

request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the entrance door handrail assembly, which subsequently could result in injury to passengers, flightcrew, or groundcrew, accomplish the following:

(a) Within 50 landings after the effective date of this AD, conduct a detailed visual inspection of the handrail assembly at the main entrance door to detect loose or missing rivets, abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly, and cracks on the handrail pivot-tube, in accordance with Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994.

(b) If no cracks or other discrepancies are detected during the inspection required by paragraph (a) of this AD, repeat the inspection thereafter at intervals not to exceed 300 hours time-in-service.

(c) If evidence of any loose or missing rivet is revealed, or if abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly is detected, as a result of any of the inspections required by this AD, prior to further flight, accomplish the procedures specified in paragraph 2.B.(4) of Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 300 hours time-in-service.

(d) If evidence of cracking is revealed as a result of any of the inspections required by this AD, prior to further flight, accomplish the requirements of either paragraph (d)(1), (d)(2), or (d)(3) of this AD:

(1) Install a new handrail assembly, Part No. 6020203 Issue C standard, as specified in paragraph 2.B.(5)(d) of Jetstream Service Bulletin J41-A52-036, dated June 13, 1994. After installation, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 300 hours time-in-service. Or

(2) Install the interim reinforcement of the handrail assembly (Customer Option Kit. No. Jk42619) in accordance with Jetstream Service Bulletin J41-52-041-42619, dated June 13, 1994. Such installation constitutes terminating action for the inspections required by this AD. Or

Note 2: Jetstream Service Bulletin J41-52-041-42619 refers to Flight Refuelling Service Bulletin 6020303-52-1 for additional installation information.

(3) Install the structural improvements of the door and door support, and the completely redesigned door handrail assembly, in accordance with Jetstream Service Bulletin J41-52-025, dated February

11, 1994. Such installation constitutes terminating action for the inspections required by this AD.

Note 3: Jetstream Service Bulletin J41-52-025 refers to Flight Refuelling Service Bulletin 6020303-52-2 for additional installation information.

(e) Terminating action for the inspections required by this AD consists of installation of the item(s) specified in either paragraph (e)(1) or (e)(2) of this AD:

(1) Installation of the interim reinforcement of the handrail assembly (Customer Option Kit. No. Jk42619) in accordance with Jetstream Service Bulletin J41-52-041-42619, dated June 13, 1994. Or

(2) Installation of the structural improvements of the door and door support, and the completely redesigned door handrail assembly, in accordance with Jetstream Service Bulletin J41-52-025, dated February 11, 1994.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished. Issued in Renton, Washington, on November 15, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-28524 Filed 11-22-95; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 201, 208, 314, and 601

[Docket No. 93N-0371]

RIN 0910-AA37

Prescription Drug Product Labeling; Medication Guide Requirements; Extension of Comment Period

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule; extension of comment period.

SUMMARY: The Food and Drug Administration (FDA) is extending to

December 22, 1995, the comment period for the proposed rule for Prescription Drug Product Labeling; Medication Guide Requirements, which appeared in the Federal Register of August 24, 1995 (60 FR 44182). FDA is taking this action in response to several requests for an extension of the comment period.

DATES: Written comments by December 22, 1995.

ADDRESSES: Submit written comments to the Dockets Management Branch (HFA-305), Food and Drug Administration, 12420 Parklawn Dr., rm. 1-23, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Louis A. Morris, Center for Drug Evaluation and Research (HFD-240), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-594-6818.

SUPPLEMENTARY INFORMATION: In the Federal Register of August 24, 1995 (60 FR 44182), FDA published a proposed rule for Prescription Drug Product Labeling; Medication Guide Requirements. Interested persons were given until November 22, 1995, to submit comments on the proposal. In response to the proposal, FDA received several requests for an extension of the comment period for an additional 90 days. Requestors specified that this extension would allow sufficient time to adequately review and analyze the proposal by various organization members, in order to formulate and submit comments. After careful consideration, FDA is granting a 30-day extension. Accordingly, the comment period is extended to December 22, 1995.

Interested persons may, on or before December 22, 1995, submit to the Dockets Management Branch (address above) written comments regarding the proposal. Two copies of any comments are to be submitted, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading of this document. Received comments may be seen in the office above between 9 a.m. and 4 p.m., Monday through Friday.

Dated: November 13, 1995.

William K. Hubbard,

Acting Deputy Commissioner for Policy.

[FR Doc. 95-28520 Filed 11-22-95; 8:45 am]

BILLING CODE 4160-01-F

DEPARTMENT OF STATE**Bureau of Economic and Business Affairs****22 CFR Part 89**

[Public Notice 2283]

Foreign Prohibitions on Longshore Work by U.S. Nationals**AGENCY:** Department of State.**ACTION:** Notice of proposed rulemaking.

SUMMARY: In accordance with the Immigration and Nationality Act of 1952, the Department of State is issuing a proposed rule updating the list, of longshore work by particular activity, of countries where performance of such a particular activity by crewmembers aboard United States vessels is prohibited by law, regulation, or in practice in the country.

DATES: Interested parties are invited to submit comments in triplicate by December 26, 1995.

ADDRESSES: Comments may be mailed to the Office of Maritime and Land Transport (EB/TRA/MA), Room 5828, Department of State, Washington, DC 20520-5816.

FOR FURTHER INFORMATION CONTACT: Richard T. Miller, Office of Maritime and Land Transport, Department of State, (202) 647-6961.

SUPPLEMENTARY INFORMATION: Section 258(d) of the Immigration and Nationality Act of 1952, 8 U.S.C. 1288, as amended by the Immigration Act of 1990, Pub. L. 101-649, directs the Secretary of State (hereinafter the Secretary) to compile and annually maintain a list, of longshore work by particular activity, of countries where performance of such a particular activity by crewmembers aboard United States vessels is prohibited by law, regulation, or in practice in the country. The Attorney General will use the list to determine whether to permit an alien crewmember to perform an activity constituting longshore work in the United States or its coastal waters, in accordance with the conditions set in the Act.

The Department of State (hereinafter the Department) published such a list as a final rule on December 27, 1991 (56 FR 66970), corrected on January 14, 1992 (57 FR 1384). An updated list was last published on December 13, 1993 at 57 FR 65118. On March 24, 1994, an Advance Notice of Proposed Rulemaking (59 FR 13904) gave notice that the list would be updated and invited comments on the subject, particularly with respect to the

Department's interpretation of Section 258.

Methodology

The Department bases the lists on reports from U.S. diplomatic posts abroad and submissions from interested parties in response to the notice-and-comment process. At the request of the Committee on Foreign Affairs of the House of Representatives, the Government Accounting Office (hereinafter the GAO) reviewed the Department's criteria and methodology for compiling the list. See U.S. General Accounting Office, State Department: Problems in Compiling List of Countries Restricting Longshore Activities (1994) (hereinafter GAO Report). Noting that the criteria and methodology followed by the Department in the past have tended to limit the number of countries placed on the list, the GAO concluded that the Department can "significantly improve its data collection and decision-making procedures." The GAO also concluded that the language of Section 258, particularly the phrase "in practice," is susceptible to differing interpretations.

The GAO made five recommendations to improve data collection and decision-making procedures:

1. Clearly and thoroughly state the criteria for determining which countries to place on the list.

—Standards for the reciprocity exception are discussed below.

2. Determine specific data requirements and develop appropriate questions designed to solicit required information. [and]

3. Design a standardized reporting format to facilitate analysis.

—In response to these two recommendations and to ensure greater consistency in reports from U.S. diplomatic posts abroad, the Department has drafted a more detailed questionnaire about different types of restrictions in foreign countries on longshore work by U.S. mariners. To the maximum extent possible, the questions can be answered with a yes or no. The questionnaire covers general requirements for work permits, laws and regulations specifically relating to longshore work and collective bargaining agreements.

4. Obtain information on all seaport countries or clearly identify in the Federal Register those countries for which no information was obtained and the reason why.

—To determine which areas had ports, the Department consulted "The World Factbook," published annually by the

Central Intelligence Agency.

According to "The World Factbook," 172 geographic entities have ports, including dependent areas associated in some way with another country.

—The Department did not collect information about areas with a population of less than 5,000 inhabitants. In addition, the following entities with ports were not included in the instructions sent to posts: Anguilla (a dependent territory of the United Kingdom), Mayotte (a territorial collectivity of France), and Wallis and Fortuna (an overseas territory of France). According to "The World Factbook," none of these entities has a ship registry.

—U.S. Embassies did not receive any replies from host country officials about the Cook Islands (a self-governing state in free association with New Zealand), Macau (an overseas territory of Portugal), Norfolk Island (a territory of Australia) and the French dependencies surveyed: The French Antilles, French Guiana, French Polynesia, New Caledonia, Reunion, and St. Pierre and Miquelon. According to "The World Factbook," none of the French dependencies have separate ship registers; for the purposes of this rulemaking, ships of these areas will be considered as French ships.

—The Department does not have information at this time sufficient to determine the status of Albania, Antigua, Gambia, Guinea-Bissau, Lebanon, St. Kitts, Sao Tome and Principe, and Somalia.

—The following countries were excluded from this rulemaking procedure because their vessels are currently prohibited from calling at U.S. ports: Cuba, Iran, Iraq, North Korea, Libya, Sudan, and Syria. In addition, Serbia and Montenegro was excluded because of the effects of UN economic sanctions.

5. Develop a follow-up procedure to ensure that reports are received from all tasked overseas post and to obtain any necessary clarification.

—The Department has set up a data base to track the status of replies and requests for clarification. At regular intervals, reminders are sent to posts with replies outstanding.

In addition to the recommendations listed above, the GAO recommended that the Secretary add to the list those countries with restrictions on longshore work that were previously omitted on the basis that no U.S. ships had called on their ports within the previous year or that they did not enforce their restrictions. The Department has

followed this recommendation and added countries to the list accordingly.

Public Comments

In response to the notice published on March 24, 1994 at 59 FR 13904, twelve parties submitted comments. In general, ocean carriers, port administrators and shippers expressed support for the Department's previous application of Section 258, while representatives of organized labor argued that the Department's previous application was inappropriate.

In a letter dated April 11, 1994, Icicle Seafoods, Inc. supported the original definition of practice and stated that any expansion of this definition would be detrimental and confusing to its business.

In a letter dated April 19, 1994, the International Longshoremen's Association took the position that the Department's definition of "in practice" was improper and inaccurate and should have included collective bargaining agreements and other local practices irrespective of whether they were sanctioned by governmental authorities. The Association urged implementation of the recommendations from the GAO Report and agreed with the GAO position that various interpretations of the term "in practice" were legally supportable. It enclosed and referred to a previous letter to Undersecretary of State Joan Spero in which the Association argued that Congress intended the legislation to cover private as well as government restrictions.

In a letter dated April 19, 1994, the Council of European & Japanese National Shipowners' Associations submitted that the Department had correctly interpreted the language and intent of the Act and that the Department should not change its original interpretation.

In a letter dated April 20, 1994, the Federation of American Controlled Shipping stated that the Department had properly construed the statutory phrase "in practice" as requiring some degree of involvement by a foreign government. It asserted that denying reciprocity to countries in which the foreign government plays no role in restrictive labor practices is akin to holding the U.S. government responsible for practices privately negotiated by unions in this country. Since the law defers to U.S. collective bargaining agreements, it would, the Federation argued, be inconsistent to treat similar foreign agreements as impermissible. Finally, the Federation stated that any other interpretation would be unrealistic from

the point of view of administrative practicality and cost effectiveness.

In a letter dated April 21, 1994, the Lake Carriers Association expressed its support for regulations in which the Department confined the list to countries in which crew members of U.S. vessels were precluded from performing longshore work by virtue of specific laws, regulations, or government imposition or approval of collective bargaining agreements.

In a letter dated April 22, 1994, the International Longshoremen's & Warehousemen's Union expressed its disagreement with the Department's previous rulemaking on this issue. The Union stated that the reciprocity exception was intended by Congress to be narrow, and that the term "in practice" should cover any restrictive practice, irrespective of whether a foreign government had prompted, adopted or approved it. It noted that the language in the statute refers to restrictions in the country rather than by the country. The Union also argued that the original interpretation of the exception was deemed wholly inconsistent with a major policy underlying immigration laws, the protection of the interests of the American workforce. It cited Congressional support for these views and provided an extensive discussion of the GAO Report in support of its position.

In a letter dated April 22, 1994, American Great Lakes Ports saw no reason to change the interpretation of the statute. It noted the GAO's determination that while section 258(d) is susceptible to differing interpretations, the interpretation that restrictions should apply only in those cases where a foreign country has actively imposed or approved restrictions is a legally supportable reading of the law.

In a letter dated April 22, 1994, CANAMCO fully and unequivocally supported the Department's original interpretation. It cited the GAO's conclusion that the interpretation is legally supportable and stated that nothing has occurred that requires a change. CANAMCO expressed the view that a broader interpretation of section 258(d) to include all restrictive practices would present the Department with an impossible definitional and administrative undertaking.

In a letter dated April 25, 1994, the Shipping Federation of Canada noted that the terms of many Canadian and other nations' collective bargaining agreements restrict certain work to unionized longshoremen, and that a change in interpretation of the statute to

include such agreements would cause these nations to lose their reciprocity exemption. It stated that a change would result in significant new cargo handling costs and delays at U.S. ports and urged retention of the Department's original interpretation.

In a letter dated April 25, 1994, Cargill, Incorporated supported the original interpretation and described the language enacted by Congress as a carefully crafted compromise designed to keep U.S. exports competitive by limiting the unnecessary escalation of costs at U.S. ports and fostering the use of innovative technology in cargo-handling operation. Cargill argued that a revised definition of reciprocity would cause cargos to be diverted to ports outside the United States and provide a gain in long-term competitive advantage for foreign agricultural and industrial exporters.

In a letter dated April 25, 1994, the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO) described the purpose of the law as to preserve and protect longshore work for United States longshore workers. It noted that Congress was capable of excluding private restrictions from consideration if it had wanted to, but had not chosen to do so. It drew a parallel between the reciprocity exception and the separate "prevailing practice" exception for U.S. ports where foreign crewmembers normally perform longshore work, noting that the prevailing practice exception takes collective bargaining agreements into account. The AFL-CIO contended that there is no legal barrier to a change in interpretation, citing the GAO Report in this regard, and concluded that a wider interpretation would be neither unbalanced nor unfair, reflecting the most natural meaning of reciprocity.

In a letter dated April 1994, the Maritime Trades Department of the AFL-CIO described the original interpretation as unwarranted and an egregious wrong to U.S. longshore workers. It argued that the interpretation had led to the loss of thousands of jobs in an industry already suffering from widespread unemployment as a result of containerization and other technological advancements. It expressed the view that the reciprocity exception was intended to accommodate only a relatively few countries.

Standards for Reciprocity Exception *Laws and Regulations*

The Department previously listed those countries where restrictions on longshore activities by crewmembers of U.S. ships are imposed by law or

regulation of the foreign government on a national basis or by law or regulation of a regional or local government, provided the laws and regulations were actually enforced on U.S. ships which called at ports in those countries. Taking note of the recommendations of the GAO, the fact that "general practice" was the standard set forth in the legislative conference report, and the practical difficulties of determining the extent to which laws are enforced, the Department has chosen to alter its consideration of "laws and regulations" for purposes of section 258. Countries are now listed based on the existence of restrictions imposed by national, regional or local laws or regulations, provided such restrictions are pervasive enough to constitute general practice, irrespective of whether the laws are actually or consistently enforced or whether U.S. ships call at ports in the country in question.

Practices

In earlier rulemakings, in addition to the countries listed because of restrictive laws and regulations, the Department listed only those countries with restrictions arising through collective bargaining agreements directly negotiated by a foreign government with other parties, or through restrictions in collective bargaining agreements imposed or approved by a foreign government. In its study of the Department's implementation of the legislation, the GAO concluded that the statutory phrase "in practice" is susceptible to differing interpretations. The GAO found that the Department's interpretation was legally supportable, but noted that the language and legislative history could support an interpretation under which privately negotiated collective bargaining agreements would disqualify a country for a reciprocal exception. The Department accepts the GAO's conclusion that either interpretation is legally supportable.

In the absence of unequivocal statutory language, the Department must interpret the "in practice" provision. Upon consideration of the legislative history, comments from interested parties, the basic policy reflected in the statutory scheme, and U.S. economic interests, the Department has concluded that a longshore activity by alien crewmembers cannot qualify for the reciprocity exception in section 258(d) if U.S. mariners are prohibited from performing that activity in the country of the foreign vessel due to restrictive practices, e.g. private collective bargaining agreements, irrespective of

governmental involvement in those restrictions.

The purpose of section 258 is to protect U.S. longshore workers by restricting foreign crewmembers from performing longshore work in the United States, the performance of which had not been explicitly prohibited prior to the enactment of the statute in 1990. Section 258 prohibits such work in general, and then provides limited exceptions to that prohibition. The Department was guided by this basic purpose and recognizes that to apply the exception to countries in which longshore activity by U.S. mariners is restricted in any way would not further that purpose. For example, applying the exception in such a case could conceivably create a situation in which all longshore work in a country was foreclosed to U.S. mariners by collective bargaining agreements, but mariners from that country were permitted to engage in longshore activity in the United States.

The Department also notes the "prevailing practice" exception of section 258(c), which applies to private practices, whether or not any governmental action requires or sanctions those practices. Likewise, the Department recognizes that the statute emphasizes conditions that actually prevail in ports, as well as formal governmental actions.

As observed by the GAO, the Department's original interpretation tended to maximize the number of countries granted a reciprocity exception. While the result may have been a benefit to shipping companies, those benefits came at the expense of U.S. longshore workers. The Department has concluded that, in the context of the statutory scheme created by Congress, the benefits gained by U.S. longshore workers through this new interpretation outweigh any benefits to U.S. businesses under the Department's previous interpretation.

The Department has chosen this manner of applying section 258(d) after thorough consideration of its previous position and the practical difficulties of applying the statute accordingly. As a practical matter, the Department's previous application required an often difficult determination of the extent of government involvement in restrictive labor practices. This inquiry was cumbersome and, in many cases, indeterminate, since there was no guidance as to the level of government involvement which would place a country on the list. Under the Department's new position, however, the level of government involvement need not be established. Thus, this

manner of application lends consistency and predictability to the process of listing countries in which longshore work is restricted "in practice."

Voluntary Commercial Practice

Several comments submitted in connection with the original rulemaking on this subject observed that carriers may use local longshore workers as a matter of commercial choice. In the absence of restrictive laws, regulations, collective bargaining agreements or restrictions consistently imposed by national custom or practice as described above, the Department does not list countries based on U.S. carriers' voluntary commercial decisions.

Compensation of Port Workers

In several countries, the Department has found that the performance of longshore work by U.S. crewmembers is permitted, but the ship is required to pay for the services of local longshore workers even if crewmembers are actually doing the work. In previous rulemaking the Department considered such practices restrictive only if the compensation exceeded ordinary market wages. However, because the Department has found that such monetary charges, at whatever wage level, have both a negative economic impact on the U.S. carrier and a deterrent effect on the performance of such work by U.S. crewmembers, the Department has decided to consider such practices as restrictive for purposes of this rulemaking and to place countries where such practices are in effect on the list.

List of Subjects in 22 CFR Part 89

Aliens, Crewmembers, Immigration, Labor, Longshore Work.

For the reasons set out in the preamble, 22 CFR Chapter I is amended as follows:

PART 89—PROHIBITIONS ON LONGSHORE WORK BY U.S. NATIONALS

1. The authority for part 89 is maintained to read as follows:

Authority: 8 U.S.C. 1288, Public Law 101-649, 104 Stat. 4878.

2. Part 89 is amended by revising § 89.1 to read as follows:

§ 89.1 Prohibitions on longshore work by U.S. nationals; listing by country.

The Secretary of State has determined that, in the following countries, longshore work by crewmembers aboard United States vessels is prohibited by law, regulation, or in practice, with respect to the particular activities noted:

- Algeria*
(a) All longshore activities.
- Angola*
(a) All longshore activities.
(b) Exceptions:
(1) Opening and closing of hatches and
(2) Rigging of ship's gear.
- Argentina*
(a) All longshore activities.
(b) Exceptions:
(1) Cargo tiedown and untying,
(2) When a disaster occurs,
(3) Provision of vessel supplies, and
(4) Opening and closing of hatches.
- Australia*
(a) All longshore activities.
(b) Exceptions:
(1) When shore labor cannot be obtained at rates prescribed by collective bargaining agreements,
(2) Opening and closing of hatches, and
(3) Rigging of ship's gear.
- Bahamas*
(a) All longshore activities.
(b) Exceptions:
(1) Operation of cargo related equipment on board the ship,
(2) Opening and closing of hatches,
(3) Rigging of ship's gear, and
(4) Use of specialized equipment which port workers cannot handle alone, with the concurrence of the local longshore union.
- Bangladesh*
(a) All longshore activities.
(b) Exceptions:
(1) Operation of cargo related equipment integral to the vessel when there is a shortage of port workers able to operate the equipment and with the permission of the port authority, and
(2) Opening and closing of hatches.
- Barbados*
(a) All longshore activities.
- Belgium*
(a) All longshore activities.
- Belize*
(a) All longshore activities.
(b) Exceptions:
(1) Operation of cargo related equipment,
(2) Opening and closing of hatches and
(3) Rigging of ship's gear.
- Benin*
(a) All longshore activities.
(b) Exceptions:
(1) Operation of cargo related equipment
- (2) Opening and closing of hatches and
(3) Rigging of ship's gear.
- Bermuda*
(a) Loading and discharge of cargo using cranes and loading equipment situated on the docks or wharves.
(b) Line handling on the docks.
- Brazil*
(a) All longshore activities at public terminals.
- Bulgaria*
(a) All longshore activities.
(b) Exceptions
(1) Operation of cargo related equipment,
(2) Opening and closing of hatches,
(3) Rigging of ship's gear,
(4) Mooring and line handling, and
(5) Operation of special equipment and discharge of dangerous cargo, with the preliminary authorization of the Port Administration and Harbor Master.
- Burma*
(a) All longshore activities.
(b) Exceptions:
(1) Opening and closing of hatches and
(2) Rigging of ship's gear.
- Cameroon*
(a) All longshore activities.
(b) Exceptions:
(1) Opening and closing of hatches and
(2) Rigging of ship's gear.
- Canada*
(a) All longshore activities.
(b) Exceptions in connection with bulk cargo at Great Lakes ports only:
(1) Handling of mooring lines on the dock when the vessel is made fast or let go,
(2) Moving the vessel to place it under shoreside unloading equipment,
(3) Moving the vessel in position to unload the vessel onto specific cargo piles, hoppers or conveyor belt systems, and
(4) Operation of cargo related equipment integral to the vessel.
- Cape Verde*
(a) All longshore activities.
- China*
(a) Handling of mooring lines.
- Colombia*
(a) All longshore activities.
(b) Exceptions: When local workers are unable or unavailable to provide longshore services.
- Comoros*
(a) All longshore activities.
- (b) Exceptions:
(1) Operation of cargo related equipment,
(2) Opening and closing of hatches,
(3) Rigging of ship's gear,
(4) Other activities, with government authorization.
- Costa Rica*
(a) Operation of equipment fixed to the ground.
- Cote d'Ivoire*
(a) All longshore activities.
(b) Exceptions:
(1) Opening and closing of hatches and
(2) Rigging of automated ship's gear.
- Croatia*
(a) All longshore activities.
(b) Exceptions:
(1) Operation of cargo related equipment on board the ship when outside of port, and
(2) Operation of specialized unloading equipment.
- Cyprus*
(a) All longshore activities.
(b) Exceptions:
(1) Opening and closing of hatches, and
(2) Rigging of ship's gear.
- Djibouti*
(a) All longshore activities.
(b) Exception: Operation of cranes aboard ship.
- Dominica*
(a) All longshore activities.
- Dominican Republic*
(a) All longshore activities.
(b) Exception: Operation of equipment with which local port workers are not familiar.
- Ecuador*
(a) All longshore activities.
- Egypt*
(a) Cargo loading and unloading activities not on board the ship.
- El Salvador*
(a) All longshore activities.
- Eritrea*
(a) All longshore activities.
- Estonia*
(a) All longshore activities.
(b) Exceptions:
(1) On-board mooring activities,
(2) Replacement of lines,
(3) Lifting and movement of ladders,
(4) Movement of vessel's equipment,
(5) Loading of food and vessel's equipment by cargo-related equipment of the vessel, and

(6) Securing of general cargo, vehicles and containers to the vessel.

Fiji

- (a) All longshore activities.
 (b) Exceptions:
 (1) Operation of cargo related equipment, except for discharging cargo,
 (2) Opening and closing hatches, and
 (3) Rigging of ship's gear.

Finland

- (a) All longshore activities.
 (b) Exceptions, when not related to cargo loading and discharge:
 (1) Operation of cargo related equipment,
 (2) Opening and closing hatches, and
 (3) Rigging of ship's gear.

Gabon

- (a) All longshore activities.

Georgia

- (a) All longshore activities.

Germany

- (a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Ghana

- (a) All longshore activities.
 (b) Exceptions:
 (1) Operation of cargo related equipment,
 (2) Opening and closing of hatches, and
 (3) Rigging of ship's gear.

Greenland

- (a) Cargo handling activities on shore.
 (b) Exception: Loading and discharging of cargo between vessel and dock by use of ship's gear.

Guatemala

- (a) All longshore activities.

Guinea

- (a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Guyana

- (a) All longshore activities.
 (b) Exceptions:
 (1) Operation of cargo related equipment aboard ship,
 (2) Opening and closing of hatches, and
 (3) Rigging of ship's gear.

Haiti

- (a) All longshore activities.

Honduras

- (a) All longshore activities.

(b) Exceptions:

- (1) Operations of cargo related equipment,
 (2) Opening and closing of hatches, and
 (3) Rigging of ship's gear.

Hong Kong

- (a) Operation of equipment on the pier.

Iceland

- (a) All longshore activities.
 (b) Exception: Operation of shipboard equipment and cranes.

India

- (a) All longshore activities
 (b) Exception: Operation of shipboard equipment that local port workers cannot operate.

Indonesia

- (a) All longshore activities.
 (b) Exceptions:
 (1) With the permission of the port administrator, when no local port workers with requisite skills are available, and
 (2) In the event of an emergency.

Ireland

- (a) All longshore activities.

Israel

- (a) All longshore activities.

Jamaica

- (a) All longshore activities.
 (b) Exceptions:
 (1) Operation of equipment integral to the vessel,
 (2) Opening and closing of hatches, jointly with local port workers, and
 (3) Rigging of ship's gear, jointly with local port workers.

Japan

- (a) All longshore activities.

Jordan

- (a) All longshore activities.

Kenya

- (a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches,
 (2) Rigging of ship's gear,
 (3) In an emergency declared by the port authority, and
 (4) Direct transfer of cargo from one ship to another.

Korea

- (a) All longshore activities.

Kuwait

- (a) All longshore activities.
 (b) Exception, when activities are declined by the port workers:

- (1) Operation of cargo related equipment,
 (2) Opening and closing of hatches, and
 (3) Rigging of ship's gear.

Liberia

- (a) Longshore activities on shore.

Lithuania

- (a) The following activities in harbor:
 (1) Loading and discharge of cargo,
 (2) Maintenance of port equipment,
 (3) Receiving and fixing of dock ropes to harbor equipment,
 (4) Transportation of cargo within the port, and
 (5) Warehousing and security.
 (b) Exception: Opening and closing of hatches.

Madagascar

- (a) All longshore activities.

Malaysia

- (a) Longshore activities on shore.
 (b) Exception: Loading and discharge of hazardous materials.

Maldiv Islands

- (a) All longshore activities.
 (b) Exceptions:
 (1) Operation of cargo related equipment aboard ship,
 (2) Opening and closing of hatches,
 (3) Rigging of ship's gear, and
 (4) Other longshore activities within port limits, when authorized by the port authority in cases when the port authority is unable to provide longshore workers.

Malta

- (a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Mauritania

- (a) All longshore activities on shore.

Mauritius

- (a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Mexico

- (a) All longshore activities.

Micronesia

- (a) All longshore activities.
 (b) Exceptions:
 (1) Operation and rigging of gear which local port workers cannot do, and
 (2) When no qualified citizens are available.

Morocco

- (a) All longshore activities.

(b) Exceptions:
 (1) Operation of ship's gear which port workers cannot operate.
 (2) Opening and closing of hatches,
 (3) Rigging of gear aboard ship, and
 (4) Fastening and unfastening containers.

Mozambique

(a) All longshore activities on shore.

Namibia

(a) Longshore activities on shore.

Nauru

(a) All longshore activities.

Netherlands

(a) All longshore activities.
 (b) Exception: Regular crew activities on board ship, including operation of cargo related equipment, opening and closing of hatches and rigging of ship's gear.

Netherlands Antilles

(a) All longshore activities.
 (b) Exceptions:
 (1) Operation of ship's gear,
 (2) Opening and closing of hatches, and
 (3) Rigging of ship's gear.

New Zealand

(a) All longshore activities.

Nicaragua

(a) All longshore activities.

Pakistan

(a) Longshore activities on shore.
 (b) Handling of mooring lines.
 (c) Exception: Operation of equipment which dock workers are not capable of operating.

Panama

(a) All longshore activities.
 (b) Exceptions:
 (1) Rigging of ship's gear,
 (2) Cargo handling operations with ship's gear, when port authority equipment is not available to load or unload a vessel.

Papua New Guinea

(a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Peru

(a) All longshore activities.
 (b) Exceptions:
 (1) Handling of certain types of hazardous cargo, and
 (2) Operation of shipboard equipment requiring special training.

Philippines

(a) All longshore activities.

(b) Exceptions:
 (1) Activities on board ship, except for loading and discharge of cargo,
 (2) Longshore activities for hazardous or polluting cargoes, and
 (3) Longshore activities on government vessels.

Poland

(a) All longshore activities.
 (b) Exceptions:
 (1) Operation of cargo-related equipment,
 (2) Opening and closing of hatches, and
 (3) Rigging of ship's gear.

Portugal (including Azores)

(a) All longshore activities.
 (b) Exceptions:
 (1) Military operations,
 (2) Operations in an emergency, when under the supervision of the maritime authorities,
 (3) Security or inspection operations,
 (4) Loading and discharge of supplies for the vessel and its crew,
 (5) Loading and discharge of fuel and petroleum products at special terminals,
 (6) Loading and discharge of chemical products if required for safety reasons,
 (7) Placing of trailers and similar material in parking areas when done before loading or after discharge,
 (8) Cleaning of the vessel, and
 (9) Loading, discharge and disposal of merchandise in other boats.

Qatar

(a) All longshore activities.

Romania

(a) All longshore activities.
 (b) Exceptions:
 (1) Operation of specialized shipboard equipment, and
 (2) Loading and discharge of cargo requiring special operations.

St. Lucia

(a) All longshore activities.

St. Vincent and the Grenadines

(a) All longshore activities.

Saudi Arabia

(a) All longshore activities.

Senegal

(a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches,
 (2) Rigging of ship's gear, and
 (3) Cargo handling when necessary to ensure the safety or stability of the vessel.

Seychelles

(a) All longshore activities.
 (b) Exceptions:

(1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Slovenia

(a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Solomon Islands

(a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

South Africa

(a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, and
 (2) Rigging of ship's gear.

Spain

(a) All longshore activities.

Sri Lanka

(a) Longshore activities on shore.

Sweden

(a) Loading and discharge of cargo.
 (b) Rigging of cargo nets, straps and wires to make ready for loading by the crane.
 (c) Cargo handling.
 (d) Line handling on the dock.

Taiwan

(a) All longshore activities.
 (b) Exceptions:
 (1) Operation of cargo-related equipment which local longshoremen cannot operate, and
 (2) Opening and closing of hatches operated automatically.

Tanzania

(a) All longshore activities.

Thailand

(a) Longshore activities on shore.
 (b) Exception: Longshore activities in private ports.

Togo

(a) All longshore activities.
 (b) Exceptions:
 (1) Operation of cargo-related equipment on board the ship, and
 (2) Opening and closing of hatches, upon the agreement of the port officer on duty.

Trinidad and Tobago

(a) All longshore activities.
 (b) Exceptions:
 (1) Opening and closing of hatches, if done automatically, and

(2) Rigging of ship's gear.

Tunisia

(a) All longshore activities.

(b) Exception: When the number of local dock workers is insufficient or when the workers are not qualified to do the work.

Uruguay

(a) Stowing, unstowing, loading and discharge, and related activities on board ships in commercial ports.

(b) Cargo handling on the docks and piers of commercial ports.

(c) Exception: Activities usually performed by the ships crew, including operation of cargo related equipment, opening and closing of hatches and rigging of ship's gear.

Vanuatu

(a) All longshore activities.

(b) Exceptions:

(1) Opening and closing of hatches, and

(2) Rigging of ship's gear.

Venezuela

(a) Longshore activities in private ports and terminals.

Western Samoa

(a) All longshore activities.

(b) Exceptions:

(1) Opening and closing of hatches, and

(2) Rigging of ship's gear.

Yemen

(a) All longshore activities.

Zaire

(a) All longshore activities.

(b) Exception: Operation of cargo related equipment, when authorized by the Port Authority.

(8 U.S.C. 1288, Pub. L. 010-649, 104 Stat, 4878)

Dated: October 27, 1995.

Daniel K. Tarullo,

Assistant Secretary, Economic and Business Affairs, Department of State.

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BILLING CODE 4710-07-M

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION**29 CFR Chapter XIV****Older Workers Benefit Protection Act of 1990 (OWBPA)****AGENCY:** Equal Employment Opportunity Commission (EEOC).**ACTION:** Initial Meeting of Negotiated Rulemaking Advisory Committee.

SUMMARY: EEOC announces the date of the first meeting of the "Negotiated Rulemaking Advisory Committee for Regulatory Guidance on Unsupervised Waivers of Rights and Claims under the Age Discrimination in Employment Act" (the Committee). A Notice of Intent to form the Committee was published in the Federal Register on August 31, 1995, 60 FR 45388, and a Notice of Establishment of the Committee was published in the Federal Register on October 20, 1995, 60 FR 54207.

DATES: The first meeting will be held on December 6-7, 1995, beginning at 10:00 a.m. on December 6. It is anticipated that the meeting will last for two days.

ADDRESSES: The meeting will be held at the EEOC headquarters, 1801 L Street NW., Washington, DC 20507.

FOR FURTHER INFORMATION CONTACT:

Joseph N. Cleary, Paul E. Boymel, or John K. Light, ADEA Division, Office of Legal Counsel, EEOC, 1801 L Street NW., Washington, DC 20507, (202) 663-4692.

SUPPLEMENTARY INFORMATION: Pursuant to General Services Administration regulations, at 41 CFR 101-6.1015(b)(2), I certify that exceptional circumstances exist that permit EEOC to give notice less than 15 days prior to the date of the meeting: this notice has been delivered to the Federal Register prior to the governmental furlough of November 14-19, 1995, but because of the furlough the notice could not be published until today. Participants had already made plans to attend the December meeting, and rescheduling would have caused substantial burden and delay.

The Committee membership list is attached as Addendum A. All Committee meetings, including the meeting of December 6-7, 1995, will be open to the public. Any member of the public may submit written comments for the Committee's consideration, and may be permitted to speak at the meeting if time permits. In addition, all Committee documents and minutes will be available for public inspection in EEOC's Library (6th floor of the EEOC Headquarters).

Persons who need assistance to review the comments will be provided with appropriate aids such as readers or print magnifiers. To schedule an appointment call (202) 663-4630 (voice), (202) 663-4630 (TDD). Copies of this notice are available in the following alternate formats: large print, braille, electronic file on computer disks, and audio tape. Copies may be obtained from the Office of Equal Employment Opportunity by calling (202) 663-4395 (voice), (202) 663-4399 (TDD).

Purpose of Meeting/Summary of Agenda

At the first meeting, the Committee will establish Committee procedures, define the scope of Committee action, and begin to discuss the unsupervised waiver legal issues that will be considered by the Committee.

Dated: November 9, 1995.

Gilbert F. Casellas,

*Chairman.***Addendum A—EEOC OWBPA Title II Negotiated Rulemaking Committee Roster**Elizabeth M. Barry—Harvard University
William H. Brown—Schnader, Harrison, Segal & Lewis

Joseph N. Cleary—Assistant Legal Counsel, EEOC

John C. Dempsey—American Federation of State, County and Municipal Employees

Raymond C. Fay—Bell, Boyd & Lloyd

Burton D. Fretz—National Senior Citizens Law Center

Peter Kilgore—National Restaurant Association

Lloyd C. Loomis—Atlantic Richfield Company

Benton J. Mathis—Drew, Eckl & Farnham

Douglas S. McDowell—Equal Employment Advisory Council

Thomas R. Meites—Meites, Frackman, Mulder & Burger

Niall A. Paul—Spilman, Thomas & Battle

Markus L. Penzel—Garrison, Phelan, Levin-Epstein & Penzel

L. Steven Platt—Arnold & Kadjan

Pamela S. Poff—Paine Webber

Michele C. Pollak—American Association of Retired Persons

Jaime Ramon—McKenna & Cuneo

Patrick W. Shea—Paul, Hastings, Janofsky, & Walker

Paul H. Tobias—Tobias, Kraus & Torchia

Ellen J. Vargyas—Legal Counsel, EEOC

[FR Doc. 95-28435 Filed 11-21-95; 9:41 am]

BILLING CODE 6570-06-M

DEPARTMENT OF THE INTERIOR**Minerals Management Service****30 CFR Chapter II****RIN 1010-AB57****Meetings of the Indian Gas Valuation Negotiated Rulemaking Committee****AGENCY:** Minerals Management Service, Interior.**ACTION:** Notice of meetings.