

agreement by the NAFTA countries. In consultations regarding such a change, the NAFTA countries are to consider issues of availability of supply of fibers, yarns, or fabrics in the free trade area and whether domestic producers are capable of supplying commercial quantities of the good in a timely manner. The Statement of Administrative Action (SAA) that accompanied the NAFTA Implementation Act stated that any interested person may submit to CITA a request for a modification to a particular rule of origin based on a change in the availability in North America of a particular fiber, yarn or fabric and that the requesting party would bear the burden of demonstrating that a change is warranted. The SAA provides that CITA may make a recommendation to the President regarding a change to a rule of origin for a textile or apparel good. The NAFTA Implementation Act provides the President with the authority to proclaim modifications to the NAFTA rules of origin as are necessary to implement an agreement with one or more NAFTA country on such a modification.

On February 28, 2001 the Chairman of CITA received a petition from Amicale Industries, Inc. alleging that yarn of cashmere and yarn of camel hair, classified in HTSUS heading 5108.10.60, cannot be supplied by the domestic industry in commercial quantities in a timely manner and requesting that the President proclaim a modification of the NAFTA rules of origin. Amicale Industries requests that the NAFTA rules of origin for fabrics of HTSUS heading 5111 and for woven apparel of Chapter 62 be modified to permit the use of non-North American yarns of camel hair or yarns of cashmere classified in HTS heading 5108.10.60.

CITA is soliciting public comments regarding this request, particularly with respect to whether yarn of cashmere and yarn of camel hair, classified in HTSUS heading 5108.10.60, can be supplied by the domestic industry in commercial quantities in a timely manner. Also relevant are whether there has been a change in availability and whether other products that are supplied by the domestic industry in commercial quantities in a timely manner are substitutable for the yarn for purposes of the intended use. Comments must be received no later than April 11, 2001. Interested persons are invited to submit six copies of such comments or information to the Chairman, Committee for the Implementation of Textile Agreements, room 3100, U.S. Department of Commerce, 14th and

Constitution Avenue, N.W., Washington, DC 20230.

If a comment alleges that yarn of cashmere or yarn of camel hair can be supplied by the domestic industry in commercial quantities in a timely manner, CITA will closely review any supporting documentation, such as a signed statement by a manufacturer of the yarn stating that it produces the yarn that is in the subject of the request, including the quantities that can be supplied and the time necessary to fill an order, as well as any relevant information regarding past production.

CITA will protect any business confidential information that is marked business confidential from disclosure to the full extent permitted by law. CITA will make available to the public non-confidential versions of the request and non-confidential versions of any public comments received with respect to a request in room 3100 in the Herbert Hoover Building, 14th and Constitution Avenue, N.W., Washington, DC 20230. Persons submitting comments on a request are encouraged, to include a non-confidential version and a non-confidential summary.

D. Michael Hutchinson,

Acting Chairman, Committee for the Implementation of Textile Agreements.

[FR Doc. 01-6177 Filed 3-8-01; 3:02 pm]

BILLING CODE 3510-DR-F

DEPARTMENT OF DEFENSE

Office of the Secretary

Defense Science Board; Meeting

ACTION: Notice of advisory committee meetings.

SUMMARY: The Defense Science Board (DSB) Task Force on Intelligence Needs for Homeland Defense Bio Panel will meet in closed session on March 12, 2001; April 23-24, 2001; May 29-30, 2001; June 25-26, 2001; July 23-24, 2001; and August 27-28, 2001, at Strategic Analysis, Inc., 3601 Wilson Boulevard, Arlington, VA 22201. This Task Force will explore the intelligence ramifications posed by a changing spectrum of threat regimes, including biological, chemical, information, nuclear, and radiological weapons.

The mission of the Defense Science Board is to advise the Secretary of Defense and the Under Secretary of Defense for Acquisition, Technology & Logistics on scientific and technical matters as they affect the perceived needs of the Department of Defense. The Task Force's Bio Panel will: Consider the broad spectrum of intelligence

issues as they relate to biological warfare issues, from early threat detection to deterrence, through response including attribution; evaluate the collection and analysis of target-related information and weapon unique information; examine the role of HUMINT against these missions as well as the technology that the HUMINT collectors need to be equipped with; consider strategic indications and warning and tactical warning dissemination and how the two need to be merged; analyze methodology to correlate large data flows spatially temporally and functionally; and assess the robustness of today's intelligence apparatus for coping with these challenges.

In accordance with section 10(d) of the Federal Advisory Committee Act, Pub. L. 92-463, as amended (5 U.S.C. App. II), it has been determined that these Defense Science Board meetings, concern matters listed in 5 U.S.C. 552b(c)(1), and that accordingly these meetings will be closed to the public.

Due to critical mission requirements and scheduling conflicts, there is insufficient time to provide timely notice required by section 10(a)(2) of the Federal Advisory Committee Act and Subsection 101-6.1015(b) of the GSA Final Rule on Federal Advisory Committee Management, 41 CFR part 106-6, which further requires publication at least 15 calendar days prior to the meeting of the Task Force.

Dated: March 5, 2001.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 01-5839 Filed 3-9-01; 8:45 am]

BILLING CODE 5001-10-M

DEPARTMENT OF DEFENSE

Department of the Army

Proposed Revision to MTMC Freight Rules Publication No. 1B (MFTRP 1B), Item 70 ("Capacity Load")

AGENCY: Military Traffic Management Command, DOD.

ACTION: Notice (request for comments).

SUMMARY: The Military Traffic Management Command (MTMC) as the Department of Defense (DOD) Traffic Manager for surface and surface inter-modal traffic management services (DTR vol. 2, pgs 201-13 through 201-14) intends to replace the entire text of the existing MFTRP 1B item 70 ("Capacity Load") with the revised item outlined herein. The purpose of this change is to streamline and clarify the application of

capacity load by motor carriers doing business with DOD shippers.

DATES: Comments must be submitted on or before May 11, 2001.

ADDRESSES: Comments may be mailed to: MTMC Deployment Support Command, ATTN: MTDC-OPCF, Room 207, 661 Sheppard Place, Fort Eustis, VA 23604-1644.

FOR FURTHER INFORMATION CONTACT: Mr. Stephen Lord at (757) 878-8547 (e-mail at lords@mtmc.army.mil) or Mr. Tom Mutchek at (757) 878-8503 (e-mail mutchekt@mtmc.army.mil).

SUPPLEMENTARY INFORMATION: The proposed effective date for this change is 1 July 2001 and it will modify the way in which the Global Freight Management System (GFM) calculates line-haul charges for capacity load shipments. The intent of this proposed change is to simplify and clarify the existing item in order to facilitate accurate upfront costing by the GFM system and to reduce the potential for post-shipment cost disputes between shippers and carriers. The current MFTRP 1B item reads as follows: Capacity Load (Item 70):

1. A shipment is considered a *capacity* load (also known as "*loaded to full visible capacity*", "*loaded to capacity*") when it occupies the full visible capacity of a vehicle or requires additional vehicles and consists of that quantity of freight which:

a. Occupies at least 90 percent of the available loading space; or

b. Because of unusual shape or dimensions, or because of the necessity for segregation or separation from other freight, requires the entire vehicle; or

c. Fills a vehicle so that no additional article in the shipping form tendered can be loaded in or on the vehicle.

2. For the purposes of this ITEM, a "vehicle" or "trailer" means:

a. A van trailer of not less than forty (40) feet in length and not less than 2,700 cubic feet capacity; or

b. A double-type van trailer (equipment Code AY1) thirty (30) feet and less in length and not less than 1,800 cubic feet in capacity; or

c. An open top trailer of not less than forty (40) feet in length, propelled or drawn by a single power unit and used on the highways in the transportation of property.

3. This rule does not apply to: charges based on rate qualifiers DH, DL, DZ, PG, PJ, PV, PY, ST; charges based upon equipment code designators AD, AD6, A10, A16, or A20.

4. a. The charge for each vehicle loaded to full visible capacity will be

based on either the truckload charge, when Rate Qualifiers PL and PM are used; or the highest truckload minimum weight (or actual weight if in excess of the applicable minimum weight) and accompanying truckload rate applicable to the equipment ordered and loaded.

b. When line-haul charges are based upon Rate Qualifier PQ and the equipment offered in item 13, section A of the tender, is a double-type van trailer (equipment code AY1), the highest minimum weight for capacity load charges will be 30,000 pounds rated at the carrier's PQ rate for 30,000 pounds, applicable to the shortest route mileage from point of origin to final destination, determined by use of the governing mileage guide. When line-haul charges are based upon Rate Qualifiers other than PL, PM, or PQ, and the equipment offered in item 13, section A of the tender is a double-type van trailer (equipment code AY1), the highest minimum weight for capacity load will also be 30,000 pounds. Carriers offering AY1 equipment will provide this minimum weight and applicable truckload rate in their appropriate tenders. This proposal will replace Item 70 with the text shown below: Capacity Load (Item 70):

1. A shipment is considered a *capacity* load (also known as "*loaded to full visible capacity*", "*loaded to capacity*") when it occupies the full visible capacity of a vehicle, as defined in paragraph 2 below. In order for a shipment to be classified as a capacity load, the BoL must be annotated as "Vehicle Fully Loaded" with an authorized person (e.g., Transportation Officer, Transportation Assistant, etc.), having full knowledge of the shipment, initialing the BoL at the time of pick-up. Shipments are to be considered as capacity loads if:

a. The shipment occupies 90% of the cargo carrying capacity of the vehicle; or

b. Because of unusual shape or dimensions the shipment requires the entire vehicle.

c. Fills a vehicle so that no additional article, equivalent in size to the largest piece tendered, can be loaded in or on the vehicle.

2. For the purposes of this ITEM, a "vehicle" is defined as:

a. A van trailer of not less than forty (40) feet in length and not less than 2,700 cubic feet capacity; or

b. An open top trailer of not less than forty (40) feet in length, or

c. A flatbed trailer of not less than forty (40) feet in length.

3. Under no circumstances shall a carrier bill a shipment as a capacity load

if the equipment requested by the shipper, or provided by the carrier, fails to meet the definitions shown in paragraph 2 above. Additionally, it is the carrier's responsibility to efficiently load freight (e.g., stacking items when appropriate, etc.) on the vehicle provided.

4. a. The charge for each vehicle loaded to full visible capacity will be based on either the truckload charge, when Rate Qualifiers PL and PM are used; or the highest truckload minimum weight (or actual weight if in excess of the applicable minimum weight) and accompanying truckload rate applicable to the equipment ordered and loaded. Under no circumstances will a line-haul charge be calculated using a minimum weight greater than 45,000 lbs.

b. Shipments rated using line-haul charges based upon Rate Qualifier PQ (MTMC Class 100 Rates) will be calculated using the greater of the actual weight or 45,000 lbs.

Note: All over-dimensional or overweight shipments, as defined in ITEM 415 and ITEM 416, respectively, are subject to the Spot Bid provisions of ITEM 18, paragraph 7.

5. This policy does not apply to charges based on rate qualifiers: DH (Per CWT per Dromedary Shipment), DL (Per Dromedary Service Shipment), DZ (Per CWT Per Mile Per Dromedary Shipment), PG (Per Gallon), and ST (Per Short Ton). Additionally, this policy does not apply to equipment types: AD (Dromedary Box without mechanical restraining devices), AD6 (Dromedary Box with mechanical restraining devices), A10 (410 Dromedary Box without mechanical restraining devices), A16 (410 Dromedary Box with mechanical restraining devices), or A20 (Motor Vehicle Transport Trailer). In the event that additional dromedary rate qualifiers and/or dromedary equipment codes are developed, this change shall not apply to them as well.

6. The application of capacity load will in no way restrict the carrier from adding additional freight to the equipment and should not be interpreted as a request for Exclusive Use of the vehicle.

Regulatory Flexibility Act

This change is not considered rule making within the meaning of the Regulatory Flexibility Act, 5 U.S.C. 601-612.

Paperwork Reduction Act

The Paperwork Reduction Act, 44 U.S.C. *et seq.*, does not apply because no information collection requirements or recordkeeping responsibilities are

imposed on offerors, contractors, or members of the public.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 01-6056 Filed 3-9-01; 8:45 am]

BILLING CODE 3710-08-U

DEPARTMENT OF DEFENSE

Department of the Navy

Record of Decision for the Disposal and Reuse of Surplus Navy Property Identified in the Guam Land Use Plan Update (GLUP '94)

SUMMARY: The Department of the Navy (Navy), pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4332(2)(C) (1994), and the regulations of the Council on Environmental Quality that implement NEPA procedures, 40 CFR parts 1500-1508, hereby announces its decision to dispose of surplus Navy property identified in the GLUP '94, Guam Land Use Plan Update (A Plan for Department of Defense Real Estate on Guam), dated April 1995 (GLUP '94). This surplus property is located in the United States Territory of Guam.

Navy analyzed the impacts of the disposal and reuse of GLUP '94 surplus Navy property in an Environmental Impact Statement (EIS) as required by NEPA. The EIS analyzed three reuse alternatives and identified the Reuse Plan for GLUP '94 Navy Properties, dated October 1996 (Reuse Plan), prepared by the GLUP '94 Reuse Planning Committee and the Guam Economic Development Authority (GEDA), as the GEDA Recommended Alternative. The Government of Guam is the Local Redevelopment Authority for these surplus properties, as defined in the Department of Defense Rule on Revitalizing Base Closure Communities and Community Assistance, 32 CFR § 176.20(a).

The alternative chosen will use the GLUP '94 Navy properties for parks and recreation, historic and natural resource conservation, residential, commercial, resort, industrial, and agricultural land uses, and extensive regional roadway improvements. These land uses will meet the Navy goals of achieving local economic redevelopment, creating new jobs, and providing additional housing, while limiting adverse environmental impacts and ensuring land uses that are compatible with adjacent property. Selection of the specific means to achieve the proposed redevelopment is in the hands of the acquiring entities and the local zoning authorities.

Background

In 1993, the Commander in Chief, United States Pacific Command assigned Navy to lead a review of all military land requirements on the island of Guam and develop a master plan for future DoD land use. Navy and the Department of the Air Force (Air Force) established the Guam Land Use Working Group to do a comprehensive review of military mission related land requirements on Guam.

Navy prepared and distributed a resulting master plan, known as the GLUP '94. The GLUP '94 recommended consolidation of military activities in the northern and southern parts of the island and it identified more than 8,000 acres of releasable Air Force and Navy properties.

Under the authority of the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, 10 U.S.C. 2687 note (1994), the 1995 Base Realignment and Closure (BRAC) Commission recommended that Navy dispose of the property declared releasable under the GLUP '94, with appropriate restrictions. These recommendations were approved by President Clinton and accepted by the One Hundred Fourth Congress in 1995.

Description of the Property

The EIS analyzed the disposal and reuse of 2,798 acres of the 8,081 acres identified in the GLUP '94. The analysis excluded the GLUP '94 property owned by Air Force, Naval Air Station (NAS) Agana property covered under separate environmental documentation, 50 acres at Barrigada that will be transferred to the National Guard Bureau, 24 acres consisting of the Agana, Piti and Tanguisson Power Plants that Navy plans to convey by special legislation and agreement, and 23 acres at New Apra Heights which was conveyed by the Secretary of Health and Human Services to the Government of Guam for the construction of the Agat-Santa Rita Wastewater Treatment Plant. In addition to the GLUP '94 properties, the EIS analyzed the 92-acre NAS Agana Officers Housing property that was recommended for closure by the 1995 BRAC Commission.

During the Federal screening process, the National Guard Bureau requested an interagency transfer of base closure property on Guam. Navy plans to transfer about 50 acres located in Barrigada to the National Guard Bureau for use in training activities and construction of additional facilities to support the Guam Army National Guard. This property consists of about 24 acres currently leased to the Guam

Army National Guard and an additional 26 acres contiguous to the 24-acre site.

The 20 GLUP '94 surplus Navy properties considered in the present NEPA study range in size from 2 acres to 698 acres and are found in the northern, Barrigada, central, and southern regions of Guam. Navy currently has no operations at any of the 20 properties slated for disposal. Combined, the 20 properties contain about 320 residential units and 17 structures that were formerly used for operations, training, printing, communications, storage, commercial, recreation, agriculture, infrastructure, and support activities. The open space and undeveloped areas contain vacant fields, closed landfills, a beach park, wetlands, ravine forests and forests with limestone soils, savanna grassland, and steeply sloped, heavily vegetated areas. There is a commercial quarry operation located on one property. There are also archaeological sites eligible for listing on the National Register of Historic Places on nine of the properties.

Navy designated, in GLUP '94, the names and location numbers for each property. The northern region contains five properties totaling 824 acres: The Federal Aviation Administration (FAA) Housing (N2) property; the Harmon Annex (N3) property; the Marine Drive Utility (N4b) property; the Tamuning Telephone Exchange (N4c) property; and the NAS Officers Housing property (a non-GLUP '94 property) located at former NAS Agana.

The Barrigada region contains four GLUP properties totaling 773 acres: The Barrigada Route 16 (N5a) property; the Barrigada Route 15 (N5b) property; the Barrigada Hawaiian Rock (N5c) property; and the Barrigada Antenna Site (N5d) property.

The central region contains five GLUP properties totaling 953 acres: The Nimitz Hill Enlisted Housing (N10a) property; Nimitz Hill Vacant Lands (N10b) property; the Sasa Valley (N12a) property; the Tenjo Vista (N12b) property; and the Polaris Point (N14) property.

The southern region contains six GLUP properties totaling 271 acres: The New Apra Heights (N15) property; the Route 2A (N16) property; the Afleje/Rizal Beach (N17) property; the Old Apra Heights (N18) property; the Navy Ordnance Annex North (West Parcel) (N19a) property; and the Navy Ordnance Annex North (East Parcel) (N19b) property.

The Environmental Analysis Process

Navy published a Notice Of Intent in the **Federal Register** on April 10, 1998, announcing that Navy would prepare an