

implementation of certain of their provisions.

D. Michael Hutchinson,
Acting Chairman, Committee for the
Implementation of Textile Agreements.

Committee for the Implementation of Textile
Agreements

December 1, 1995.

Commissioner of Customs,
Department of the Treasury, Washington, DC
20229.

Dear Commissioner: This directive amends, but does not cancel, the directive issued to you on March 30, 1995, by the Chairman, Committee for the Implementation of Textile Agreements. That directive concerns imports of certain cotton, wool and man-made fiber textiles and textile products and silk blend and other vegetable fiber apparel, produced or manufactured in Malaysia and exported during the twelve-month period which began on January 1, 1995 and extends through December 31, 1995.

Effective on December 4, 1995, you are directed to amend the March 30, 1995 directive to adjust the limits for the following categories, as provided for under the terms of the Uruguay Round Agreements Act and the Uruguay Round Agreement on Textiles and Clothing:

Category	Adjusted twelve-month limit ¹
336/636	429,346 dozen.
338/339	1,083,807 dozen.
340/640	1,254,819 dozen.
341/641	1,243,498 dozen of which not more than 521,158 dozen shall be in Category 341.
347/348	471,623 dozen.
350/650	104,018 dozen.
351/651	254,028 dozen.
445/446	33,945 dozen.
638/639	429,759 dozen.
645/646	214,277 dozen.
647/648	1,384,138 dozen of which not more than 1,011,957 dozen shall be in Category 647-K ² and not more than 1,011,957 dozen shall be in Category 648-K ³ .

¹ The limits have not been adjusted to account for any imports exported after December 31, 1994.

² Category 647-K: only HTS numbers 6103.23.0040, 6103.23.0045, 6103.29.1020, 6103.29.1030, 6103.43.1520, 6103.43.1540, 6103.43.1550, 6103.43.1570, 6103.49.1020, 6103.49.1060, 6103.49.8014, 6112.12.0050, 6112.19.1050, 6112.20.1060 and 6113.00.9044.

³ Category 648-K: only HTS numbers 6104.23.0032, 6104.23.0034, 6104.29.1030, 6104.29.1040, 6104.29.2038, 6104.63.2010, 6104.63.2025, 6104.63.2030, 6104.63.2060, 6104.69.2030, 6104.69.2060, 6104.69.8026, 6112.12.0060, 6112.19.1060, 6112.20.1070, 6113.00.9052 and 6117.90.9070.

The Committee for the Implementation of Textile Agreements has determined that

these actions fall within the foreign affairs exception to the rulemaking provisions of 5 U.S.C. 553(a)(1).

Sincerely,

D. Michael Hutchinson,
Acting Chairman, Committee for the
Implementation of Textile Agreements.

[FR Doc. 95-29886 Filed 12-06-95; 8:45 am]

BILLING CODE 3510-DR-F

DEPARTMENT OF DEFENSE

Department of the Navy

Assumption of Lead Responsibility for an Environmental Impact Statement Evaluating Container Systems for the Management of Spent Nuclear Fuel

SUMMARY: The Department of the Navy (Navy) announces its plan to assume lead responsibility for preparation of an Environmental Impact Statement (EIS) evaluating container systems for the management of naval spent nuclear fuel. This EIS (previously titled Environmental Impact Statement for a Multi-Purpose Canister System for Management of Civilian and Naval Spent Nuclear Fuel) was being prepared by the Department of Energy (DOE), with the Navy participating as a cooperating agency, pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq.*, in accordance with the Council on Environmental Quality regulations for implementing NEPA (40 CFR parts 1500-1508). DOE is halting its proposal to fabricate and deploy a multi-purpose canister based system and the Office of Civilian Radioactive Waste Management will cease preparation of the multi-purpose canister EIS which was to include both civilian and naval spent nuclear fuel. DOE will be a cooperating agency in the preparation of the EIS for naval spent nuclear fuel.

SUPPLEMENTARY INFORMATION: On October 24, 1994, the DOE published in the Federal Register (59 FR 53442) a Notice of Intent to prepare an EIS for a multi-purpose canister system for the management of civilian spent nuclear fuel. Under the Nuclear Waste Policy Act of 1982, as amended (42 U.S.C. 10101 *et seq.*), DOE is responsible for disposal of civilian spent nuclear fuel and high-level radioactive waste in a geologic repository. DOE is also responsible for any monitored retrievable storage prior to disposal, and transportation of civilian spent nuclear fuel in connection with disposal or storage. As part of carrying out these responsibilities, DOE was in the process of evaluating in an EIS the environmental impacts of fabricating

and deploying a standardized container system to enable storage, transportation, and possible disposal of spent nuclear fuel.

During the scoping process for the multi-purpose canister EIS, the scope of the EIS was broadened, based on a comment by the Navy, to include naval spent nuclear fuel. In addition to its responsibility for civilian spent nuclear fuel, the DOE is also responsible for the management of spent nuclear fuel derived from atomic energy defense activities, including that from the Naval Nuclear Propulsion Program (42 U.S.C. 2121(a)(3)). Since naval spent nuclear fuel is rugged, well characterized, and compatible with standardized container system technology, DOE determined that naval spent fuel should be included in the EIS. This determination was announced in the Implementation Plan issued by DOE in August 1995 under DOE's NEPA regulations. The availability of the Implementation Plan was announced in the Federal Register on August 30, 1995 (60 FR 45147).

DOE has advised the Navy that because of insufficient funding in Congress' recent fiscal year 1996 appropriation to the DOE Office of Civilian Radioactive Waste Management, DOE at the present time is halting its proposal to fabricate and deploy a multi-purpose canister based system. As a result, DOE will cease preparation of the Environmental Impact Statement for a Multi-Purpose Canister System for Management of Civilian and Naval Spent Nuclear Fuel.

The Navy has decided that it will proceed with that part of the multi-purpose canister EIS covering naval spent nuclear fuel. This will be done by the Navy becoming the lead agency for the EIS. DOE will participate as a cooperating agency since naval spent nuclear fuel is managed at DOE facilities. Unlike civilian spent nuclear fuel which is stored in plants throughout the country, all naval spent nuclear fuel, after removal from the reactor, is shipped to one place, the Idaho National Engineering Laboratory (INEL), for examination and temporary storage as set forth in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Final Environmental Impact Statement and in the associated Record of Decision issued June 1, 1995. Therefore, the container system EIS evaluations for the storage and transportation of naval spent nuclear fuel at INEL will make use of information specific to that location.

The range of alternatives being considered in the EIS will not change. Thus, the EIS does not need to go through another scoping process as a result of only covering naval spent nuclear fuel. The six container system alternatives being considered are:

(1) No-Action Alternative—Use of existing technology to handle, store, and subsequently transport naval spent nuclear fuel to a geologic repository using the M-140 transportation cask. Prior to shipment to a repository, naval spent nuclear fuel would be stored at INEL in water pools or dry containers, then loaded into M-140 transportation casks. At the repository, the naval spent fuel would be unloaded from the M-140 transportation casks and placed in a geologic repository's surface facilities for loading into disposal containers. Following unloading, the M-140 transportation casks would be returned to INEL for reuse.

(2) Multi-Purpose Canister Alternative—Use of 125-ton multi-purpose canisters currently being designed under a DOE contract for storage, transportation, and disposal of naval spent nuclear fuel, without repackaging or further handling of bare spent nuclear fuel. In addition to the sealed metal canisters, specialized casks or overpacks would be required for different stages of the process, such as intra-site transfer, dry storage, inter-site transportation, and disposal.

(3) Current Technology/Supplemented by High Capacity Rail Alternative—Use of existing M-140 transportation casks, but with redesigned internal structures to accommodate a larger amount of naval spent nuclear fuel per cask, thus reducing the total number of shipments required.

(4) Transportable Storage Cask Alternative—Use of existing, commercially available casks for storage at INEL and shipment of naval spent nuclear fuel to a geologic repository. At the repository, the naval spent fuel would be unloaded from the casks and placed in a geologic repository's surface facilities for loading into disposal containers. The unloaded transportable storage casks could be returned to INEL for further storage and transport.

(5) Dual-Purpose Canister Alternative—Use of an existing, commercially available canister and overpack system for storage at INEL and shipment of naval spent nuclear fuel to a geologic repository. At the repository, the naval spent fuel would be unloaded from the canisters and placed in a geologic repository's surface facilities for loading into disposal containers.

(6) Small Multi-Purpose Canister Alternative—Use of smaller, 75-ton, multi-purpose canisters currently being designed under a DOE contract rather than the 125-ton multi-purpose canisters.

The Draft EIS will not contain a preferred alternative. Instead, the Navy will use public comments on the Draft EIS to help identify a preferred alternative for the Final EIS. Consistent with this approach, the subject EIS is being renamed as "The Department of the Navy Environmental Impact Statement for a Container System for the Management of Naval Spent Nuclear Fuel."

DATES: The Navy plans to issue the Draft EIS by about April 30, 1996. Issuance of the Draft EIS will be announced in the Federal Register. A 45 day comment period will be provided following issuance of the Draft EIS. Public hearings will be held during the 45 day comment period. The locations and dates of these public hearings will be announced in the Federal Register when the Draft EIS is issued. The Navy plans to issue the final EIS by November 30, 1996, and plans to issue a Record of Decision by December 31, 1996.

ADDRESSES: To receive a copy of the Draft EIS, please provide your address to: Argonne National Laboratory, EAD, Building 900, Mail Stop 1, 9700 South Cass Avenue, Argonne, IL 60439, ATTN: Naval Spent Fuel Container System EIS. **FOR FURTHER INFORMATION CONTACT:** For further information on this EIS please contact: Mr. William Knoll of the Naval Nuclear Propulsion Program at Department of the Navy, Code NAVSEA 08U, 2531 Jefferson Davis Highway, Arlington, VA 22242-5160, Telephone: 703-602-8229.

Dated: December 1, 1995.

B. DeMars,

Admiral, USN, Director, Naval Nuclear Propulsion Program.

[FR Doc. 95-29862 Filed 12-6-95; 8:45 am]

BILLING CODE 3810-FF-P

Notice of Availability of Inventions for Licensing; Government Owned Inventions

SUMMARY: The inventions listed below are assigned to the United States Government as represented by the Secretary of the Navy and are available for licensing by the Department of the Navy. Requests for copies of the patent applications cited should be directed to the Office of Naval Research, ONR OCCC, Ballston Tower One, 800 North Quincy Street, Arlington, Virginia 22217-5660 and must include the

application serial number or Navy case Number.

FOR FURTHER INFORMATION CONTACT: Mr. R.J. Erickson, Staff Patent Attorney, Office of Naval Research, ONR, OCCC, 800 North Quincy Street, Arlington, Virginia 22217-5660, telephone (703) 696-4001.

Patent Application Serial No. 08/342,451: MOBILE SAFETY STRUCTURE FOR CONTAINMENT AND HANDLING OF HAZARDOUS MATERIALS; filed November 14, 1994;

Patent Application Serial No. 08/514/888: AMMUNITION CARTRIDGE WITH REDUCED PROPELLANT CHARGE; filed August 14, 1995;

Patent Application Serial No. 08/514/570: COMBINATION PIN FOR ATTACHING TRIGGER ASSEMBLY AND SAFING SMALL ARM; filed August 14, 1995;

Patent Application Serial No. 08/514,576: SINGLE SPRING BOLT LOCK AND CARTRIDGE EJECTOR; filed August 14, 1995;

Patent Application Serial No. 08/514,573: SPOTTING ROUND BORE ALIGNMENT MECHANISM FOR ROCKET LAUNCHER; filed August 14, 1995;

Patent Application Serial No. 08/514,883: SINGLE TRIGGER DUAL FIRING MECHANISM; filed August 14, 1995;

Patent Application Serial No. 08/514,884: BREECH BOLT AND LOCK ASSEMBLY; filed August 14, 1995;

Patent Application Serial No. 08/514,885: COMBINATION OPTICAL AND IRON SIGHT SYSTEM FOR ROCKET LAUNCHER; filed August 14, 1995;

Design Patent Application Serial No. 29/042,682: IMPROVED SHOULDER-FIRED WEAPON; filed August 14, 1995;

Patent Application Serial No. 08/514,575: SHOULDER-LAUNCHED MULTIPLE-PURPOSE ASSAULT WEAPON; filed August 14, 1995;

Patent Application Serial No. 08/375,997: LIQUID CRYSTAL COMPOSITION AND ALIGNMENT LAYER; filed January 20, 1995; and

Patent Application entitled: QUANTITATIVE MOBILITY SPECTRUM ANALYSIS OF MAGNETIC FIELD-DEPENDENT HALL AND RESISTIVITY DATA; filed October 4, 1995, Navy Case No. 77,263.

Dated: November 27, 1995.

M. A. Waters,

LCDR, JAGC, USN, Federal Register Liaison Officer.

[FR Doc. 95-29863 Filed 12-6-95; 8:45 am]

BILLING CODE 3810-FF-P