the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland and Slovakia were terminated as beneficiary developing countries under the U.S. GSP program on that date.

FOR FURTHER INFORMATION CONTACT: GSP Subcommittee, Office of the United States Trade Representative, USTR Annex, 1724 F Street, NW., Room F220, Washington, DC 20508 (Tel. 202–395–6971).

SUPPLEMENTARY INFORMATION: The GSP program is authorized pursuant to Title V of the Trade Act of 1974, as amended (''the Trade Act'') (19 U.S.C. 2461 *et seq.*). The GSP program grants duty-free treatment to designated eligible articles that are imported from designated beneficiary developing countries. Countries that cannot be designated as GSP-eligible include, among others, member states of the European Union (19 U.S.C. 2462). In Proclamation 7758 (March 1, 2004, the President, pursuant to section 502(b)(1)(C) of the Trade Act of 1974, as amended (19 U.S.C. 2462(b)(1)(C)), announced that ''the designation of the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland and Slovakia as beneficiary developing countries for purposes of the GSP is terminated for each country on the date when it becomes a European Union member state. The United States Trade Representative shall announce each such date in a notice published in the **Federal Register**.''

The United States Trade Representative hereby announces that May 1, 2004, was the date on which the Czech Republic, Estonia, Hungary Latvia, Lithuania, Poland and Slovakia became European Union member states.

Peter F. Allgeier,

Acting United States Trade Representative.

[FR Doc. 04–11181 Filed 5–17–04; 8:45 am]

BILLING CODE 3190–W4–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed the Week Ending May 7, 2004

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days after the filing of the application.

Docket Number: OST–2004–17744.

Date Filed: May 7, 2004.

Parties: Members of the International Air Transport Association.

Subject: PTC2 EUR 0556 dated 11 May 2004, Within Europe Expedited Resolutions r1–r19, Intended effective date: 15 June 2004.

Andrea M. Jenkins,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 04–11201 Filed 5–17–04; 8:45 am]

BILLING CODE 4910–62–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Emergency Order No. 23, Notice No. 2]

Clarifying Amendment to the Emergency Order To Prohibit the Continued Use of Certain Railroad Tank Cars Equipped With a Truck Bolster Bearing Either (1) Association of American Railroads (AAR) Identification Number B–2410 and National Castings of Mexico (NCM) Pattern Number 52122 or (2) AAR Identification Number B–2409 and NCM Pattern Number 52202

On April 30, 2004, FRA published Emergency Order No. 23, Notice No. 1, directing all persons, including, but not limited to owners, shippers, consignees, and railroads, to discontinue the loading and transportation of certain railroad tank cars equipped with a truck bolster bearing either (1) AAR identification Number B–2410 and NCM Pattern Number 52122 or (2) AAR Identification Number B–2409 and NCM Pattern Number 52202, until each of the described bolsters is removed from the car and replaced with a bolster of suitable design and manufacture. *See* 69 FR 23850. Information received by FRA subsequent to the issuance of the Emergency order compels FRA to issue this amendment to the Order (Notice No. 2) to clarify the identification of the tank cars covered by Emergency Order No. 23.

FOR FURTHER INFORMATION CONTACT: Ronald Newman, Staff Director, Motive Power & Equipment Division, FRA, 1120 Vermont Ave, NW., stop 25, Washington, DC 20590, (202) 493–6241, or Thomas Herrmann, Trial Attorney, Office of Chief Counsel, FRA, 1120 Vermont Ave., NW., stop 10, Washington, DC 20590, (202) 493–6036.

Authority

The authority for issuance of this amendment to Emergency Order No. 23 is the same as that cited for the issuance of the original Emergency Order. *See* 69 FR23850.

Background

FRA outlined the scope and severity of the problems associated with two above-noted bolster patterns in Notice No. 1 to Emergency Order No. 23. *See* 69 FR 23850–51. FRA is working with the AAR, tank car builders and users, and the nation's railroads to resolve the problem. Previous efforts are memorialized in FRA Safety Advisory 2002–03 (69 FR 79686, December 30, 2002); FRA Safety Advisory 2003–03 (68 FR 65982, November 24, 2003); AAR Maintenance Advisory MA–81; and a series of AAR Early Warning letters including EW–5191, EW–5194, EW–5195, EW–5196, and EW–5197, and supplements to them.

Although all parties to this effort agree that the involved bolsters must be replaced, the castings industry simply cannot produce a sufficient number of replacement truck bolsters fast enough. Therefore, priorities had to be established to schedule the necessary change-outs in a timely fashion. As discussed in Notice No. 1 to this Emergency Order, the AAR developed a unique risk assessment matrix to establish these priorities. The risk matrix included, among other things, factors for the manner in which the cars were loaded and, for tank cars, the relative danger of the hazardous material being transported. The results of the risk matrix divided the freight cars with defective bolsters into three specific groups: Group I included hazardous material tank cars, Group II included coal cars and mill gondola cars, and Group III included all other cars. *See* 69 FR 23851. For purposes of priority, hazardous material tank cars were further divided into three hazard-based categories: Category I included pressurized shipments (liquefied compressed gases) such as propane, anhydrous ammonia, and chlorine, Category II included flammable liquids, corrosives, and liquids with a poisonous hazard; and Category III included molten sulfur, elevated temperature materials, and the low-hazard Class 9 ''other regulated materials.'' Appendix A to this Notice displays the results of the risk matrix applied to hazardous materials transported in railroad tank cars and shows which commodities are included in each of the tree Categories. Based on the lower degree of hazard involved, hazardous material tank cars (Group I cars) used to transport Category III hazardous materials, were prioritized with the Group III (all other) cars.

Information received by FRA since its issuance of Emergency Order No. 23, Notice No. 1, indicates that the identification of the affected tank cars needs to be clarified. In order to make clear the applicability of Emergency Order No. 23, FRA believes it is necessary to issue this amendment. FRA

intends that Emergency Order No. 23 apply to all tank cars used to transport hazardous materials risk-rated in Categories I and II by AAR's matrix, and equipped with bolsters cast in 1995, 1996, 1997, 1998 or 1999, and bearing either (1) AAR Identification Number B–2410 and NCM Pattern Number 52122 or (2) AAR Identification Number B–2409 and NCM Pattern Number 52202. ''Tank cars'' includes DOT-, TC-(Tansport Canada), and AAR-Specification tank cars. Tank cars transporting Category III hazardous materials, tank cars transporting non-regulated materials, and tank cars cleaned and purged of all hazardous materials were not intended to be covered by Emergency Order No. 23.

Amended Finding and Order

Based on the information contained in Emergency Order No. 23, Notice No. 1 (69 FR 23850), and on the information received subsequent to the issuance of that notice described in detail above, I continue to find that an emergency situation involving a hazard of death or personal injury exists. Consequently, I hereby direct and order that, except as necessary to carry out this order, no person may transport, offer for transportation, load, or continue in service any tank car used to transport hazardous materials risk-rated in Categories I and II by AAR's matrix and equipped with bolsters cast in 1995, 1996, 1997, 1998, or 1999, and bearing either (1) AAR Identification Number B–2410 and NCM Pattern Number 52122 or (2) AAR Identification Number B–2409 and NCM Pattern Number 52202, until each of the described bolsters is removed from the car and replaced with a bolster of suitable design and manufacture. Railroads are permitted to haul such a car if necessary to effectuate such removal and replacement, but only to the nearest available location where the removal and replacement of the subject bolster can be made.

Relief

This Notice No. 2 does not amend the Relief provisions contained in Emergency Order No. 23, Notice No. 1. *See* 69 FR 23851.

Penalties

Any violation of Emergency Order No. 23 shall subject the person committing the violation to a civil penalty in the maximum amount set forth in 49 CFR part 209, Appendix A. FRA may, through the Attorney General, also seek injunctive relief to enforce this order as established by 49 U.S.C. 20112.

Effective Date and Notice to Affected Persons

This Emergency Order No. 23 became effective on April 30, 2004 and applies according to its terms except as expressly amended by this notice. Emergency Order No. 23, Notice No. 2, will be published in the **Federal Register** and will take effect upon its issuance. A copy of Emergency Order No. 23, Notice No. 2, will also be sent by e-mail or facsimile to the AAR for distribution to its members.

Review

Opportunity for formal review of Emergency Order No. 23 will be provided in accordance with 49 U.S.C. 20104(b) and 5 U.S.C. 554. Administrative procedures governing such review are found at 49 CFR 211.47, 211.71, 211.73, 211.75, and 211.77.

Issued in Washington, DC on May 11, 2004.

Allan Rutter,

Federal Railroad Administrator.

BILLING CODE 4910–06–M

Appendix A

Results of the Application of the Risk Matrix to Determine the Applicable Hazardous Material Category:

COMMODITY	Consequence 1	Pressure Category I	Poison, Flammable, Corrosive, Combustible Category II	All other 48/49 STCC Case Category III
Waste Flammable Liquid, n.o.s.	50		X	
Hazardous Waste, Liquid, n.o.s.	25			X
Anhydrous Ammonia	100	X		
Anhydrous Ammonia	100	X		
Liquefied Petroleum Gas	100	X		
Propane	100	X		
Butane	100	X		
Butane	100	X		
Butene	100	X		
Butylene	100	X		
Isobutane	100	X		
Propylene	100	X		
Liquefied Petroleum Gas	100	X		
Liquefied Petroleum Gas	100	X		
Butadienes	100	X		
Butadienes	100	X		
Butane	100	X		
Butene	100	X		
Liquefied Petroleum Gas	100	X		
Butylene	100	X		
Hydrocarbon Gas Mixture	50		X	
Liquefied Petroleum Gas	100	X		
Propadiene	100	X		
Propane	100	X		
Propylene	100	X		
Butylene	100	X		
Propane	100	X		
Vinyl Flouride, Stabilized	100	X		
Propylene Oxide	100	X		
Methyl Methacrylate Monomer, Stabilized	50		X	
Styrene Monomer, Stabilzed	50		X	
Vinyl Acetate Stabilized	50		X	
** Bad Haz Mat Code*	50		X	
Acetone	50		X	
Benzene	50		X	
Gasoline	50		X	
Gasoline	50		X	
Hexanes	50		X	
Pentanes	50		X	
Alcohols, n.o.s.	50		X	
Butanols	50		X	
Alcohols, n.o.s.	50		X	

Appendix A

COMMODITY	Consequence	Pressure Category I	Poison, Flammable, Corrosive, Combustible Category II	All other 48/49 STCC Case Category III
Ethanol	50		X	
Toluene	50		X	
Xylene	50		X	
Isopropanol	50		X	
Isopropylbenzene	50		X	
Fuel, Aviation, Turbine Engine	50		X	
Methanol	50		X	
Alcohols, n.o.s.	50		X	
Toluene	50		X	
Xylenes	50		X	
Xylenes	50		X	
Methanol	50		X	
Petroleum Distillates, n.o.s.	50		X	
Xylenes	50		X	
Acoholic Beverages	50		X	
Flammable Liquid, n.o.s.	50		X	
Flammable Liquid, n.o.s.	50		X	
Ethanol	50		X	
Resin Solution	50		X	
Flammable Liquid, n.o.s.	50		X	
Flammable Liquid, n.o.s.	50		X	
Flammable Liquid, n.o.s.	50		X	
Diesel Fuel	50		X	
Diesel Fuel	50		X	
Coal Tar Distillates, Flammable	50		X	
Hydrocarbons, Liquid, n.o.s.	50		X	
Petroleum Distillates, n.o.s.	50		X	
Alcohols, n.o.s.	50		X	
Diesel Fuel	50		X	
Elevated Temp. Liquid, Flammable	50		X	
Elevated Temp. Liquid, Flammable	50		X	
Isopropenylbenzene	50		X	
Elevated Temp. Liquid, Flammable	50		X	
Hydrocarbon Liquids, n.o.s.	50		X	
Isopropenylbenzene	50		X	
Combustible Liquid, n.o.s.	50		X	
Fuel Oil	50		X	
Isopropylbenzene	50		X	
Petroleum Distillates, n.o.s.	50		X	
Petroleum Distillates, n.o.s.	50		X	
** Bad Haz Mat Code*	50		X	
Acohols, n.o.s.	50		X	
Acohols, n.o.s.	50		X	
Acohols, n.o.s.	50		X	
Acohols, n.o.s.	50		X	
Combustible Liquid, n.o.s.	50		X	

Appendix A

COMMODITY	Consequence	Pressure Category I	Poison, Flammable, Corrosive, Combustible Category II	All other 48/49 STCC Case Category III
Combustible Liquid, n.o.s.	50		X	
Sulfur, Molten	25			X
Ammonium Nitrate	25			X
Sodium Chlorate	50		X	
Oxidizing Solid, n.o.s.	50		X	
Chlorine	100	X		
Epichlorohydrin	50		X	
Aniline	50		X	
Toluidenes	50		X	
Toluidenes	50		X	
Phenol, Molten	50		X	
Trichlorobenzene	50		X	
4,4-Diaminodiphenylmethane	50		X	
Hydroquinone	50		X	
O-Dichlorobenzene	50		X	
Fluorosilicic Acid	50		X	
Sulfuric Acid	50		X	
Sulfuric Acid, Spent	50		X	
Hydrochloric Acid	50		X	
Phosphoric Acid	50		X	
Amines. Liquid, Corrosive, n.o.s.	50		X	
Alkylphenols	50		X	
Alkylphenols	50		X	
2-Dimethylaminoethanol	50		X	
Ferrous Chloride Solution	50		X	
Ferric Chloride Solution	50		X	
Amines, Liquid, Corrosive, n.o.s.	50		X	
Potassium Hydroxide Solution	50		X	
Sodium Hydroxide Solution	50		X	
Sodium Hydroxide Solution	50		X	
Corrosive Liquid, n.o.s.	50		X	
Corrosive Liquid, Basic, Organic, n.o.s.	50		X	
Amines, Corrosive, Liquid, n.o.s.	50		X	
Corrosive Liquid, n.o.s.	50		X	
Hexamethylenediamine	50		X	
1.2-Propylenediamine	50		X	
Sulfur, Molten	25			X
FAK - Haz Mat	100	X		
Env. Hazardous Substance, Liquid, n.o.s.	25			X
Env. Hazardous Substance, Solid, n.o.s.	25			X
Env. Hazardous Substance, Liquid, n.o.s.	25			X
Elevated Temp. Liquid, n.o.s.	25			X
Elevated Temp. Liquid, n.o.s.	25			X
Env. Hazardous Substance, Liquid, n.o.s.	25			X
Env. Hazardous Substance, Liquid, n.o.s.	25			X
Elevated Temp. Liquid, n.o.s.	25			X

Appendix A

COMMODITY	Consequence	Pressure Category I	Poison, Flammable, Corrosive, Combustible Category II	All other 48/49 STCC Case Category III
Elevated Temp. Liquid, n.o.s.	25			X
Elevated Temp. Liquid, n.o.s.	25			X
Elevated Temp. Liquid, n.o.s.	25			X
Elevated Temp. Liquid, n.o.s.	25			X
Other Regulated Substance, Liquid, n.o.s.	25			X
Other Regulated Substance, Liquid, n.o.s.	25			X
Env. Hazardous Substance, Liquid, n.o.s.	25			X
Env. Hazardous Substance, Liquid, n.o.s.	25			X

[FR Doc. 04–11143 Filed 5–17–04; 8:45 am]
BILLING CODE 4910–06–C

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA–2004–16964 (Notice No. 04–4)]

Information Collection Activity Under OMB Review

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comments. The ICRs describe the nature of the information collections and their expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collections of information was published on March 8, 2004, 69 FR 10808–10811.

DATES: Comments must be submitted on or before June 17, 2004.

FOR FURTHER INFORMATION CONTACT: Deborah Boothe or T. Glenn Foster, Office of Hazardous Materials Standards (DHM–10), Research and Special Programs Administration, Room 8430, 400 Seventh Street, SW., Washington, DC 20590–0001, telephone (202) 366–8553.

SUPPLEMENTARY INFORMATION:

Title: Requirements for Cargo Tanks.

OMB Control Number: 2137–0014.

Type of Request: Extension of a currently approved collection.

Abstract: This information collection consolidates and describes the information collection provisions in parts 178 and 180 of the HMR involving the manufacture, qualification, maintenance and use of all specification cargo tank motor vehicles. It also includes the information collection and recordkeeping requirements for persons who are engaged in the manufacture, assembly, requalification and maintenance of DOT specification cargo tank motor vehicles. The types of information collected include:

(1) Registration Statements: Cargo tank manufacturers and repairers, and cargo tank motor vehicle assemblers are required to register with DOT by furnishing information relative to their qualifications to perform the functions in accordance with the HMR. The registration statements are used by DOT to ensure that these persons possess the knowledge and skills necessary to perform the required functions and that they are performing the specified functions in accordance with the applicable regulations.

(2) Requalification and maintenance reports: These reports are prepared by persons who requalify or maintain cargo tanks. This information is used by cargo tank owners, operators and users, and DOT compliance personnel to verify that the cargo tanks are requalified, maintained and are in proper condition for the transportation of hazardous materials in accordance with the HMR.

(3) Manufacturers' data reports, certificates and related papers: These reports are prepared by cargo tank manufacturers and certifiers, and are used by cargo tank owners, operators, users and DOT compliance personnel to verify that a cargo tank motor vehicle was designed and constructed to meet all requirements of the applicable specification.

Affected Public: Manufacturers, assemblers, repairers, requalifiers, certifiers and owners of cargo tanks.

Estimated Number of Respondents: 41,366.

Estimated Number of Responses: 132,600.

Annual Estimated Burden Hours: 102,021.

Frequency of Collection: On occasion.

Title: Inspection and Testing of Portable Tanks and Intermediate Bulk Containers.

OMB Control Number: 2137–0018.

Type of Request: Extension of a currently approved collection.

Abstract: This information collection consolidates provisions for documenting qualifications, inspections, tests and approvals pertaining to the manufacture and use of portable tanks and intermediate bulk containers under various provisions of the HMR. It is necessary to ascertain whether portable tanks and intermediate bulk containers have been qualified, inspected and retested in accordance with the HMR. The information is used to verify that certain portable tanks and intermediate bulk containers meet required performance standards prior to their being authorized for use, and to document periodic requalification and testing to ensure the packagings have not deteriorated due to age or physical abuse to a degree that would render them unsafe for the transportation of hazardous materials. Applicable sections are as follows: § 173.32—requirements for the use of portable tanks; § 173.35—hazardous materials in