

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

Adjustment of an Import Limit for Certain Cotton and Man-Made Fiber Textile Products Produced or Manufactured in Cambodia

March 8, 2004.

AGENCY: Committee for the Implementation of Textile Agreements (CITA).

ACTION: Issuing a directive to the Commissioner of Customs adjusting a limit.

EFFECTIVE DATE: March 15, 2004.

FOR FURTHER INFORMATION CONTACT:

Naomi Freeman, International Trade Specialist, Office of Textiles and Apparel, U.S. Department of Commerce, (202) 482-4212. For information on the quota status of this limit, refer to the Quota Status Reports posted on the bulletin boards of each Customs port, call (202) 927-5850, or refer to the U.S. Customs website at <http://www.cbp.gov>. For information on embargoes and quota re-openings, refer to the Office of Textiles and Apparel Web site at <http://www.otexa.ita.doc.gov>.

SUPPLEMENTARY INFORMATION:

Authority: Section 204 of the Agricultural Act of 1956, as amended (7 U.S.C. 1854); Executive Order 11651 of March 3, 1972, as amended.

The current limit for Categories 347/348/647/648 is being adjusted for carryforward used.

A description of the textile and apparel categories in terms of HTS numbers is available in the CORRELATION: Textile and Apparel Categories with the Harmonized Tariff Schedule of the United States (see **Federal Register** notice 69 FR 4926, published on February 2, 2004). Also see 68 FR 68597, published on December 9, 2003.

James C. Leonard III,

Chairman, Committee for the Implementation of Textile Agreements.

Committee for the Implementation of Textile Agreements

March 8, 2004.

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 December 4, 2003, by the Chairman, Committee for the Implementation of Textile Agreements. That directive concerns imports of certain cotton, wool and man-made fiber textile products, produced or manufactured in Cambodia and exported during the twelve-month period which began

on January 1, 2004 and extends through December 31, 2004.

Effective on March 15, 2004, you are directed to reduce the current limit for Categories 347/348/647/648 to 4,349,486 dozen¹, as provided for in the agreement between the Governments of the United States and Cambodia:

The Committee for the Implementation of Textile Agreements has determined that this action falls within the foreign affairs exception of the rulemaking provisions of 5 U.S.C. 553(a)(1).

Sincerely,
James C. Leonard III,
Chairman, Committee for the Implementation of Textile Agreements.
[FR Doc. E4-549 Filed 3-11-04; 8:45 a.m.]

BILLING CODE 3510-DR-S

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Intent To Prepare an Environmental Impact Statement (EIS) for the Shock Trial of a SAN ANTONIO (LPD 17) Class Amphibious Assault Ship

AGENCY: Department of the Navy, DOD.

ACTION: Notice.

SUMMARY: Pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality regulations (40 CFR parts 1500-1508), the Department of the Navy (Navy) announces its intent to prepare an Environmental Impact Statement/Overseas Environmental Impact Statement (EIS/OEIS) to evaluate the potential environmental impacts associated with conducting a shock trial on a SAN ANTONIO (LPD 17) Class Amphibious Assault Ship, at a site located off the East Coast or Gulf Coast of the United States. Pursuant to 40 CFR 1501.6, the Navy has requested that the National Marine Fisheries Service (NMFS) act as a Cooperating Agency.

A "shock trial" is necessary to evaluate the effect that shock waves, resulting from a series of underwater explosions and designed to emulate conditions encountered in combat, have when they propagate through a ship's hull. The congressionally mandated (10 U.S.C. 2366) Live Fire Test and Evaluation (LFT&E) Program requires realistic survivability testing on each new class of Navy ships. A "shock trial" is a component of the Navy's LFT&E program to ensure survivability. The shock trial results provide important information that is applied to follow-on

ships and is used to improve the initial ship design and enhance the effectiveness and overall survivability of the ship and crew. Shock trials have proven their value as recently as the Persian Gulf War when ships were able to survive battle damage and continue their mission because of ship design, crew survivability, and crew training lessons learned during previous shock tests.

DATES: Public scoping meetings will be held in Norfolk, VA; Jacksonville/Atlantic Beach, FL; and Pascagoula, MS, to receive oral and/or written comments on environmental concerns that should be addressed in the EIS/OEIS. The public meeting dates are:

1. Tuesday, April 20, 2004, from 6 p.m. to 8 p.m., in Norfolk, VA.
2. Wednesday, April 21, 2004, from 6 p.m. to 8 p.m., in Jacksonville/Atlantic Beach, FL.
3. Thursday, April 22, 2004, from 6 p.m. to 8 p.m., in Pascagoula, MS.

ADDRESSES: The public meeting locations are:

1. *Norfolk, VA:* Lafayette Branch Public Library, 1610 Cromwell Drive, Norfolk, VA 23509.
2. *Jacksonville/Atlantic Beach, FL:* Mayport Elementary School Media Center, 2753 Shangri-La Drive, Atlantic Beach, FL 32233-2999.
3. *Pascagoula, MS:* Le Maison Gautier, 2800 Oak Street, Gautier, MS 39553.

FOR FURTHER INFORMATION CONTACT: Naval Sea Systems Command, Attn: Ms. Lyn Carroll (04RE), 1331 Isaac Hull Ave., SE., Washington Navy Yard, DC 20376; (703) 412-7521.

SUPPLEMENTARY INFORMATION: The proposed action (shock trial) would subject a SAN ANTONIO (LPD 17) Class Amphibious Assault Ship to no more than four explosive charges, approximately 10,000 pounds each, while monitoring the effects on the ship. The EIS/OEIS will thoroughly address reasonable alternatives to the proposed action, the existing environments of the proposed test areas, and the impact to the environment at those areas. An initial evaluation identified beyond the 600-foot depth curve (no closer than 9 nm from shore) and within 120 nm of Jacksonville, FL; Pascagoula, MS; and Norfolk, VA, as potential shock trial locations because they effectively meet the operational criteria necessary to conduct a shock trial on an amphibious ship. The proposed shock trial is planned for the late 2006/early 2007 timeframe.

The EIS/OEIS will evaluate the potential environmental impacts associated with the test locations. Issues

¹ The limit has not been adjusted to account for any imports exported after December 31, 2003.