

investment measures, taxes and charges levied on imports and exports); (e) intellectual property rights (including intellectual property enforcement); (f) services; (g) rule of law issues (*e.g.*, transparency, judicial review, uniform administration of laws and regulations) and status of legal reform; and (h) other WTO commitments. Persons submitting written comments should identify the commitments discussed therein by listing one or more of these categories on the first page of the comments.

Written comments must be received no later than noon, Wednesday, September 15, 2004.

A hearing will be held on Thursday, September 23, 2004, in Room 1, 1724 F Street, NW., Washington, DC 20508. If necessary, the hearing will continue on the next day.

Persons wishing to testify orally at the hearing must provide written notification of their intention by noon, Friday, September 10, 2004. The notification should include: (1) the name, address, and telephone number of the person presenting the testimony; and (2) a short (one or two paragraph) summary of the presentation, including the commitments at issue and, as applicable, the product(s) (with HTSUS numbers), service sector(s), or other subjects to be discussed. A copy of the testimony must accompany the notification. Remarks at the hearing should be limited to no more than five minutes to allow for possible questions from the TPSC.

All documents should be submitted in accordance with the instructions in section 3 below.

3. Requirements for Submissions

In order to facilitate prompt processing of submissions, USTR strongly urges and prefers electronic (e-mail) submissions in response to this notice. In the event that an e-mail submission is impossible, submissions should be made by facsimile.

Persons making submissions by e-mail should use the following subject line: "China WTO" followed by (as appropriate) "Written Comments," "Notice of Testimony," or "Testimony." Documents should be submitted as either Adobe PDF, WordPerfect, MSWord, or text (.TXT) files. Supporting documentation submitted as spreadsheets are acceptable as Quattro Pro or Excel. For any document containing business confidential information submitted electronically, the file name of the business confidential version should begin with the characters "BC-", and the file name of the public version should begin with the characters "P-". The "P-" or

"BC-" should be followed by the name of the submitter. Persons who make submissions by e-mail should not provide separate cover letters; information that might appear in a cover letter should be included in the submission itself. Similarly, to the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files.

Written comments, notices of testimony, and testimony will be placed in a file open to public inspection pursuant to 15 CFR 2003.5, except confidential business information exempt from public inspection in accordance with 15 CFR 2003.6. Confidential business information submitted in accordance with 15 CFR 2003.6 must be clearly marked "BUSINESS CONFIDENTIAL" at the top of each page, including any cover letter or cover page, and must be accompanied by a nonconfidential summary of the confidential information. All public documents and nonconfidential summaries shall be available for public inspection in the USTR Reading Room. The USTR Reading Room is open to the public, by appointment only, from 10 a.m. to 12 noon and 1 p.m. to 4 p.m., Monday through Friday. An appointment to review the file may be made by calling (202) 395-6186. Appointments must be scheduled at least 48 hours in advance.

General information concerning USTR may be obtained by accessing its Internet Web site (www.ustr.gov).

Carmen Suro-Bredie,

Chairman, Trade Policy Staff Committee.

[FR Doc. 04-17327 Filed 7-28-04; 8:45 am]

BILLING CODE 3190-W4-P

DEPARTMENT OF TRANSPORTATION

[Docket No.: MARAD 2004-17166]

Availability of a Final Environmental Assessment and Finding of No Significant Impact

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of availability of Final Environmental Assessment and Finding of No Significant Impact.

SUMMARY: Notice is hereby given that the Maritime Administration (MARAD), of the U.S. Department of Transportation (US DOT) has made available for review to interested parties the Final Environmental Assessment (FEA) for the transfer and disposal of approximately nine obsolete vessels from the James River Reserve Fleet

(JRRF) to the Able UK facility located in Teeside, United Kingdom. The FEA studied potential environmental effects associated with the transfer of the obsolete vessels for disposal. The FEA considered potential effects to the natural and manmade environments including: Air quality; water quality; geology and soils; coastal resources; terrestrial resources; aquatic resources; navigation; hazardous materials; cultural and historic resources; and visual and aesthetic resources, among other topics associated with the proposed action.

Conclusion: The Maritime Administration assessed the potential environmental consequences of the proposed action and the no action alternative, and found no significant impacts to the human and natural environments from implementation of the proposed alternative.

FOR FURTHER INFORMATION CONTACT:

Debra Aheron, U.S. DOT, Maritime Administration, 400 7th Street, SW., Washington, DC 20590, tel: (202) 366-8887/fax: (202) 366-6988, e-mail: Deborah.Aheron@marad.dot.gov.

SUPPLEMENTARY INFORMATION: Copies of the Final EA are available on the MARAD Web site (<http://www.marad.dot.gov>) and on the Department of Transportation Docket Management System (<http://dms.dot.gov>).

(Authority: 49 CFR 1.66.)

By Order of the Maritime Administrator.

Dated: July 26, 2004.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 04-17288 Filed 7-28-04; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-04-18654]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for extension of a currently approved collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established

by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before September 27, 2004.

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590 by any of the following methods.

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

- Agency Web Site: <http://dms.dot.gov>. Follow the instructions for submitting comments on the Docket Management System.

- Fax: (202) 493-2251.

- Mail: Dockets, 400 7th Street, SW., Washington, DC 20590.

- Hand Delivery/Courier: Plaza Level Room 401 (PL #401), of Nassif Building, 400 7th Street, SW., Washington, DC 20590. Telephone: 1-800-647-5527.

Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT:

Complete copies of each request for collection of information may be obtained at no charge from P.L. Moore, NHTSA, 400 Seventh Street, SW., Room # 5320, NVS 131, Washington, DC 20590. Mr. Moore's telephone number is (202) 366-5222. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

Title: 49 CFR part 575, 104; Uniform Tire Quality Grading Standard.

OMB Control Number: 2127-0519.

Affected Public: All passenger car tire manufacturers and brand name owners offering passenger car tires for sale in the United States.

Form Number: The collection of this information uses no standard form.

Abstract: Part 575 requires tire manufacturers and tire brand owners to submit reports to NHTSA regarding the UTQGS grades of all passenger car tire lines they offer for sale in the United States. This information is used by consumers of passenger car tires to compare tire quality in making their purchase decisions. The information is provided in several different ways to insure that the consumer can readily see and understand the tire grade: (1) The grades are molded into the sidewall of the tire so that they can be reviewed on both the new tire and the old tire that is being replaced; (2) a paper label is affixed to the tread face of the new tire that provides the grade of that particular tireline along with an explanation of the grading system; (3) tire manufacturers provide dealers with brochures for public distribution listing the grades of all of the tirelines they offer for sale; and (4) NHTSA compiles the grading information of all manufacturers' tirelines into a booklet that is available to the public both in printed form and on the Web site.

Estimated Annual Burden: NHTSA estimates that a total of 72,500 man-hours are required to write the brochures, engrave the new passenger car tire molds, and affix the paper labels to the tires. Based on an average hourly rate of \$18.00 per hour for rubber

workers in the United States, the cost to the manufacturers is \$1,305,000.00 to perform those items listed above. The largest portion of the cost burden imposed by the UTQGS program arises from the testing necessary to determine the grades that should be assigned to the tires. An average of 125 convoys, driven 7,200 miles each, consisting of four vehicles and four drivers, are run each year for treadwear testing. NHTSA estimates it cost \$0.46 per vehicle mile including salaries, overhead and reports. This brings the annual treadwear testing cost to \$1,656,000.00. For the traction testing, it is estimated that 1,500 tires are tested annually with an estimated cost of \$33,000 for use of the government test facility. Using a factor of 3.5 times to cover salary and overhead of test contractors, the estimated cost of traction testing is \$115,500. The temperature grade test for tires is an extension of the high speed performance test of 49 CFR Part 571.109 that is required for safety certification. The additional cost for UTQGS temperature testing is minimal. Thus the total estimated cost for UTQGS testing is \$1,771,500. The cost of printing the tread labels and brochures is estimated at \$900,000. This yields a total annual financial burden of approximately \$4 million on the tire manufacturers.

Estimated Annual Burden to the Government: The annual estimated cost of reviewing, storing and displaying the information is 250 man-hours at \$10.00 per hour, for a cost of \$2,500 per year. Printing and distributing the Consumer Guide to Uniform Tire Quality Grading cost about \$5,000 per year. The total cost to the Government runs about \$7,500 per year.

Number of Respondents: There are approximately 130 individual tire brands sold in the United States. The actual number of respondents is much less than 130 due to company acquisitions, mergers, and in most cases, the manufacturer will report for the various individual brand names that they produce tires for. The actual number of respondents is about 80 individual responses.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of

automated collection techniques or other forms of information technology.

Issued on: July 26, 2004.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 04-17270 Filed 7-28-04; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2004-18653; Notice 1]

Baby Trend, Inc., Receipt of Petition for Decision of Inconsequential Noncompliance

Baby Trend, Inc. (Baby Trend) has determined that certain child restraint seats that it produced and sold between approximately June 2002 and June 2003 do not comply with S5.2.3.2(a) of 49 CFR 571.213, Federal Motor Vehicle Safety Standard (FMVSS) No. 213, "Child restraint systems." Baby Trend has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports."

Pursuant to 49 U.S.C. 30118(d) and 30120(h), Baby Trend has petitioned for an exemption from the notification and remedy requirements of 49 U.S.C. chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of Baby Trend's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

A total of approximately 150,730 Latch-Loc infant car seats, Model #6078 (65,798 seats), Model #6076 (44,649 seats), Model #6020 (25,506 seats) and Model #6188 (14,777 seats) are affected. S5.2.3.2 of FMVSS No. 213 requires that:

Each system surface * * * which is contactable by the dummy head when the system is tested in accordance with S6.1 shall be covered with slow recovery, energy absorbing material with the following characteristics: (a) A 25 percent compression-deflection resistance of not less than 0.5 and not more than 10 pounds per square inch when tested in accordance with S6.3.

The foam covering as molded onto the seat back of these seats has a compression-deflection resistance of 0.3 pounds per square inch, and therefore does not meet the compression-deflection resistance required by S5.2.3.2(a).

Baby Trend believes that the noncompliance is inconsequential to

motor vehicle safety and that no corrective action is warranted. Baby Trend states:

Technical issues were * * * noted involving variability in application of testing methodologies between Certified Analytical Laboratory Services, Inc. (formerly CALSPAN) and NHTSA staff. Certified Analytical Laboratory Services applied the Section 6.3.4.2 [sic—should say 6.3.1] compression-deflection resistance methodology on square sheet stock white foam in the appropriate ambient laboratory conditions and did not note any lack of conformance for white foam material with no back, green foam material with no back, white shaped foam material with no back, green shaped foam material with polybead backing and white foam shaped material with polybead backing. This information was supplied by the Company to NHTSA staff. Questions arose between the laboratory technicians about variability in testing methodologies to ensure absolute real world integrity of the product as it related to performance of the energy absorbing foam material in actual use as molded on seat shells. The Company also performed a Regulation No. 44, Annex 17 Test of the Energy Absorbing Material on the seats with calibrated dummies (* * * which in turn noted satisfactory real-world energy absorption performance of the molded foam covered seat shells). * * * [T]he Company does not believe that the product presents any real world safety hazard as verified by highly sensitive testing with calibrated dummies on actual production product.

Baby Trend further states:

[T]he Company has undertaken additional testing of the subject products in accordance with [revised FMVSS No. 213 (68 CFR 37620)]. * * * Despite the fact that testing to the revised Standard is not yet required, the Company has undertaken such testing to ensure that the technical non-compliance alleged with the component of the subject products is inconsequential as it relates to child restraint system safety. Testing was performed at Advanced Information Engineering Services Transportation Sciences Center during June 2004, utilizing the Center's tandem configuration HYGE Sled with reinforced seat covers on both benches. Three sled tests were performed utilizing six (6) subject seats in the rearward facing reclined configuration with either a 9-month-old size dummy or a 12-month-old size crabi dummy employing either the integral rigid latch system or the "soft latch" restraint system. Results of the tests indicated that the products were in compliance to the requirements of the revised FMVSS No. 213.

Interested persons are invited to submit written data, views, and arguments on the petition described above. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods. Mail: Docket Management Facility, U.S. Department of Transportation, Nassif Building, Room

PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC. It is requested, but not required, that two copies of the comments be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except Federal holidays. Comments may be submitted electronically by logging onto the Docket Management System Web site at <http://dms.dot.gov>. Click on "Help" to obtain instructions for filing the document electronically. Comments may be faxed to 1-202-493-2251, or may be submitted to the Federal eRulemaking Portal: go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

The petition, supporting materials, and all comments received before the close of business on the closing date indicated below will be filed and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: August 30, 2004.

Authority: 49 U.S.C. 30118, 30120; delegations of authority at CFR 1.50 and 501.8.

Issued on: July 23, 2004.

Kenneth N. Weinstein,

Associate Administrator for Enforcement.

[FR Doc. 04-17269 Filed 7-28-04; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Alcohol and Tobacco Tax and Trade Bureau

Proposed Information Collection; Comment Request

AGENCY: Alcohol and Tobacco Tax and Trade Bureau (TTB), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury and its Alcohol and Tobacco Tax and Trade Bureau, as part of their continuing effort to reduce paperwork and respondent burden, invite the public and other Federal agencies to comment on proposed and continuing information collections, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*). Currently, we are seeking comments on TTB Form