

shape of the original part prior to slicing. Further, the slices need not come from the same part. These requirements are consistent with current guidelines for poultry labeled "whole chicken, cut-up," where all parts need not come from the same chicken.

Feather Criteria

The feather criteria in Grade A-, B-, and C-quality poultry carcasses and parts and Grade A-quality poultry roasts will be updated. Existing standards require that poultry either be "free of feathers" or possess only a few feathers when examined at normal grading speeds. The standards will be revised to specify the number and length of protruding feathers allowed on poultry for each grade, and limit the length of hair and/or down permitted on ducks and geese. These additions reflect the Agency's actual grading interpretation and practices, and do not require a change in existing procedures.

Tentative Grade Standards

The authority for the use of the three tentative grade standards will be terminated for: (1) Ready-to-cook boneless, skinless legs and drumsticks; (2) ready-to-cook boneless, skinless products without added ingredients; and (3) cooked boneless, skinless products, without added ingredients published in the **Federal Register** on March 30, 1995 (60 FR 16428), June 12, 1995 (60 FR 3083), and February 15, 1996 (61 FR 5975), respectively.

Miscellaneous Changes

Additionally AMS will:

(1) Add poultry tenderloins and wing portions to the standards to make each eligible for grade identification. Tenderloins may be identified as Grade A-quality; and wing portions may be identified as Grade A-, B-, or C-quality parts.

(2) Allow the use of clear to semi-clear marinades and sauces for grade-identified products, provided the ingredients do not alter the applicable grade factors or detract from the appearance of the product;

(3) Revise standards for skinless carcasses and parts to include specific labeling options; and

(4) Make additional miscellaneous changes to remove obsolete material and otherwise clarify, update, simplify, and technically correct the standards. These changes are editorial or housekeeping in nature and impose no new requirements.

Dated: March 24, 1998.

Enrique E. Figueroa,

Administrator, Agricultural Marketing Service.

[FR Doc. 98-8176 Filed 3-27-98; 8:45 am]

BILLING CODE 3410-02-P

DEPARTMENT OF AGRICULTURE

Natural Resources Conservation Service

Snake River Watershed, Marshall, Pennington, and Polk Counties, MN

AGENCY: Natural Resources Conservation Service, USDA.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969; the Council on Environmental Quality Guidelines (40 CFR Part 1500); and the Natural Resources Conservation Service Guidelines (7 CFR Part 650); the Natural Resources Conservation Service, U.S. Department of Agriculture, give notice that the environmental impact statement is being prepared for Snake River Watershed, Marshall, Pennington and Polk Counties, Minnesota.

FOR FURTHER INFORMATION CONTACT: William Hunt, State Conservationist, Natural Resources Conservation Service, 375 Jackson Street, Suite 600, St. Paul, MN 55101, Telephone: (612) 602-7854.

SUPPLEMENTARY INFORMATION: The environmental assessment of this federally assisted action indicates that the project may cause significant local, regional, or national impacts on the environment. As a result of these findings, William Hunt, State Conservationist, has determined that the preparation and review of an environmental impact statement is needed for this project.

The project's purpose is to provide flood prevention in the watershed. Alternatives under consideration to reach these objectives include conservation land treatment, off-channel floodwater retarding structure, and floodway.

A draft environmental impact statement will be prepared and circulated for review by agencies and the public. The Natural Resources Conservation Service invites participation and consultation of agencies and individuals that have special expertise, legal jurisdiction, or interest in the preparation of the draft environmental impact statement. Further information on the proposed action may be obtained from William

Hunt, State Conservationist, at the above address or telephone (612) 602-7854.

(This activity is listed in the Catalog of Federal Domestic Assistance under No. 10.904—Watershed Protection and Flood Prevention—and is subject to the provisions of Executive Order 12372 which requires intergovernmental consultation with State and local officials.)

Dated: March 20, 1998.

William Hunt,

State Conservationist.

[FR Doc. 98-8226 Filed 3-27-98; 8:45 am]

BILLING CODE 3410-66-M

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

Americans With Disability Act Accessibility Guidelines for Passenger Vessels

AGENCY: Architectural and Transportation Barriers Compliance Board.

ACTION: Notice of intent to establish advisory committee.

SUMMARY: The Architectural and Transportation Barriers Compliance Board (Access Board) announces its intent to establish a Passenger Vessel Access Advisory Committee (Committee) to make recommendations for accessibility guidelines for passenger vessels covered by the Americans with Disabilities Act of 1990. The Access Board requests applications for representatives to serve on the Committee.

DATES: Applications should be received by May 14, 1998.

ADDRESSES: Applications should be sent to the Office of Technical and Information Services, Architectural and Transportation Barriers Compliance Board, 1331 F Street, NW., suite 1000, Washington, DC 20004-1111. Fax number (202) 272-5447.

Applications may also be sent via electronic mail to the Access Board at the following address: pvaac@access-board.gov.

FOR FURTHER INFORMATION CONTACT: Paul Beatty, Office of Technical and Information Services, Architectural and Transportation Barriers Compliance Board, 1331 F Street, NW., suite 1000, Washington, DC 20004-1111. Telephone number (202) 272-5434 extension 19 (Voice); (202) 272-5449 (TTY). This document is available in alternate formats (cassette tape, Braille, large print, or computer disk) upon request and is also available on the Board's Internet site (<http://>

www.access-board.gov/notices/pvaac.htm)

SUPPLEMENTARY INFORMATION: The Architectural and Transportation Barriers Compliance Board (Access Board) is responsible for developing accessibility guidelines under the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 *et seq.*) to ensure that facilities and vehicles covered by the law are readily accessible to and usable by individuals with disabilities.¹ The ADA is a comprehensive civil rights law that prohibits discrimination on the basis of disability. Title II of the ADA establishes requirements for the purchase, lease, and remanufacture of vehicles operated by State and local government entities to provide designated public transportation. 42 U.S.C. 12141, 12142, 12144. For purposes of title II of the ADA, the term "designated public transportation" means "transportation * * * by bus, rail, or any other conveyance * * * that provides the general public with general or special service (including charter service) on a regular and continuing basis."² 42 U.S.C. 12141(2). Passenger vessels such as ferries operated by State and local government entities to provide designated public transportation are thus subject to the transportation vehicle requirements of title II of the ADA.

Title III of the ADA establishes requirements for the purchase and lease of vehicles operated by private entities, who are primarily engaged in the business of transporting people and whose operations affect commerce, to provide specified public transportation. 42 U.S.C. 12184. For purposes of title III of the ADA, the term "specified public transportation" means "transportation by bus, rail, or any other conveyance * * * that provides the general public with general or special service (including charter service) on a regular

and continuing basis."³ 42 U.S.C. 12181(10). Passenger vessels such as cruise ships and excursion boats operated by private entities to provide specified public transportation are thus subject to the transportation vehicle requirements of title III of the ADA.⁴ Title III of the ADA also establishes requirements for the purchase and lease of vehicles by private entities who are not primarily engaged in the business of transporting public but operate a demand responsive or fixed route system. 42 U.S.C. 12182(b)(2) (B) and (C). For example, an amusement park or hotel that operates shuttle boats to transport patrons from a parking area to the main attraction area or hotel itself would be subject to the transportation vehicle requirements of title III of the ADA.

In addition to the transportation vehicle requirements, title III of the ADA establishes requirements for new construction and alteration of places of public accommodation operated by private entities. 42 U.S.C. 12183. There are twelve categories of places of public accommodation covered by title III of the ADA, including places of lodging, establishments serving food or drink, and places of exhibition or entertainment. 42 U.S.C. 12181(7) (A)–(L). Passenger vessels or portions of vessels that are within any of the twelve categories of places of public accommodation such as cruise ships, dinner ships, gaming boats, and sightseeing vessels are thus subject to the public accommodation requirements of title III of the ADA.⁵

As discussed above, titles II and III of the ADA cover a variety of passenger

vessels. The Access Board initially issued the Americans with Disabilities Act Accessibility Guidelines for Transportation Vehicles in 1991. 36 CFR part 1192. These guidelines primarily address bus and rail transportation systems and have been adopted as the accessibility standards for transportation vehicles by the Department of Transportation. 49 CFR part 38. When the accessibility guidelines and standards were proposed, the Access Board and the Department of Transportation recognized that passenger vessels present different design issues than buses and trains and requested information on barriers presented by passenger vessels and how to solve them. 56 FR 11848 (March 20, 1991); 56 FR 13866 (April 4, 1991). Based on comments received, the Access Board and the Department of Transportation determined that further study was necessary to develop accessibility guidelines and standards for passenger vessels. 56 FR 45558 (September 6, 1991); 56 FR 45599 (September 6, 1991). The Access Board and the Department of Transportation subsequently sponsored a study to assess the feasibility and impact of providing access to passenger vessels. Volpe National Transportation Systems Center, "Access for Persons with Disabilities to Passenger Vessels and Short Facilities: The Impact of Americans with Disabilities Act of 1990" (July 1996).⁶ Project ACTION of the National Easter Seal Society also recently completed a study that examines best practices for providing access to passenger vessels. Katherine McGuinness Associates, "Accessible Water Transportation, A Project ACTION Best Practice Study" (October 1997).⁷ Sufficient information is now available to develop accessibility guidelines and standards for passenger vessels.

The Access Board and the Department of Transportation held an informational meeting in April 1996 with organizations representing people with disabilities and the passenger vessels industry to discuss issues related to developing accessibility guidelines and standards for passenger vessels. As a result of the meeting and its experience working with interested organizations to develop accessibility guidelines, the Access Board has decided to establish a Passenger Vessels Access Advisory

¹ The Access Board is an independent Federal agency established by section 502 of the Rehabilitation Act (29 U.S.C. 792) whose primary mission is to promote accessibility for individuals with disabilities. The Access Board consists of 25 members. Thirteen are appointed by the President from among the public, a majority of who are required to be individuals with disabilities. The other twelve are heads of the following Federal agencies or their designees whose positions are Executive Level IV or above: The departments of Health and Human Services, Education, Transportation, Housing and Urban Development, Labor, Interior, Defense, Justice, Veterans Affairs, and Commerce; General Services Administration; and United States Postal Service.

² Designated public transportation does not include public school transportation, transportation by aircraft (which is covered by the Air Carrier Access Act (49 U.S.C. 1374(c))), or intercity or commuter rail transportation (which is covered by other parts of the ADA (42 U.S.C. 12161, 12162)).

³ Specified public transportation does not include transportation by aircraft (which is covered by the Air Carrier Access Act (49 U.S.C. 1374(c))).

⁴ The Department of Transportation is responsible for issuing regulations to implement the transportation vehicle requirements of title III of the ADA. 42 U.S.C. 12186(a)(1). The Department of Transportation has interpreted specified public transportation to include cruise ships. 56 FR 45600 (September 6, 1991). Regarding foreign-flag cruise ships, the Department of Transportation has noted that the United States has jurisdiction over foreign-flag ships in its ports but its ability to enforce its laws and regulations may be limited where the terms of a law or regulation are in conflict with the terms of an international treaty. *Id.* The Department of Transportation has indicated that it would structure any regulatory requirements affecting foreign-flag ships to avoid such conflicts. *Id.*

⁵ The Department of Justice is responsible for issuing regulations to implement the public accommodation requirements of title III of the ADA. 42 U.S.C. 12186(b). Under the Department of Justice regulations, places of public accommodation on passenger vessels are covered by the public accommodation requirements of title III of the ADA. 28 CFR part 36, appendix B (see p. 613 of the July 1, 1997 edition). Thus, some passenger vessels such as cruise ships are subject to both the transportation vehicle and public accommodation requirements of title III of the ADA.

⁶ The report may be purchased from the National Technical Information Service by calling (703) 605-6000 and requesting publication number PB 97146948.

⁷ The report may be obtained from Project ACTION by calling (202) 347-3066 (voice) or (202) 347-7385 (TTY).

Committee (Committee). The Department of Transportation and the U.S. Coast Guard will work with the Committee. The Committee will make recommendations on issues such as:

- Types of passenger vessels to be addressed by the accessibility guidelines;
- Barriers to the use of such vessels by persons with disabilities;
- Solutions to such barriers, if known, categorized by disability (different solutions may be needed for different disabilities) and research on such barriers; and
- Contents of the accessibility guidelines.

The Committee will be expected to present a report with its recommendations within 18 months of the Committee's first meeting.

The Access Board requests applications for representatives of the following interests for membership on the Committee:

- Owners and operators of various passenger vessels;
- Designers or manufacturers of passenger vessels;
- Individuals with disabilities; and
- Others affected by accessibility guidelines for passenger vessels.

The number of Committee members will be limited to effectively accomplish the Committee's work and will be balanced in terms of interests represented. Organizations with similar interests are encouraged to submit a single application to represent their interest.

Applications should be sent to the Access Board at the address listed at the beginning of this notice. The application should include the representative's name, title, address, and telephone number; a statement of the interests represented; and a description of the representative's qualifications, including knowledge of accessible design and any experience making passenger vessels accessible to individuals with disabilities.

Committee members will not be compensated for their service. The Access Board, at its own discretion, may pay travel expenses for a limited number of persons who would otherwise be unable to participate on the Committee. Committee members will serve as representatives of their organizations, not as individuals. They will not be considered special government employees and will not be required to file confidential financial disclosure reports.

After the applications have been reviewed, the Access Board will publish a notice in the **Federal Register** announcing the appointment of

Committee members and the first meeting of the Committee. The first meeting of the Committee is tentatively scheduled for September 1998 in Washington, DC. The Committee will operate in accordance with the Federal Advisory Committee Act, 5 U.S.C. app 2. Committee meetings usually will be held in Washington, DC. Each meeting will be open to the public. A notice of each meeting will be published in the **Federal Register** at least fifteen days in advance of the meeting. Records will be kept of each meeting and made available for public inspection. Although the Committee will be limited in size, there will be opportunities for the public to present written information to the Committee, participate through subcommittees, and to comment at Committee meetings.

Thurman M. Davis, Sr.,

Chair, U.S. Architectural and Transportation Barriers Compliance Board.

[FR Doc. 98-8264 Filed 3-27-98; 8:45 am]

BILLING CODE 8150-01-P

DEPARTMENT OF COMMERCE

Bureau of Export Administration

Action Affecting Export Privileges; New World Transtechnology; Order Denying Permission to Apply for or Use Export Licenses

On December 20, 1996, New World Transtechnology was convicted in the United States District Court for the Southern District of Texas of violating the International Emergency Economic Powers Act (50 U.S.C.A. 1701-1706 (1991 & Supp. 1997)) (IEEPA). New World Transtechnology was convicted on one count of knowingly and willfully attempting and causing to be exported, to the People's Republic of China, three Sun Microsystems SPARCstation computers without the required validated export license or other authorization from the U.S. Department of Commerce, and one count of knowingly and willfully attempting to export and attempting to cause to be exported from the United States to the Commonwealth of Hong Kong, for transshipment to the People's Republic of China, a MIPS Magnum 4000 PC-50 Advanced RISC computer without the required validated export license or other authorization from the U.S. Department of Commerce.

Section 11(h) of the Export Administration Act of 1979, as amended (50 U.S.C.A. app. Sections 2401-2420

(1991 & Supp. 1997)) (the Act),¹ provides that, at the discretion of the Secretary of Commerce,² no person convicted of violating IEEPA, or certain other provisions of the United States Code, shall be eligible to apply for or use any license, including any License Exception, issued pursuant to, or provided by, the Act or the Export Administration Regulations (currently codified at 15 CFR Parts 730-774 (1997)) (the Regulations), for a period of up to 10 years from the date of the conviction. In addition, any license issued pursuant to the Act in which such a person had any interest at the time of conviction may be revoked.

Pursuant to Sections 766.25 and 750.8(a) of the Regulations, upon notification that a person has been convicted of violating IEEPA, the Director, Office of Exporter Services, in consultation with the Director, Office of Export Enforcement, shall determine whether to deny that person permission to apply for or use any license, including any License Exception, issued pursuant to, or provided by, the Act and the Regulations, and shall also determine whether to revoke any license previously issued to such a person.

Having received notice of New World Transtechnology's conviction for violating IEEPA and following consultations with the Acting Director, Office of Export Enforcement, I have decided to deny New World Transtechnology permission to apply for or use any license, including any License Exception, issued pursuant to, or provided by, the Act and the Regulations, for a period of 10 years from the date of its conviction. The 10-year period ends on December 20, 2006. I have also decided to revoke all licenses issued pursuant to the Act in which New World Transtechnology had an interest at the time of its conviction.

Accordingly, *it is hereby ordered*

I. Until December 20, 2006, New World Transtechnology, 417 Church Street, Apartment 25, Galveston, Texas 77550, may not, directly or indirectly, participate in any way, in any transaction involving any commodity, software or technology (hereinafter collectively referred to as "item")

¹ The Act expired on August 20, 1994. Executive Order 12924 (3 CFR, 1994 Comp. 917 (1995)), extended by Presidential Notices of August 15, 1995 (3 CFR, 1995 Comp. 501 (1996)), August 14, 1996 (3 CFR, 1996 Comp. 298 (1997)), and August 13, 1997 (62 FR 43629, August 15, 1997), continued the Export Administration Regulations in effect under IEEPA.

² Pursuant to appropriate delegations of authority, the Director, Office of Exporter Services, in consultation with the Director, Office of Export Enforcement, exercises the authority granted to the Secretary by Section 11(h) of the Act.