

and may often be better managed than in the country of origin. It may be more economically efficient to export wastes to the United States for management in existing U.S. facilities, particularly for specialized waste streams and substances, than to construct new facilities in the country of origin. In many cases, advanced facilities in the United States enable the environmentally sound recovery of valuable secondary materials.

Under the type of import agreements described in this notice, the Environmental Protection Agency (EPA), the designated competent authority of the U.S. Government, will be able to express its consent, conditional consent, or objection to proposed imports of hazardous wastes. EPA will exercise its prerogative to consent or object to imports consistent with its statutory and regulatory authority. Current U.S. Government policy is to withhold consent only if it has reason to believe a shipment may not be managed in accordance with applicable U.S. laws and regulations.

Based on experience to date, the negotiation of each agreement is likely to take some time (several months). Administration resources are limited, and it is not expected that additional resources will be available for these purposes. In addition, the notice and consent procedures referred to above will impose an increased administrative burden on the U.S. Government. Once the U.S. Government evaluates the demand for these agreements, it will consider how many agreements to enter into, and how to prioritize requests, if necessary.

#### Public Comment

The Department of State is seeking the comment from the public on the potential demand for additional agreements for the movements of Basel-covered waste to the United States, and would be interested in the following specific information, where applicable, from firms and others with an interest in such agreements:

- (a) Expected country of export, expected amount and frequency of such exports to the United States;
- (b) whether more than one generator produces wastes which could be handled under an agreement;
- (c) types of waste (including whether the wastes are considered to be hazardous under the Convention and/or under the laws and regulations of the United States or the exporting party);
- (d) whether such wastes are for final disposal or treatment or recovery, and whether a substantially increased

proportion is likely to be recovered in the future;

(e) whether such wastes are being exported because of a lack of adequate management capabilities and/or pressing environmental conditions in the exporting country;

(f) whether destinations closer than the United States to the generation of the waste would also provide environmentally sound and efficient management;

(g) whether U.S. waste management capabilities are superior to those in the exporting country; and

(h) whether acceptance of such wastes by the United States would reasonable be expected to provide a disincentive to the future development of adequate environmental facilities in the exporting country;

(i) whether any other conditions require that such wastes be exported to the United States for disposal or recovery.

The State Department will use this information to determine whether, given available resources, it will be necessary to develop criteria for entering into and prioritizing among proposed bilateral agreements. The State Department welcomes public input regarding such criteria.

Individuals or organizations are invited to provide written comments to: U.S. Department of State, OES/ENV, ATTN: Mr. Trigg Talley, 2201 "C" Street, N.W., Washington, D.C. 20520, TEL: (202) 647-5808, FAX: (202) 647-5947.

Comments and suggestions should be received no later than 60 days following the date of publication of this notice in order to be considered.

Dated: February 16, 1996.

Trigg Talley,

*Environmental Affairs Officer, Department of State, OES/ENV.*

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD08-96-004]

#### Eighth Coast Guard District Industry Day Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

**SUMMARY:** The Commander, Eighth Coast Guard District, is sponsoring a Marine Safety Industry Day to discuss various topics of interest to the marine community. The meeting will be open to the public.

**DATES:** The meeting will be held on May 15, 1996, from 8:30 a.m. to 4 p.m.

**ADDRESSES:** The meeting will be held at the Fairmont Hotel, 123 Baronne Street (at University Place), New Orleans, LA. The telephone number for the hotel is (504) 529-7111.

**FOR FURTHER INFORMATION CONTACT:** CDR S.P. Glenn, U.S. Coast Guard, c/o Commander (mep), Eighth Coast Guard District, Hale Boggs Federal Bldg., Room 1341, 501 Magazine Street, New Orleans, LA 70130-3396; telephone number (504) 589-3656; fax number (504) 589-4999.

**SUPPLEMENTARY INFORMATION:** For this year's industry day, we plan to present a series of speakers representing all segments of the industry followed by panel sessions in the afternoon. These presentations, among other topics, will include: Prevention Through People, New Spill Doctrine, Offshore Issues, Spill Management, Maritime Law Issues, Licensing, and Commercial Vessel Safety.

The agenda is:

May 15, 1996—Fairmont Hotel

8:30 a.m. Registration

9:30 a.m. Welcome and Introductions

Speaker presentations (plenary)

12:00 a.m. Luncheon with keynote speaker

2:00 p.m. Panel sessions

4:00 p.m. Industry Day concludes

Attendance is open to the public.

Preregistration for the program is required to assure adequate space. The conference and luncheon fee will be \$30.00. Contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section to obtain registration forms and luncheon menu. Reservations must be received no later than April 30, 1996.

Dated: February 12, 1996.

R.C. North,

*Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.*

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## Surface Transportation Board <sup>1</sup>

[STB Finance Docket No. 32869]

### Cimarron Valley Railroad, L.C.; Acquisition and Operation Exemption; Cimarron Valley and Manter Branches of The Atchison, Topeka and Santa Fe Railway Company

Cimarron Valley Railroad, L.C. (CVR), a noncarrier, has filed a verified notice

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce