

Annex V. Articles Exceeding Competitive Need Limitations

HTSUS	COUNTRY	IMPORTS	SHARE	DESCRIPTION (TRUNCATED)
1602.50.09	Brazil.....	22,297,019	76.9%	Prepared or preserved meat of bovine animals, cured or pickled, n
2905.11.20	Chile.....	132,963,307	21.1%	Methanol (Methyl alcohol), other than imported only for use in pr
3823.19.20	Philippines.....	16,221,616	51.9%	Industrial monocarboxylic fatty acids or acid oils from refining
4107.11.80	Argentina.....	24,796,558	73.5%	Full grain unsplit whole bovine (not buffalo) nesoi and equine le
4816.20.00	Indonesia.....	18,447,142	88.0%	Self-copy paper, nesi
5702.99.20	India.....	15,138,041	86.5%	Carpets & other textile floor coverings, not of pile construction
6802.93.00	Brazil.....	114,433,801	22.6%	Monumental or building stone & arts. thereof, of granite, further
7106.92.50	Brazil.....	22,907,289	60.6%	Silver (including silver plated with gold or platinum), in semima
7113.19.25	Turkey.....	59,504,905	60.3%	Gold mixed link necklaces and neck chains
7615.19.30	Thailand.....	105,377,115	32.9%	Aluminum, cooking and kitchen ware (o/than cast), enameled or gla
8525.40.80	Indonesia.....	171,443,408	8.1%	Still image video cameras (other than digital) and other video ca
9001.30.00	Indonesia.....	115,422,698	45.7%	Contact lenses

Annex VI. Decisions on Product Petitions in the GSP-AGOA 2001 Review

Case		Product	Decision
		A. Petition to Add Product to GSP Only for Countries Designated as a Beneficiary sub-Saharan African Country (in General Note 16 of the HTS)	
2001-AGOA-1	8111.00.45	Unwrought Manganese Flake	Granted
		B. Petition to Remove Product from GSP Only for Countries Designated as a Beneficiary sub-Saharan African Country (in General Note 16 of the HTS)	
2001-AGOA-2	2008.40.00	Canned Pears	Decision Deferred

Annex VII. Previously Deferred Product Decisions

Case		Product	Decision
		A. Petitions to Add Products to GSP	
1997-14	8108.20.00	Titanium Products, Unwrought	Denied

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 BILLING CODE 3190-01-C

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funds Availability for the Next Generation High-Speed Rail Program: Revenue Service Demonstration of Compliant Diesel Multiple Unit (DMU) Self-Propelled Passenger Cars

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: Under this Notice, the FRA encourages interested parties to submit by July 31, 2003, a Statement of Interest in receiving a grant to support a demonstration in daily revenue commuter or intercity passenger service, during calendar years 2003 and 2004, of Diesel Multiple Unit (DMU) self-propelled passenger rail cars which comply with all current Federal passenger car safety standards ("Compliant DMU"). The purpose of the demonstration is to determine the current availability of Compliant DMU technology and the suitability of this

equipment for regularly scheduled revenue service in the U.S. The subject Compliant DMU must meet all of the current requirements of 49 CFR part 238, as amended; compliance via "grandfathering" is not acceptable for the purposes of this announcement.

DATES: The deadline for submissions of Statements of Interest is the close of business, Thursday, July 31, 2003. The actual deadline for the submission of applications will be noted in the solicitation from FRA to prospective grantees as a result of the evaluation of the Statements of Interest.

ADDRESSES: Applicants must submit an original and six (6) copies to the Federal Railroad Administration at one of the following addresses:

Postal address (note correct zip code): Federal Railroad Administration, Attention: Robert L. Carpenter, Office of Procurement Services (RAD-30), Mail Stop #50, 1120 Vermont Ave., NW., Washington, DC 20590.

FedEx/courier address (note correct zip code): Federal Railroad Administration, Attention: Robert L. Carpenter, Office of Procurement Services (RAD-30), Room # 6126, 1120 Vermont Ave., NW., Washington, DC 20005.

Due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are encouraged to use other means to assure timely receipt of materials.

FOR FURTHER INFORMATION CONTACT: Steve Sill, Program Manager, Office of Railroad Development (RDV-11), Federal Railroad Administration, 1120 Vermont Avenue NW., Washington, DC 20590. Phone: (202) 493-6348; Fax: (202) 493-6330, or Robert Carpenter, Grants Officer, Office of Acquisition and Grants Services (RAD-30), Federal Railroad Administration, 1120 Vermont Avenue NW., Washington, DC 20590. Phone: (202) 493-6153; Fax: (202) 493-6171.

SUPPLEMENTARY INFORMATION: The demonstration will be supported with up to \$3,974,000 of Federal funds provided to FRA's Next Generation High-Speed Rail Program as part of the Fiscal Year 2003 Department of Transportation and Related Agencies Appropriations Act (included in Division I of the Consolidated Appropriations Resolution, 2003 (Pub. L. 108-7, February 20, 2003)). The Federal funds must be matched on a dollar-for-dollar basis from non-Federal sources. FRA anticipates soliciting a single grant application and awarding a single grant for the demonstration to a public transportation agency, with the intent of beginning demonstration as

soon as possible. The funds made available under this grant will be available for activities related to establishing compliance of the DMU design with existing Federal passenger safety standards (49 CFR part 238, as amended), for the acquisition of DMUs through a conventional competitive procurement process, and for service facilities necessary for revenue service demonstration. The grantee will be responsible for all other expenses of the demonstration, including the cost of passenger facilities and any net operating expenses. FRA anticipates that no further public notice will be made with respect to selecting applicants for this demonstration.

Purpose: There is substantial interest in the expanded use of passenger rail service to help address congestion in other modes of transportation and/or to provide for additional alternatives to meet current and future mobility needs. Transportation planners and decision-makers have expressed an interest in alternatives to locomotive hauled trains, which are currently the most prevalent form of passenger rail transportation in areas where electric operation is not available. Historically, DMUs were available for this purpose, but none has entered service domestically since FRA issued the Passenger Equipment Safety Standards Final Rule on May 12, 1999. Indeed, no DMUs had been built new in the U.S. for decades before the issuance of that rule. The purpose of the demonstration is to determine whether the current state of railroad technology development offers the availability, in the very near term, of a DMU self-propelled passenger car that meets current Federal passenger car safety standards found at 49 CFR part 238, as amended. If such technology is available, the demonstration will develop technology-specific cost, maintenance, reliability and operating data to help transportation planners and decision makers determine whether a Compliant DMU should be considered as an option for rail-based transportation. The equipment must meet all of the current requirements of 49 CFR part 238, as amended; compliance via "grandfathering" is not acceptable for the purposes of this announcement.

Authority: The authority for the Program can be found in Title 49, United States Code, Section 26102 and in Fiscal Year 2003 Department of Transportation and Related Agencies Appropriations Act (included in Division I of the Consolidated Appropriations Resolution, 2003 (Pub. L. 108-7, February 20, 2003)). The Secretary of Transportation's

responsibilities under this program have been delegated to the Federal Railroad Administration.

Funding: Fiscal Year 2003 Department of Transportation and Related Agencies Appropriations Act provides \$3,974,000 and directs FRA to award a grant to demonstrate Compliant DMU vehicles. It is anticipated that the available funding will support one demonstration. Additional funding for this or related work may be available in subsequent fiscal years.

Schedule for Demonstration Program: As directed by the Congress, FRA anticipates beginning demonstration activities in calendar 2003 and continuing them in 2004. It is anticipated that evaluation of the demonstration operation will continue for up to two years beyond the initial funding year. FRA anticipates that the eligible participant(s) will, where necessary, contract or otherwise enter into partnerships with developers and manufacturers of Compliant DMUs to accomplish the demonstration.

Eligible Participants: Any United States public transportation agency or combination of such agencies is eligible to apply for funding under this Notice. For state applicants, if the proposed demonstration territory is in more than one state, a single state agency should apply on behalf of all of the participating states.

Eligible Technology Demonstrations: Eligible projects must demonstrate a Compliant DMU vehicle in daily revenue passenger service.

Requirements for Statements of Interest: The following points describe minimum content which will be required in Statements of Interest. Each Statement of Interest will:

1. Describe the proposed demonstration in detail, including the location and transportation service to be provided, the anticipated start date and duration of the demonstration, anticipated schedules, passenger service facilities to be employed, anticipated passenger utilization of the demonstration service, and how necessary maintenance and support operations will be conducted.

2. Describe the types of DMU technology that the public agency is considering and how the Compliant DMU used in the proposed demonstration will be selected.

3. Describe the rail line on which the proposed demonstration will be conducted, including any discussions the public agency has had with the owner of the rail line in connection with the proposed demonstration.

4. Describe the traffic types (including ownership of trains), volumes, and

speeds presently involved in operation on the demonstration track segment(s), the planned Compliant DMU demonstration service volumes and speeds, and the estimated potential corridor service volumes and speeds.

5. Specify the quantities and ownerships of operating vehicles which are anticipated to be utilized to accomplish the demonstration.

6. Show how the demonstration system initially will operate in relation to existing service, both passenger and freight.

7. Show the estimated total cost and time for accomplishing each task for implementing the demonstration, including estimates broken out, at a minimum, into the following categories: demonstration planning and installation, Compliant DMU equipment acquisition, and operating and maintenance schedules and costs.

Specify sources of proposed funding, clearly indicating sources for the required non-Federal dollar-for-dollar cash match.

8. Specify what organizations will supply and install key components of the demonstration system and, to the extent available, provide letters of commitment supporting the proposed activities, schedules, and non-Federal cost sharing. Letters of support from the railroad whose tracks and facilities are to be used for the demonstration should be included.

9. Discuss the systematic operational recording, monitoring, analysis, and reporting procedures to be followed during the demonstration.

10. Discuss plans for training and familiarization of operating and maintenance personnel for the demonstration system.

Selection Criteria: The following will be considered to be positive selection factors in evaluating Statements of Interest for this demonstration:

1. The extent to which the demonstration will assist in understanding the state-of-the-art in Compliant DMU technology in areas of desired advancement, including safety, reliability, efficiency, operational flexibility, maintainability, capital costs and/or operating costs of the corridor operation, as a whole, as well as of the Compliant DMU equipment itself.

2. The extent to which the demonstration will involve an innovative Compliant DMU technology available for commercial development, as opposed to modification of equipment previously in service but currently not produced.

3. The technological risk associated with successfully demonstrating

Compliant DMU technology on the schedule proposed.

4. The timeliness of the initiation of the demonstration and the availability of the Compliant DMU technology to be demonstrated.

5. The compliance of the technology with other Federal requirements, including the Americans with Disabilities Act and relevant diesel emission standards of the U.S. Environmental Protection Agency.

6. The contribution the demonstration might have to the development or expansion of the domestic passenger rail car manufacturing industry.

7. The extent to which the demonstration will have ongoing transportation benefits after the end of the scheduled demonstration.

8. The ability of the Compliant DMU technology to be readily and economically expanded to respond to increased speed, volume, and complexity of traffic.

9. The extent of non-Federal contributions to the demonstration.

Issued in Washington, DC, on June 30, 2003.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

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BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Revenue Procedure 2003-48

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Revenue Procedure 2003-48, Update of Checklist Questionnaire Regarding Requests for Spin-Off Rulings.

DATES: Written comments should be received on or before September 2, 2003 to be assured of consideration.

ADDRESSES: Direct all written comments to Glenn P. Kirkland, Internal Revenue

Service, room 6411, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the revenue procedure should be directed to Carol Savage at Internal Revenue Service, room 6407, 1111 Constitution Avenue NW., Washington, DC 20224, or at (202) 622-3945, or through the internet at *CAROL.A.SAVAGE@irs.gov*.

SUPPLEMENTARY INFORMATION:

Title: Update of Checklist Questionnaire Regarding Requests for Spin-Off Rulings.

OMB Number: 1545-1846.

Revenue Procedure Number: Revenue Procedure 2003-48.

Abstract: Revenue Procedure 2003-48 updates Revenue Procedure 96-30, which sets forth in a checklist questionnaire the information that must be included in a request for ruling under section 355. This revenue procedure updates information that taxpayers must provide in order to receive letter rulings under section 355. This information is required to determine whether a taxpayer would qualify for nonrecognition treatment.

Current Actions: There are no changes being made to the revenue procedure at this time.

Type of Review: Extension of a currently approved collection.

Affected Public: Business or other for-profit organizations.

Estimated Number of Respondents: 180.

Estimated Time Per Respondent: 200 hours.

Estimated Total Annual Burden Hours: 36,000.

The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number.

Books or records relating to a collection of information must be retained as long as their contents may become material in the administration of any internal revenue law. Generally, tax returns and tax return information are confidential, as required by 26 U.S.C. 6103.

Request for Comments: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the