

6. Report on the Meeting of the Governing Board at the Ministerial Level
7. Review of Recent Political Events and their Impact on Oil Supply
  - Review of IEA emergency responses
  - Iraq
8. Report on Current Activities of the IAB
9. Other Policy and Legislative Developments in Member Countries
10. Activities with Non-Member Countries and International Organizations
  - Workshop on ASEAN Oil Security and Emergency Preparedness, Fall, 2003
  - Update on Stockholding Conference, Berlin, Sept. 19, 2003
  - Joint Oil Data Initiative (JODI), Cairo, Fall, 2003
  - Stockbuilding Workshop in India, late Fall, 2003
  - Update on China's Stockbuilding
  - Comparison of IEA and European Union Stockholding Obligations
11. Other Emergency Response Activities
  - Results of Questionnaire on Minimum Operating Requirements
12. Emergency Response Reviews of IEA Member and Candidate Countries
  - Revised Schedule of Emergency Response Reviews for 2003–2004
13. Other Documents for Information
  - Emergency Reserve Situation of IEA Member Countries on April 1, 2003
  - Emergency Reserve Situation of IEA Candidate Countries on April 1, 2003
  - Monthly Oil Statistics: March 2003
  - Base Period Final Consumption (BPFC): 2Q2002–1Q2003
  - Quarterly Oil Forecast: Second Quarter 2003
  - Panel of Arbitrators: Curriculum Vitae of J. Pešek
  - Update of Emergency Contacts List
14. Other Business
  - Dates of Next Meetings:
  - November 18–20, 2003
  - March 16–18, 2004

As provided in section 252(c)(1)(A)(ii) of the Energy Policy and Conservation Act (42 U.S.C. 6272(c)(1)(A)(ii)), this meeting is open only to representatives of members of the IAB and their counsel; representatives of members of the SEQ; representatives of the Departments of Energy, Justice, and State, the Federal Trade Commission, the General Accounting Office, Committees of Congress, the IEA, and the European Commission; and invitees of the IAB, the SEQ, or the IEA.

Issued in Washington, DC, June 3, 2003.

**Samuel M. Bradley,**  
*Assistant General Counsel for International and National Security Programs.*

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## FARM CREDIT ADMINISTRATION

### Farm Credit Administration Board; Sunshine Act Meeting

**AGENCY:** Farm Credit Administration.

**SUMMARY:** Notice is hereby given, pursuant to the Government in the Sunshine Act (5 U.S.C. 552b(e)(3)), of the regular meeting of the Farm Credit Administration Board (Board).

**DATES:** The regular meeting of the Board will be held at the offices of the Farm Credit Administration in McLean, Virginia, on June 12, 2003, from 9 a.m. until such time as the Board concludes its business.

**FOR FURTHER INFORMATION CONTACT:** Jeanette C. Brinkley, Secretary to the Farm Credit Administration Board, (703) 883–4009, TTY (703) 883–4056.

**ADDRESSES:** Farm Credit Administration, 1501 Farm Credit Drive, McLean, Virginia 22102–5090.

**SUPPLEMENTARY INFORMATION:** Parts of this meeting of the Board will be open to the public (limited space available), and parts will be closed to the public. In order to increase the accessibility to Board meetings, persons requiring assistance should make arrangements in advance. The matters to be considered at the meeting are:

#### Open Session

##### A. Approval of Minutes

May 8, 2003 (open and closed).

##### B. Reports

- Corporate Approvals;
- FCS Building Association Quarterly Report;
- Allowance for Loan Loss Update;
- Financial Institution Rating System (FIRS)—Capital Discussion.

#### Closed Session \*

##### New Business

- OSMO Quarterly Report.

\*Session closed-exempt pursuant to 5 U.S.C. 552b(c)(8) and (9).

Dated: June 4, 2003.

**Jeanette C. Brinkley,**  
*Secretary, Farm Credit Administration Board.*

[FR Doc. 03–14543 Filed 6–5–03; 11:13 am]

**BILLING CODE 6705–01–P**

## FEDERAL MARITIME COMMISSION

### Controlled Carriers Under the Shipping Act of 1984

June 3, 2003.

**AGENCY:** Federal Maritime Commission.

**ACTION:** Notice.

**SUMMARY:** The Federal Maritime Commission is publishing an updated list of controlled carriers, *i.e.*, ocean common carriers operating in U.S.-foreign trades that are owned or controlled by foreign governments. Such carriers are subject to special regulatory oversight by the Commission under the Shipping Act of 1984.

#### FOR FURTHER INFORMATION CONTACT:

Amy W. Larson, Acting General Counsel, Federal Maritime Commission, 800 North Capitol Street, NW., Washington, DC 20573, (202) 523–5740.

**SUPPLEMENTARY INFORMATION:** The Federal Maritime Commission is publishing an updated list of controlled carriers. Section 3(8) of the Shipping Act of 1984 (“Shipping Act”), 46 U.S.C. app. section 1702(3), defines a “controlled carrier” as:

An ocean common carrier that is, or whose operating assets are, directly or indirectly, owned or controlled by a government; ownership or control by a government shall be deemed to exist with respect to any carrier if—

(A) a majority portion of the interest in the carrier is owned or controlled in any manner by that government, by any agency thereof, or by any public or private person controlled by that government; or

(B) that government has the right to appoint or disapprove the appointment of a majority of the directors, the chief operating officer, or the chief executive officer of the carrier.

As required by the Shipping Act, controlled carriers are subject to special oversight by the Commission. Section 9(a) of the Shipping Act, 46 U.S.C. app. section 1708(a), states, in part:

No controlled carrier subject to this section may maintain rates or charges in its tariffs or service contracts, or charge or assess rates, that are below a level that is just and reasonable, nor may any such carrier establish, maintain, or enforce unjust or unreasonable classifications, rules, or regulations in those tariffs or service contracts. An unjust or unreasonable classification, rule, or regulation means one that results or is likely to result in the carriage or handling of cargo at rates or charges that are below a just and reasonable level. The Commission may, at any time after notice and hearing, prohibit the publication or use of any rates, charges, classifications, rules, or regulations that the controlled carrier has failed to demonstrate to be just and reasonable.