

recognized worker rights (as defined in section 502(a)(4) of the Trade Act of 1974) to workers in the country (including any designated zone in that country).

Paragraphs (1), (2), (3), (5), and (7) shall not prevent the designation of any country as a beneficiary country under this Act if the President determines that such designation will be in the national economic or security interest of the United States and reports such determination to the Congress with his reasons therefor.

(c) In determining whether to designate any country a beneficiary country under this title, the President shall take into account—

(1) An expressions by such country of its desire to be so designated;

(2) The economic conditions in such country, the living standards of its inhabitants, and any other economic factors which he deems appropriate;

(3) The extent to which such country has assured the United States it will provide equitable and reasonable access to the markets and basic commodity resources of such country;

(4) The degree to which such country follows the accepted rules of international trade provided for under the General Agreement on Tariffs and Trade, as well as applicable trade agreements approved under section 2(a) of the Trade Agreements Act of 1979;

(5) The degree to which such country uses export subsidies or imposes export performance requirements or local content requirements which distort international trade;

(6) The degree to which the trade policies of such country as they relate to other beneficiary countries are contributing to the revitalization of the region;

(7) The degree to which such country is undertaking self-help measures to promote its own economic development;

(8) Whether or not such country has taken or is taking steps to afford to workers in that country (including any designated zone in that country) internationally recognized worker rights.

(9) The extent to which such country provides under its law adequate and effective means for foreign nationals to secure, exercise, and enforce exclusive rights in intellectual property, including patent, trademark, and copyright rights;

(10) The extent to which such country prohibits its nationals from engaging in the broadcast of copyrighted material, including films or television material, belonging to United States copyright owners without their express consent; and

(11) The extent to which such country is prepared to cooperate with the United States in the administration of the provisions of this title.

Persons submitting written comments should provide a statement in twenty copies, by noon, Wednesday, June 30, 1999, to Gloria Blue, Executive Secretary, TPSC, Office of the U.S. Trade Representative, Room 501, 600 176th Street, NW, Washington, DC 20508. Non-confidential information received will be available for public inspection by appointment, in the USTR Reading Room, Room 101, Monday through Friday, 10 a.m. to 12 noon and 1 p.m. to 4 p.m. For an appointment call Brenda Webb on 202-395-6186. Business confidential information will be subject to the requirements of 15 CFR 2003.6. Any business confidential material must be clearly marked as such on the cover letter or page and each succeeding page, and must be accompanied by a non-confidential summary thereof.

Frederick L. Montgomery,
Chairman, Trade Policy Staff Committee.
[FR Doc. 99-14657 Filed 6-9-99; 8:45 am]
BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[OST-1999-5631]

The Interagency Task Force on the Roles and Missions of the U.S. Coast Guard

AGENCY: Office of the Secretary, DOT.

ACTION: Notice reopening public comment period.

SUMMARY: This notice announces that we are reopening until July 15, 1999, the period for submitting comments on the roles and missions of the U.S. Coast Guard. The original comment period ended on June 1, 1999.

DATES: Comments are now due July 15, 1999.

ADDRESSES: Your written comments must be signed and refer to docket number OST-199-5631. Send them to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 7th Street, SW., Washington, DC 20590-0001. All comments received will be available for public examination at this address between 10 a.m. and 5 p.m., ET. Monday through Friday, except Federal Holidays. Persons who wish notification of the receipt of their comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: John Crowley, Jr., Interagency Task Force on the Roles and Missions of the U.S. Coast Guard, 1111 Jefferson Davis Highway, Suite 502 West Tower, Arlington, VA 22302, telephone (703) 416-0192, facsimile (703) 416-6793.

SUPPLEMENTARY INFORMATION: The President has directed an independent study on the appropriate roles and missions of the U.S. Coast Guard through year 2020. The Interagency Task Force on the Roles and Missions of the U.S. Coast Guard will seek to identify and distinguish which Coast Guard roles, missions, and functions: (a) Might be added or enhanced; (b) might be maintained at current levels of performance; or (c) might be reduced or eliminated. The Task Force will also consider whether private organizations, public authorities, local or State governments, or other federal agencies might better perform current Coast Guard roles, missions, and functions. The Task Force will also consider the impact on Coast Guard roles, missions, and functions of future prospects in the areas of technology, demographics, the law of the sea, national security, etc.

On May 10, 1999, the Office of the Secretary of Transportation published a notice seeking public comment on the roles and missions of the U.S. Coast Guard to help the Task Force determine whether those roles and missions are still appropriate. The Coast Guard has received several requests for more time to comment.

This notice reopens the comment period until July 15, 1999, to provide the public with additional time to review and comment on the roles and missions of the U.S. Coast Guard. It should not disadvantage any person, and will give the Task Force the benefit of additional informed comments.

Issued in Washington, DC on June 3, 1999.

Nancy McFadden,
General Counsel.

[FR Doc. 99-14773 Filed 6-9-99; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: King County, WA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for proposed redevelopment of

properties in the Waterfront South area of Seattle in King County, Washington.

FOR FURTHER INFORMATION CONTACT:

Gene Fong, Division Administrator, Federal Highway Administration, 711 South Capitol Way, Suite 501, Olympia, WA 98501, telephone: (360) 753-9413; Terry McCarthy, Deputy Assistant Secretary, Washington State Ferries (WSF), 801 Alaskan Way, Seattle, WA 98104, telephone: (206) 515-3403 and/or Tim King, P.E., Project Manager, Washington State Ferries, 811 First Avenue, Seattle, WA 98104, telephone: (206) 233-9127; or David Schniedler, Manager of Customer Service Marine Division, Port of Seattle, Pier 69, P.O. Box 1209, Seattle, WA 98111, telephone: (206) 728-3523.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with Washington State Ferries (WSF)/Washington State Department of Transportation (WSDOT) and the Port of Seattle (PORT), will prepare an environmental impact statement (EIS) on a proposal for redevelopment of Seattle waterfront properties in the area of Colman Ferry Dock and Pier 48 in King County, Washington, at the terminus of State Route 519.

The project, known as "Waterfront South", would provide for the improvement and redevelopment of waterfront properties generally bounded by Terminal 46 on the south, Alaskan Way (State Route 519) to the east, and Colman Ferry Dock (Piers 50 and 52) to the north. Improvements to Alaskan Way and to an interim remote vehicle holding area bounded by Alaskan Way, 1st Avenue South, and Royal Brougham Way are also included.

The condition of the existing physical facilities within the limits of the Waterfront South project require varying degrees of structural improvement to maintain existing uses. In addition, the Colman Dock ferry terminal facilities are approaching capacity and at present only marginally accommodate passengers and vehicles using the facility. Increased delays to ferry riders and increased congestion to the local community are anticipated through the forecast year 2025 if no action is taken. This increase results from passenger and vehicle demand on existing auto ferry routes (Seattle-Bainbridge Island, and Seattle-Bremerton), new service on a potential third auto ferry route between Seattle and Southworth, increased demand on existing Passenger Only Fast Ferry (POFF) routes (Seattle-Bremerton, and Seattle-Vashon Island), and new demand resulting from the addition of two new POFF routes between Seattle-

Kingston and Seattle-Southworth in Year 2001.

The primary purpose of the proposed project is to create a multi-modal regional transportation facility capable of accommodating current and future ferry ridership. A secondary goal of the project is to take full advantage of the revenue-sharing potential of public sector capital investments.

The proposed Waterfront South project will combine infrastructure improvements at Colman Dock and Pier 48 to accommodate long range ferry traffic serviced by WSF; will expand and improve a remote vehicle holding area (RHA) located south of Colman Dock; will add capacity to existing arterials between the RHA and Colman Dock; will allow improvements to existing public open space owned and operated by the City of Seattle; will accommodate limited international ferry service and/or commercial moorage; and to the extent practical will allow for future development of the Pier 48 upland property.

In addition to the No Action alternative required under NEPA, alternatives under consideration include the following common design options for improving, locating or relocating, or reconstructing facilities and operations: vehicle holding on Colman Dock; a fourth auto slip and connecting overhead passenger walkways at Pier 50; limited retail development at Colman Dock; additional pedestrian and vehicle ticketing capabilities; new POFF terminal and maintenance facilities south of Colman Dock; expanded public open space; improvement of existing and addition of new pedestrian walkways, ramps and bridges; improved transit connections; channelization and signal improvements between the RHA and Colman Dock; upgrade of historic sites and public parks; improvement/expansion to an interim RHA currently in planning and environmental review as part of a separate project, SR 519; and contaminated sediment remediation undertaken in conjunction with project construction. Selective elements being considered include: transient small boat moorage, moorage for a historic vessel, international ferry service to Victoria, British Columbia, commercial boat moorage, and commercial/retail development on the upland properties of Pier 48.

The three option packages currently under consideration include all of the common and some of the selective elements outlined in addition to the location and configuration of a new passenger only passenger and maintenance facility at pier 48. Features unique to the options packages are: (A)

Splits the passenger only terminal and maintenance facilities between Colman Dock and Pier 48; (B) locates the new WSF passenger only terminal and maintenance facilities within the Pier 48 right of way, and, (C) modification of A and B which would likely require greater cooperation among key stakeholders including the CITY, WSF, and the PORT, and may result in a larger public access area.

All options considered will require WSF/WSDOT to purchase all or part of Pier 48 from the PORT. Option C would require additional exchanges of current ownership or operational agreements be established between the WSF/WSDOT, the PORT, and the CITY.

Public involvement completed as part of the master planning process in 1996 and 1997 included formation of a Citizens Advisory Committee (CAC), interviews and coordination with stakeholders, public open houses, a speakers bureau, and project newsletters. Additional planning has occurred since the Master Development Plan was completed to develop options to assist in the scoping process and alternatives development for the EIS.

Announcements describing the proposed action and soliciting comments will be sent to the appropriate Federal, State, local agencies, affected Indian Tribes, private organizations, and citizens who have previously expressed or are known to have an interest in this proposal. A series of open houses beginning in May 1999 are scheduled as a part of the EIS public involvement plan. Two EIS scoping meetings are scheduled for June 15, 1999—one for agencies and the other for the public. Input from these open houses and scoping meetings will then be used to identify the alternatives for study in the EIS. Subsequent to Scoping, the EIS public involvement plan will also include newsletters, bulletins, stakeholder coordination, and continued involvement of the CAC. A public hearing will be held after the release of the Draft EIS to receive public and agency comments. Public notice will be given of the time and place of the future meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address and phone numbers provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: June 1, 1999.

Michael R. Brower,

*Transportation and Environmental Engineer,
FHWA Washington Division.*

[FR Doc. 99-14779 Filed 6-9-99; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Submission of Audit Reports, Part 248

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need and usefulness of BTS collecting independent audited financial reports from U.S. certificated air carriers. Carriers not having an annual audit must file a statement that no such audit has been performed. In lieu of the audit report, the Department will accept the annual report submitted to the stockholders. Comments are requested concerning whether the audited reports are needed by DOT as: (a) A means to monitor an air carrier's continuing fitness to operate, (b) reference material used by analysts in examining foreign route cases, (c) reference material used by analysts in examining proposed acquisitions, mergers, and consolidations, (d) a means whereby the Department sends a copy of the report to International Civil Aviation Organization (ICAO) in fulfillment of a U.S. treaty obligation, and (e) corroboration of carriers' Form 41 filings. Commenters should address whether BTS accurately estimated the reporting burden and if there are other ways to enhance the quality, utility and clarity of the information collected.

DATES: Written comments should be submitted by August 9, 1999.

ADDRESSES: Comments should be directed to Mr. Bernie Stankus, Office of Airline Information, K-25, Room 4201, 400 Seventh Street, NW., Washington, DC 20590-0001.

COMMENTS: Comments should identify the OMB #2138-0004 and be submitted in duplicate to the address listed above. Commenters wishing the Department to

acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB #2138-0004. The postcard will be date/time stamped and returned to the commenter. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments.

FOR FURTHER INFORMATION CONTACT:

Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW, Washington, DC 20590, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0004

Title: Submission of Audit Reports, Part 248.

Form No.: None.

Type of Review: Extension of a currently approved collection.

Respondents: Large certificated air carriers.

Number of Respondents: 84.

Estimated Time Per Response: 15 minutes.

Total Annual Burden: 21 hours.

Needs and Uses: The audit reports are used as follows: (a) A means of monitoring an air carrier's continuing fitness to operate, (b) reference material by analysts in examining foreign route cases, (c) reference material by analysts in examining proposed acquisitions, mergers, and consolidations, (d) a means whereby the Department sends a copy of the report to the International Civil Aviation Organization (ICAO) in fulfillment of a U.S. treaty obligation, and (e) corroboration of carriers' Form 41 filings.

Timothy E. Carmody,

*Director, Office of Airline Information,
Bureau of Transportation Statistics.*

[FR Doc. 99-14771 Filed 6-9-99; 8:45 am]

BILLING CODE 4910-62-U

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Reporting Required for International Civil Aviation Organization (ICAO)

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the

continuing need for and usefulness of BTS collecting supplemental data for the International Civil Aviation Organization (ICAO). Comments are requested concerning whether: (a) The supplemental reports are needed by BTS to fulfill the U.S. treaty obligation of furnishing financial and traffic reports to ICAO; (b) BTS accurately estimated the reporting burden; (c) there are other ways to enhance the quality, utility and clarity of the information collected; and (d) there are ways to minimize reporting burden, including the use of automated collection techniques or other forms of information technology.

DATES: Written comments should be submitted by August 9, 1999.

ADDRESSES: Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

COMMENTS: Comments should identify the OMB #2138-0039 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB #2138-0039. The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT:

Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0039

Title: Reporting Required for International Civil Aviation Organization (ICAO).

Form No.: BTS Form EF.

Type of Review: Extension of a currently approved collection.

Respondents: Large certificated air carriers.

Number of Respondents: 47.

Estimated Time Per Response: 20 minutes.

Total Annual Burden: 16 hours.

Needs and Uses: As a party to the Convention on International Civil Aviation (Treaty), the United States is obligated to provide ICAO with financial and statistical data on operations of U.S. air carriers. Over 99 percent of the data filed with ICAO is extracted from the air carriers' Form 41 submissions to DOT. BTS Form EF is the means by which BTS supplies the