with the Federal Government. Applicants shall perform an analysis for each base station located with 169 km (105 miles) of a TV channel 7 transmitter of potential interference to TV channel 7 viewers. Applicants will have to certify to certain requirements set out in rule section 90.20(e)(6).

*OMB Control No.:* 3060–0537.

*Title:* Section 13.217, Records.

*Form No.:* N/A.

*Type of Review:* Extension of a currently approved collection.

*Respondents:* Business or other for profit.

*Number of Respondents:* 15.

*Estimated Time Per Response:* 1 hour.

*Total Annual Burden:* 15 hours.

*Annual Reporting and Recordkeeping Cost Burden:* $0.

*Frequency of Response:* Recordkeeping requirement.

*Needs and Uses:* Each COLEM recovering fees from examinees must maintain records of expenses and revenues, frequency of examinations administered, and examination pass rates. Records must cover the period from January 1 to December 31 of the preceding year and must be submitted as directed by the Commission. Each COLEM must retain records for 1 year and the records must be made available to the FCC upon request.

Federal Communications Commission.

**William F. Caton,**

*Acting Secretary.*

[FR Doc. 02–6314 Filed 3–14–02; 8:45 am]

**BILLING CODE 6712–01–P**

## FEDERAL MARITIME COMMISSION

**[Docket No. 98–14]**

## Shipping Restrictions, Requirements and Practices of the People's Republic of China

**AGENCY:** Federal Maritime Commission.

**ACTION:** Notice of inquiry.

**SUMMARY:** The Federal Maritime Commission is seeking comments from the shipping public on current laws, rules, and policies of the Government of the People's Republic of China that appear to have an adverse impact on U.S. shipping, and which may merit Commission attention under section 19 of the Merchant Marine Act, 1920 or the Foreign Shipping Practices Act of 1988. The Commission is seeking information on the impact of new Chinese legislation on U.S. oceanborne trade, as well as the effects of that legislation on a number of existing Chinese practices and restrictions. Interested parties, including shippers, transportation intermediaries, vessel operators and others in the shipping industry, are invited to comment.

**DATES:** Comments due on or before June 13, 2002.

**ADDRESSES:** Send comments (original and 20 copies) to: Bryant L. VanBrakle, Secretary, Federal Maritime Commission, 800 North Capitol Street, NW., Washington, DC 20573–0001. (202) 523–5725.

**FOR FURTHER INFORMATION, CONTACT:** David R. Miles, Acting General Counsel, Federal Maritime Commission, 800 North Capitol Street, NW., Washington, DC 20573–0001. (202) 523–5740.

**SUPPLEMENTARY INFORMATION:**

### Background

This proceeding was initiated on August 12, 1998, to gather information regarding certain apparently restrictive laws, rules and regulations of the People's Republic of China (''PRC'' or ''China'') in order to determine if further Commission action under section 19 of the Merchant Marine Act, 1920 or the Foreign Shipping Practices Act of 1988 was warranted.[1] In its effort to continue to monitor the issues identified in this proceeding, the Commission, by this Notice of Inquiry is inviting affected parties to comment on the effects of recent changes in Chinese law.

The Commission has learned that the PRC recently issued a new law, ''Regulations of the PRC on the International Maritime Transportation,'' which became effective January 1, 2002,[2] and is expected very soon to promulgate implementing regulations addressing requirements for operators in international shipping generally. It appears that this new law and regulations may significantly affect the Commission's review of the potentially restrictive practices that existed prior to January 1, 2002. Therefore, through this Notice of Inquiry, and Information Demand Orders to be formulated as appropriate, the Commission seeks to ensure that it has the most accurate information with regard to these issues, so that it may in turn determine whether any current Chinese laws, rules, regulations or practices merit the initiation of a proceeding under section 19 of the Merchant Marine Act, 1920 (''Section 19''), or the Foreign Shipping Practices Act of 1988 (''FSPA'').

The Commission has received expressions of concern regarding the new Chinese legislation from several sources. These include the U.S. Government Executive Branch agencies with responsibilities affecting transportation policy and the conduct of negotiations with foreign governments as well as organizations representing shippers and ocean transportation intermediaries (''OTIs'') operating or seeking to provide shipping and shipping-related services in the U.S. trade with China.

*A. Comments From Intermediaries*

Concerns about the new Chinese shipping legislation were raised in a March 4, 2002 letter to Bruce J. Carlton, Acting Deputy Maritime Administrator, (with copies to the Commission) from the National Customs Brokers and Forwarders Association of America (''NCBFAA''), a trade association of ocean freight forwarders and non-vessel-operating common carriers (''NVOCCs''). NCBFAA states that ''U.S. intermediary and shipper interests will be directly and discriminatorily affected in an adverse manner.''

NCBFAA expresses specific concerns regarding the effects of Chinese law on the ability of its members to do business in China, including possibly conflicting and confusing requirements for direct ownership and control of NVOCC businesses and separate Chinese incorporation of foreign NVOCCs; the required maintenance of substantial funds in Chinese banks (rather than bonding or insurance); provisions governing the filing of rates, waiting periods for rate changes and the confidentiality of service contract rates (which may subject NVOCCs to requirements inconsistent with recently

[1] Section 19 of the Merchant Marine Act, 1920, 46 U.S.C. app. § 876, authorizes and directs the Commission, inter alia, to ''make rules and regulations affecting shipping in the foreign trade not in conflict with law in order to adjust or meet general or special conditions unfavorable to shipping in the foreign trade * * * which arise out of or result from foreign laws, rules, or regulations or from competitive methods or practices employed by owners, operators, agents, or masters of vessels of a foreign country. * * *.''

The Foreign Shipping Practices Act of 1988, 46 U.S.C. app. § 1710a, authorizes the Commission to investigate whether any laws, rules, regulations, policies, or practices of foreign governments, or any practices of foreign carriers or other persons providing maritime or maritime related services in a foreign country result in the existence of conditions that (1) adversely affect the operations of United States carriers in the United States oceanborne trade; and (2) do not exist for foreign carriers of that country in the United States under the laws of the United States or as a result of acts of United States carriers or other persons providing maritime or maritime-related services in the United States. If the Commission determines that such adverse conditions exist, it may take actions including limitations on sailings, suspension of tariffs, suspension of agreements, or fees not to exceed $1,000,000 per voyage.

[2] The law is in the form of a Decree promulgated by the State Council of the PRC on December 5, 2001, signed by Prime Minister Zhu Rong Ji, which was published on December 21, 2001 and became effective on January 1, 2002.

amended U.S. laws); and the required use of vouchers prepared by Chinese tax authorities to invoice customers in China. NCBFAA identifies other matters as to which the new Chinese law is ambiguous, including whether the PRC intends to regulate rate levels and which entities will be subject to such rate regulation, and the mandatory or other status of rate-fixing conferences, discussion agreements, and capacity fixing agreements.

*B. The Executive Agencies*

On March 1, 2002, Maritime Administrator William G. Schubert wrote Chairman Harold J. Creel, Jr., expressing concern that the new law may restrict the operations not only of shipping companies, but also of shippers and OTIs. The Administrator further indicates that he has made these concerns known to the Chinese government, and that he has sought clarification on the law and the suspension of the effectiveness of any implementing regulations pending an opportunity to discuss the impact they may have with the Government of the PRC. The Maritime Administration has now announced that a U.S. government delegation will meet with PRC authorities in Beijing March 19–22, 2002 to obtain clarification about the meaning and impact of the Decree and any related implementing regulations.

**Discussion and Request for Comments**

It appears that U.S. OTIs, carriers and other providers of transportation services may face serious restrictions in obtaining the necessary licenses and permissions to do business in China. Indeed, it appears that wholly foreign-owned NVOCCs continue to be completely barred from engaging in a number of commercial activities, such as offering through transportation as an NVOCC. Other types of services may be permitted, but only if a foreign firm enters a joint venture with a Chinese entity.

The Commission is seeking to establish a clear record of what types of services U.S. NVOCCs or ocean freight forwarders, as those terms are defined by the Shipping Act of 1984, are now permitted to perform in China, what activities are prohibited, what requirements or prerequisites are imposed and what, if any, detrimental effects these requirements and prohibitions have on U.S. companies seeking to do business in China. It would be most useful for the Commission to receive comments describing, in detail, what types of ocean transportation intermediary activities are permitted under Chinese law in effect since January 1, 2002; what are prohibited; and in what situations joint ventures or similar arrangements are required.

The Commission, in order to determine how the new Chinese laws, rules, regulations, policies and/or practices will affect its consideration of whether further Commission action under section 19 or the Foreign Shipping Practices Act may be merited, is now collecting information on the following specific areas.

*1. General*

Individual companies' accounts of their efforts, successful or otherwise, to establish operations in China, and their dealings with Chinese authorities, would be especially useful. Any supporting documentation would be welcomed. The Commission also seeks to determine the effects on shippers of any such restrictions; that is, will the Chinese law in effect since January 1, 2002 as it is applicable to non-Chinese ocean transportation intermediaries and vessel operators, have any effects on shippers' ability to secure efficient and economical intermodal transportation services in U.S. oceanborne commerce? The Commission would welcome comments from any carrier, shipper, or other party on the details or effects of these issues.

*2. Licensing Requirements*

The Commission has concerns about apparent new Chinese requirements for the licensing of vessel operators, non-vessel operators, international ocean freight forwarders, shipping agency operators and ship management operators. It is not clear whether there continue to be nationality-or investment-based limitations on a company's ability to obtain certain types of transportation business licenses in China or what the criteria are by which licenses can be withheld or denied, and what, if any, appeal rights applicants enjoy. The Commission would welcome comments from any carrier, shipper, or other party that could shed light on these practices and their effects on U.S.-China oceanborne trade.

*3. Branch Offices and Multimodal Transport Operations*

It appears that after January 1, 2002, non-Chinese vessel operators continue to face a number of restrictions on operating and increasing the number of the branch offices they may operate in China. For the branch offices that do exist, it appears that there may continue to be serious restrictions on their operations, both in terms of the geographic area they may serve and the scope of services they may offer. A number of these may be the same as, or similar to, the restrictions faced by NVOCCs and freight forwarders in China. Apparently, there are certain narrowly prescribed business areas in which non-Chinese vessel operators are now allowed to operate; however, it remains unclear just what those are as a result of the new Chinese law that went into effect on January 1, 2002.

We are particularly concerned that there may continue to be restrictions that seriously limit vessel operators' and ocean transportation intermediaries' ability to offer multimodal transportation services in China. The Commission requires more information on such restrictions on vessel operators' and ocean transportation intermediaries' branch office or multimodal operations.

*4. Rate Filing Requirements*

It appears that the new Chinese legislation may require vessel operators and NVOCCs to file the rates they charge customers for carriage to and from China. Please describe the Chinese ministry or regulatory body with whom you must file these matters, how they are filed, and what types of review or analysis of the rates are made by the relevant authority. Describe whether there are any mechanisms to protect the confidentiality of service contract rates. Please also describe what action may be taken by the relevant authority upon a finding that the rate in question does not meet regulatory criteria.

*5. Ocean Transportation Intermediaries*

What conditions, requirements or restrictions are placed on OTI activities? [3] What types of licenses are required, and what restrictions are placed on their issuance? Who issues the necessary licenses and permissions, and what are the legal standards and procedures for granting them? What are the capital investment or deposit requirements to obtain such a license? Also, what commercial partners are available in China for joint ventures, and under what commercial conditions? If your company had already been doing OTI operations in China prior to January 1, 2002, please describe how your ability to do business in China has been affected, if at all, by the new Chinese law effective that day. Are there nationality or investment-based differences? If your company has sought a license to do these types of activities since January 1, 2002, please describe that process, including the criteria,

[3] *E.g.,* arranging inland or ocean transportation, preparing documentation and issuing bills of lading, consolidation, warehousing, cargo agency, and logistics services.

requirements and procedure for obtaining a license, whether there are any limitations on the type of license your company may obtain, and the Chinese government authority(ies) to whom applications must be submitted or from which approvals must be sought.

*Now Therefore, It is ordered*, that this Notice of Inquiry be published in the **Federal Register**.

By the Commission.*

**Bryant L. VanBrakle,**

*Secretary.*

[FR Doc. 02–6305 Filed 3–14–02; 8:45 am]

BILLING CODE 6730–01–P

## FEDERAL MARITIME COMMISSION

**[Docket No. 02–04]**

### Anchor Shipping Co. v. Alianca Navegacao e Logistica LTDA.; Notice of Filing of Complaint and Assignment

Notice is given that a complaint has been filed with the Federal Maritime Commission (''Commission'') by Anchor Shipping Co. (''Complainant'') against Alianca Navegacao E Logistica Ltda. (''Alianca'').

Complainant contends that Alianca engaged in a number of activities in connection with a service contract which violated sections 10(a)(2), 10(a)(3), 10(b)(3) and 10(c)(1) of the Shipping Act of 1984 (''Shipping Act'') and injured the Complainant.

Complainant asks that Alianca be compelled to answer its charges and that the Commission issue an order commanding Alianca to cease and desist from these violations; to establish and put in force such practices the Commission determines to be lawful and reasonable; to pay Complainant $1,000,000 in reparations, with interest and attorney's fees, or such other sum as the Commission may determine to be proper as an award of reparation; and such other further order as the Commission determines proper. Complainant requests that hearing be held in Miami, FL.

This proceeding has been assigned to the office of Administrative Law Judges. Hearing in this matter, if any is held, shall commence within the time limitations prescribed in 46 CFR 502.61, and only after consideration has been given by the parties and the presiding officer to the use of alternative forms of dispute resolution. The hearing shall include oral testimony and cross-examination in the discretion of the presiding officer only upon proper showing that there are genuine issues of material fact that cannot be resolved on the basis of sworn statements, affidavits, depositions, or other documents or that the nature of the matter in issue is such that an oral hearing and cross-examination are necessary for the development of an adequate record. Pursuant to the further terms of 46 CFR 502.61, the initial decision of the presiding officer in this proceeding shall be issued by March 13, 2003, and the final decision of the Commission shall be issued by July 11, 2003.

**Bryant L. VanBrakle,**

*Secretary.*

[FR Doc. 02–6218 Filed 3–14–02; 8:45 am]

BILLING CODE 6730–01–P

*Commissioner John A. Moran is not participating.

## FEDERAL RESERVE SYSTEM

### Agency Information Collection Activities: Announcement of Board Approval under Delegated Authority and Submission to OMB

**AGENCY:** Board of Governors of the Federal Reserve System.

**SUMMARY:** Notice is hereby given of the final approval of proposed information collection(s) by the Board of Governors of the Federal Reserve System (Board) under OMB delegated authority, as per 5 CFR 1320.16 (OMB Regulations on Controlling Paperwork Burdens on the Public). Board –approved collections of information are incorporated into the official OMB inventory of currently approved collections of information. Copies of the OMB83–Is and supporting statements and approved collection of information instrument(s) are placed into OMB's public docket files. The Federal Reserve may not conduct or sponsor, and the respondent is not required to respond to, an information collection that has been extended, revised, or implemented on or after October 1, 1995, unless it displays a currently valid OMB control number.

**FOR FURTHER INFORMATION CONTACT:** Federal Reserve Board Clearance Officer–Mary M. West–Division of Research and Statistics, Board of Governors of the Federal Reserve System, Washington, DC 20551 (202–452–3829). OMB Desk Officer–Alexander T. Hunt–Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Room 3208, Washington, DC 20503 (202–395–7860)

**SUPPLEMENTARY INFORMATION:**

**Final approval under OMB delegated authority of the implementation of the following report:**

*1. Report title:* Intermittent Survey of Businesses
*Agency form number:* FR 1374
*OMB control number:* 7100–0302
*Frequency:* Biweekly and semiannually
*Reporters:* Purchasing managers, economists, or other knowledgeable individuals at business firms
*Annual reporting hours:* 125 hours
*Estimated average hours per response:* 15 minutes
*Number of respondents:* biweekly, 10; semiannually, 120
Small businesses are affected.
*General description of report:* This information collection is voluntary (12 U.S.C. §§ 225a, 263, and 15 U.S.C. §1691b) and is given confidential treatment (5 U.S.C. 552(b)(6)).
*Abstract:* The proposed survey would be used by the Federal Reserve to gather information that would be specifically tailored to the Federal Reserve's policy and operational responsibilities. It is necessary to conduct the survey biweekly to keep up with the rapidly changing developments in the economy and to provide timely information to staff and Board members. Usually, the surveys would be conducted by staff economists telephoning purchasing managers, economists, or other knowledgeable individuals at selected, relevant businesses. The content of the questions and the businesses contacted would vary depending on changing developments in the economy.

**Final approval under OMB delegated authority of the extension for three years, with revision, of the following reports:**

*1. Report title:* Notification of Foreign Branch Status
*Agency form number:* FR 2058
*OMB control number:* 7100–0069
*Frequency:* on occasion
*Reporters:* member banks, bank holding companies, Edge and agreement corporations
*Annual reporting hours:* 38 hours
*Estimated average hours per response:* 15 minutes
*Number of respondents:* 150
Small businesses are not affected.
*General description of report:* This information collection is mandatory (12 U.S.C. 321, 601, 602, 615, and 1844(c)) and is not given confidential treatment.
*Abstract:* Member banks, bank holding companies, and Edge and agreement corporations are required to notify the Federal Reserve System of the opening, closing, or relocation of an foreign branch. The notice requires information