media note released on December 21, 2004.

In order for shrimp harvested with Turtle Excluder Devices (TEDs) in an uncertified nation to be eligible for importation into the United States under the exemption: "Shrimp harvested by commercial shrimp trawl vessels using TEDs comparable in effectiveness to those required in the United States", the Department of State must determine in advance that the government of the harvesting nation has put in place adequate procedures to ensure the accurate completion of the DS–2031 forms. At this time, the Department has made such a determination only with respect to Australia, Brazil and France. Thus, the importation of TED-caught shrimp from any other uncertified nation will not be allowed. For Brazil, only shrimp harvested in the northern shrimp fishery are eligible for entry under this exemption. For Australia, shrimp harvested in the Exmouth Gulf Prawn Fishery, the Northern Prawn Fishery, the Queensland East Coast Trawl Fishery and the Torres Strait Prawn Fishery is eligible for entry under this exemption. For France, shrimp harvested in the French Guiana domestic trawl fishery are eligible for entry under this exemption.

In addition, the Department has already made a determination with regard to wild-harvest shrimp harvested in the Spencer Gulf region in Australia. This product may be exported to the U.S. using a DS–2031 under the exemption for "shrimp harvested in a manner or under circumstances determined by the Department of State not to pose a threat of the incidental taking of sea turtles." An official of the Government of Australia still also must certify the DS–2031.

Dated: May 12, 2010.

David A. Balton,

Deputy Assistant Secretary for Oceans and Fisheries, Department of State.

[FR Doc. 2010–11846 Filed 5–17–10; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 7014]

Shipping Coordinating Committee; Notice of Committee Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 9:30 a.m. on Tuesday, June 8, 2010, in Room 6103 of the United States Coast Guard Headquarters Building, 2100 Second Street, SW., Washington, DC 20593–0001. The primary purpose of the meeting is to prepare for the International Maritime Organization (IMO) Diplomatic Conference to amend the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 and the Seafarers' Training, Certification and Watchkeeping (STCW) Code (STCW CONF.2) to be held at the Philippine International Convention Center (PICC), in Manila, The Philippines, from June 21 to June 25, 2010.

The primary matters to be considered include:

— Adoption of the agenda
— Adoption of the Rules of Procedure
— Election of Vice-Presidents and other officers of the Conference
— Appointment of the Credentials Committee
— Organization of the work of the Conference, including the establishment of other committees, as necessary
— Consideration of the draft amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978
— Consideration of the draft amendments to the Seafarers' Training, Certification and Watchkeeping (STCW) Code
— Consideration of draft resolutions and recommendations and related matters
— Consideration of the reports of the credentials committees and other committees
— Adoption of the Final Act and any instruments, resolutions and recommendations resulting from the work of the Conference
— Signature of the Final Act of the Conference

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, those who plan to attend should contact the meeting coordinator, Ms. Zoe Goss, by e-mail at *zoe.a.goss@uscg.mil,* by phone at (202) 372–1425, by fax at (202) 372–1925, or in writing at Commandant (CG–5212), U.S. Coast Guard, 2100 2nd Street, SW., Stop 7126, Washington, DC 20593–7126. A member of the public requesting reasonable accommodation should make such request prior to Tuesday, June 1, 2010, 7 days prior to the meeting date. Requests made after this date may not be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited. Additional information regarding this and other IMO SHC public meetings may be found at: *http://www.uscg.mil/imo.*

Dated: May 11, 2010.

Jon Trent Warner,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. 2010–11855 Filed 5–17–10; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 7015]

Shipping Coordinating Committee; Notice of Committee Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 9 a.m. on Wednesday, June 23, 2010, in Conference Room 05–1224 of the United States Coast Guard Headquarters Building, 2100 Second Street, SW., Washington, DC 20593–0001. The primary purpose of the meeting is to prepare for the eighteenth Session of the International Maritime Organization (IMO) Subcommittee on Flag State Implementation (FSI) to be held at the IMO headquarters in London, United Kingdom, from July 5 to July 9, 2010.

The primary matters to be considered include:

—Adoption of the agenda;
—Decisions of other IMO bodies;
—Responsibilities of Governments and measures to encourage Flag State compliance;
—Mandatory reports under International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78);
—Port reception facilities-related issues;
—Casualty statistics and investigations;
—Harmonization of port State control activities;
—Port State Control (PSC) Guidelines on seafarers' working hours and PSC guidelines in relation to the Maritime Labour Convention, 2006;
—Development of guidelines on port State control under the 2004 Ballast Water Management (BWM) Convention;
— Review of Guidelines for the inspection of anti-fouling systems on ships;
—Comprehensive analysis of difficulties encountered in the implementation of IMO instruments;