system long before public input was solicited.

Response: Management Reform Memorandum #15 is one of Secretary of Defense William Cohen's Defense Reform Initiatives. The plan to completely reengineer DOD's transportation documentation and financial processes was signed by the Deputy Secretary of Defense, Dr. Hamre on July 7, 1997. Numerous conferences and meeting were hosted by DOD, bringing together senior transportation and financial leadership from within DOD and the transportation industry. In addition, the internal demands of cutting infrastructure costs and improving efficiencies, the commercial transportation industry told DOD that it was not a ''customer of choice''. DOD had to make drastic changes in its overall transportation documentation and related financial business processes. It was no longer acceptable to pay carriers between 30 and 90 days after delivery. MTMC, as the DOD Traffic Manager for surface and intermodal freight traffic, is unequivocally committed to the use of the USBank payment system.

Regulatory Flexibility Act

This action is not considered rule making within the meaning of the Regulatory Flexibility Act, 5 USC 601–612.

Paperwork Reduction Act

The Paperwork reduction Act, 44 USC 3051 *et seq.*, does not apply because no information collection or record keeping requirements are imposed on contractors, offerors or members of the public.

Thomas Hicks,

Assistant Deputy Chief of Staff for Operations and Plans.

[FR Doc. 00–29999 Filed 11–22–00; 8:45 am]

BILLING CODE 3710–08–P

DEPARTMENT OF EDUCATION

Notice of Proposed Information Collection Requests

AGENCY: Department of Education.

SUMMARY: The Leader, Regulatory Information Management Group, Office of the Chief Information Officer, invites comments on the proposed information collection requests as required by the Paperwork Reduction Act of 1995.

DATES: Interested persons are invited to submit comments on or before January 23, 2001.

SUPPLEMENTARY INFORMATION: Section 3506 of the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35) requires that the Office of Management and Budget (OMB) provide interested Federal agencies and the public an early opportunity to comment on information collection requests. OMB may amend or waive the requirement for public consultation to the extent that public participation in the approval process would defeat the purpose of the information collection, violate State or Federal law, or substantially interfere