

hazardous chemicals labeling regimes which may be posing technical barriers to trade so as to better inform agency decisions with respect to the global harmonization process. The U.S. government has identified seven broad areas of concern:

(1) Chemical hazard information may or may not be received routinely with imported chemicals and products (including mixtures) and may or may not be understandable when received. Hazard information which is received may not be consistent with what is required under U.S. law, (e.g., sufficient to comply with OSHA's Hazard Communication Standard). Without sufficient information, importers must independently take steps to ensure that the chemical or product complies with U.S. law.

(2) When shipping chemicals or products (including mixtures) overseas, problems may have been encountered in determining what is necessary to comply with the laws of other countries. Information about these laws may be difficult to obtain and compliance with them may have led to changes in U.S.-compliant labels or MSDSs. Such changes may involve more than simply translating the U.S. label information into the language of the country to which the material is being shipped.

(3) If national laws or international requirements in this area are harmonized, each country or organization with existing systems will be required to compromise and change its requirements to some extent. In experiences dealing with the rules of different organizations, there may be particular definitions, procedures, or components of existing systems that would be desirable with regard to their inclusion in a harmonized approach. Components of some already existing systems may have been proven to be problematic in terms of either understanding or implementation.

(4) The extent or amount of animal testing that must be conducted in order to classify products may be affected by harmonization. Criteria to assess existing test methodologies to ensure they are equally acceptable in the harmonized approach may need to be developed.

(5) In order to implement a globally harmonized system, changes might have to be made in existing U.S. laws or regulations. How much time would be needed to phase-in any new requirements is not clear.

(6) Issues regarding protection of legitimate confidential business information while maintaining the protection of those exposed to the chemicals would have to be resolved.

(7) Information about experience in these different areas will assist the U.S. government as work progresses on international harmonization and could include samples of different labels and MSDSs for the same substance or mixture when shipped to different countries. This would be helpful to illustrate the kinds of problems encountered. Information about the costs of complying with multiple requirements, and potential cost savings from harmonization, would also help. Information about applying the mixture rules of the existing systems to products would assist in discussions addressing this part of the issue.

In addition to the input received from stakeholder representatives actively involved in the process, the USG agencies are interested in learning more about the experiences of other affected or interested U.S. industry, labor, environment, or consumer groups dealing with hazardous chemicals. Please submit any comments, experiences, information or opinions with respect to the above seven areas of concern or any other issues that may be of relevance.

Signed at Washington, DC, this 28th day of March 1997.

Rafe Pomerance,

Deputy Assistant Secretary of State for Environment and Development.

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[Public Notice No. 2525]

Shipping Coordinating Committee Subcommittee on Safety of Life at Sea Working Group on Radiocommunications and Search and Rescue; Notice of Meeting

The Working Group on Radiocommunications and Search and Rescue of the Subcommittee on Safety of Life at Sea will conduct an open meeting at 1:30 PM on Thursday, May 1, 1997. This meeting will be held at the Radio Technical Commission for Maritime Services Annual Assembly, in the Tradewinds Hotel, 5500 Gulf Boulevard, St. Petersburg Beach, FL 33706. The purpose of this meeting is to prepare for the Third Session of the International Maritime Organization (IMO) Subcommittee on Radiocommunications and Search and Rescue which is tentatively scheduled for the week of February 23, 1998, at the IMO headquarters in London, England. Among other things, the items of particular interest are:

—The implementation of the Global Maritime Distress and Safety System (GMDSS).

—Maritime Search and Rescue matters.

Further information, including meeting agendas, minutes, and input papers, can be obtained from the Coast Guard Navigation Information Center Internet World Wide Web by entering: "http://www.navcen.uscg.mil/marcomms/imo/imo.htm"

Members of the public may attend these meetings up to the seating capacity of the conference room. Interested persons may seek information by writing: Mr. Ronald J. Grandmaison, U.S. Coast Guard Headquarters, Commandant (G-SCT-2), Room 6509, 2100 Second Street, S.W., Washington, DC 20593-0001, by calling: (202) 267-1389, or by sending Internet electronic mail to rgrandmaison@comdt.uscg.mil.

Dated: March 17, 1997.

Russell A. La Mantia,

Chairman, Shipping Coordinating Committee.

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TENNESSEE VALLEY AUTHORITY

Kingston Fossil Plant (KIF) Alternative Coal Receiving Systems, Roane County, Tennessee

AGENCY: Tennessee Valley Authority.

ACTION: Issuance of Record of Decision.

SUMMARY: This notice is provided in accordance with the Council on Environmental Quality's regulations (40 CFR parts 1500 to 1508) and TVA's procedures implementing the National Environmental Policy Act. TVA has decided to adopt the preferred alternative (Alternative C) identified in its Final Environmental Impact Statement (EIS) on Kingston Fossil Plant (KIF) Alternative Coal Receiving Systems. The Final EIS was made available to the public on January 15, 1997. A Notice of Availability of the Final EIS was published in the **Federal Register** on January 31, 1997. Under Alternative C, TVA would construct a new rail spur from the existing CSX Rail Yard or a direct tie in to the Norfolk Southern (NS) line at Walnut Hill in Harriman to the existing TVA coal delivery yard at KIF. The route would involve crossings of the Emory River and an embayment of Watts Bar Reservoir.

FOR FURTHER INFORMATION CONTACT: Harold M. Draper, NEPA Specialist, Environmental Management, Tennessee Valley Authority, 400 West Summit Hill Drive, WT 8C, Knoxville, Tennessee