

Territory of Guam; Declaration of Disaster Loan Area (Declaration of Disaster Loan Area #2791)

The Territory of Guam is hereby declared a disaster area as a result of damages caused by a fire at the Hafa Adai Exchange which occurred on June 16, 1995. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on August 28, 1995 and for economic injury until the close of business on March 28, 1996 at the address listed below: U.S. Small Business Administration, Disaster Area 4 Office, P.O. Box 13795, Sacramento, CA 95853-4795, or other locally announced locations.

The interest rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with credit available elsewhere	8.000
Homeowners without credit available elsewhere	4.000
Businesses with credit available elsewhere	8.000
Businesses and non-profit organizations without credit available elsewhere	4.000
Others (including non-profit organizations) with credit available elsewhere	7.125
<i>For Economic Injury:</i>	
Businesses and small agricultural cooperatives without credit available elsewhere	4.000

The number assigned to this disaster for physical damage is 279105 and for economic injury the number is 855200.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008).

Dated: June 28, 1995.

Cassandra M. Pulley,
Acting Administrator.

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[Docket No. 301-93]

Termination of Investigation: Barriers to Access to the Auto Parts Replacement Market in Japan

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of determination to terminate the investigation pursuant to sections 301(b) and 304(a)(1)(B) of the Trade Act of 1974, as amended (Trade Act) (19 U.S.C. 2411(b) and 2414(a)(1)(B)) and notice of monitoring

pursuant to section 306 of the Trade Act (19 U.S.C. 2416).

SUMMARY: On May 10, 1995, the United States Trade Representative (USTR) determined pursuant to section 304(a)(1)(A) of the Trade Act that certain acts, policies and practices of Japan are unreasonable and discriminatory and burden or restrict U.S. commerce. Having reached a satisfactory resolution of the issues under investigation, the USTR has determined pursuant to sections 301(b) and 304(a)(1)(B) that the appropriate action in this case is to terminate this investigation and to monitor compliance with this Agreement in accordance with section 306 of the Trade Act.

EFFECTIVE DATE: This investigation was terminated effective June 28, 1995.

ADDRESSES: Office of the United States Trade Representative, 600 17th Street, N.W., Washington, D.C. 20508.

FOR FURTHER INFORMATION CONTACT: David Burns, Senior Advisor for Japan, (202) 395-5050, or James Southwick, Assistant General Counsel, (202) 395-37203.

SUPPLEMENTARY INFORMATION: On October 1, 1994, the USTR initiated an investigation pursuant to section 302(b) of the Trade Act to determine whether specific barriers to access to the auto parts replacement and accessories market ("after-market") in Japan are unreasonable or discriminatory and burden or restrict U.S. commerce. See 59 FR 52034 (October 13, 1994). On May 10, 1995, the USTR, pursuant to section 304(a)(1)(A)(ii) of the Trade Act, determined that the practices under investigation were unreasonable and discriminatory and burden or restrict U.S. commerce and requested comment on a proposed action. See 60 FR 26745 (May 18, 1995). The USTR found that the Japanese market for replacement auto parts is restricted by a complex system that is not reasonable or justifiable. This system channels most repair work to government-certified garages that uses very few foreign parts, and the system restricts the development of other garages more likely to carry and use foreign parts. In addition, even minor additions of accessories to motor vehicles require a full vehicle inspection and tax payment, which severely limits opportunities for U.S. automotive accessories suppliers.

On June 28, 1995 after extensive negotiations, the United States and Japan reached agreement on measures to deregulate the replacement parts and accessories market in Japan. Specifically, Japan has agreed to: (a) Immediately deregulate the following

items on the critical parts list—struts, shocks, power steering, and trailer hitches; (b) conduct a one-year review of the critical parts list with the goal of deregulating any parts that are not central to health and safety concerns; (c) implement a petition procedure under which the Ministry of Transport will respond within 30 days to requests that a critical part be removed from the list; (d) with respect to accessories, no longer require Ministry of Transport (MOT) inspection for modifications attached to autos by any means other than welding and riveting; (e) issue regulations to establish a "specialized certified garage" system for garages that specialize in the repair of any combination of vehicle systems on the critical parts list and not require repairs by these garages to be subject to MOT inspection; (f) reduce the number of government-approved mechanics for "designated" garages from 3 to 2 and for "certified" garages from 2 to 1; and (g) permit "certified" garages with 5 mechanics to conduct the periodic inspections as "special designated garages."

On the basis of the commitments contained in this Agreement and in the expectation that these commitments will be fully implemented, the USTR has decided to terminate this investigation. Consequently, although the acts, policies, and practices under investigation are unreasonable and discriminatory and burden or restrict U.S. commerce and would have warranted action in response if an agreement had not been reached, the USTR has decided that the appropriate action is to terminate the investigation. Thus the action proposed in the May 18, 1995, notice will not be taken. The USTR will monitor Japan's compliance with this Agreement pursuant to section 306 of the Trade Act.

Irving A. Williamson,
Chairman, Section 301 Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Southwest Florida International Airport, Ft. Myers, Florida

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the revised future