

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33576, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW Washington, DC 20423-0001 and served on: Jo A. DeRoche, Weiner, Brodsky, Sidman & Kider, P.C., Suite 800, 1350 New York Avenue, NW Washington, DC 20005-4797.

Decided: April 1, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 98-9421 Filed 4-9-98; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33577]

#### Minnesota Commercial Railway Co.— Lease and Operation Exemption— Burlington Northern Santa Fe Railway Co.

Minnesota Commercial Railway Co (MC), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from The Burlington Northern and Santa Fe Railway Company (BNSF), its "Hugo Line" between Roseville and Hugo, MN, a total of 16 miles of track. MC has been operating over the Hugo Line and related BNSF track under local trackage rights. The lease will supersede the trackage rights on the Hugo Line, and MC will become exclusive operator of the line, assuming all maintenance and common carrier duties on that line.

The transaction is expected to be consummated on or shortly after April 24, 1998.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33577, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each

pleading must be served on Eugenia Langan, Esq., Shea & Gardner, 1800 Massachusetts Avenue, NW., Washington, DC 20036.

Decided: April 2, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 98-9420 Filed 4-9-98; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Departmental Offices; Debt Management Advisory Committee, Meeting

Notice is hereby given, pursuant to 5 U.S.C. App. 10(a)(2), that a meeting will be held at the U.S. Treasury Department, 15th and Pennsylvania Avenue, NW., Washington, DC, on May 5, 1998, of the following debt management advisory committee:

The Bond Market Association  
Treasury Borrowing Advisory  
Committee

The agenda for the meeting provides for a technical background briefing by Treasury staff, followed by a charge by the Secretary of the Treasury or his designate that the committee discuss particular issues, and a working session. Following the working session, the committee will present a written report of its recommendations.

The background briefing by Treasury staff will be held at 9:15 a.m. Eastern time and will be open to the public. The remaining sessions and the committee's reporting session will be closed to the public, pursuant to 5 U.S.C. App. 10(d).

This notice shall constitute my determination, pursuant to the authority placed in heads of departments by 5 U.S.C. App. 10(d) and vested in me by Treasury Department Order No. 101-05, that the closed portions of the meeting are concerned with information that is exempt from disclosure under 5 U.S.C. 552b(c)(9)(A). The public interest requires that such meetings be closed to the public because the Treasury Department requires frank and full advice from representatives of the financial community prior to making its final decision on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community. When so utilized, such a committee is recognized to be an advisory committee under 5 U.S.C. App. 3.

Although the Treasury's final announcement of financing plans may not reflect the recommendations provided in reports of the advisory committee, premature disclosure of the committee's deliberations and reports would be likely to lead to significant financial speculation in the securities market. Thus, these meetings fall within the exemption covered by 5 U.S.C. 552b(c)(9)(A).

The Office of the Assistant Secretary for Financial Markets is responsible for maintaining records of debt management advisory committee meetings and for providing annual reports setting forth a summary of committee activities and such other matters as may be informative to the public consistent with the policy of 5 U.S.C. 552b.

Dated: April 6, 1998.

**Gary Gensler,**

Assistant Secretary (Financial markets).

[FR Doc. 98-9496 Filed 4-9-98; 8:45 am]

BILLING CODE 4810-25-M

## DEPARTMENT OF THE TREASURY

### Customs Service

#### Announcement of National Customs Automation Program Test; Semi- Monthly Statement Processing Prototype; Correction

AGENCY: Customs Service, Treasury.

ACTION: General notice; correction.

**SUMMARY:** Customs published a document in the **Federal Register** of March 30, 1998, announcing Customs plan to test the semi-monthly filing and statement processing program (semi-monthly processing), and inviting all eligible importers to participate. Customs wishes to correct some language to clarify one of the procedures for the test set forth in the document.

**FOR FURTHER INFORMATION CONTACT:** For inquiries regarding the specifics of the semi-monthly processing prototype contact Rosalyn McLaughlin-Nelson at (703) 921-7494. Individual port contact persons will be provided to the participants at a later date. For inquiries regarding the eligibility of specific importers, contact Margaret Fearon, Process Analysis and Requirements Team (202) 927-1413.

### Correction

In the **Federal Register** (63 FR 15259) published on March 30, 1998, in FR Doc. 98-8220, on page 15260 in the first column, under the heading III. Procedures and Restrictions, the first

two paragraphs are corrected to read as follows:

For the semi-monthly processing prototype, the following restrictions will be placed on the importers:

1. Initially, only merchandise entered for consumption or withdrawn from a Customs bonded warehouse or Foreign Trade Zone for consumption at the following ports will be eligible for the semi-monthly processing prototype:

Dated: April 6, 1998.

**Charles W. Winwood,**

*National Trade Compliance Process Owner.*

[FR Doc. 98-9440 Filed 4-9-98; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Customs Service

#### Tariff Classification of Drilled Softwood Lumber

**AGENCY:** U.S. Customs Service, Department of Treasury.

**ACTION:** General notice.

**SUMMARY:** On October 27, 1997, Customs published a **Federal Register** document soliciting comments regarding the commercial uses of wood studs with drilled holes. Based on the comments received, it has been decided to proceed, pursuant to section 625(c)(1), Tariff Act of 1930 (19 U.S.C. 1625(c)(1)), with a notice advising interested parties that Customs proposes to revoke the ruling that was the subject of that solicitation of comments.

**FOR FURTHER INFORMATION CONTACT:** Josephine Baiaomonte, Textile Classification Branch, (202) 927-2394.

#### SUPPLEMENTARY INFORMATION:

##### Background

On October 27, 1997, Customs published a **Federal Register** document (62 FR 55667) soliciting comments regarding the commercial uses of wood studs with drilled holes. Based on the comments received, it has been decided to proceed, pursuant to section 625(c)(1), Tariff Act of 1930 (19 U.S.C. 1625(c)(1)), as amended by section 623 of Title VI (Customs Modernization) of the North American Free Trade Agreement Implementation Act (Pub. L. 103-182, 107 Stat. 2057), with a notice advising interested parties that Customs proposes to revoke the ruling that was the subject of that solicitation of comments. Comments on the proposed action will be entertained during the 30 day period following publication of the notice of proposed action in the

Customs Bulletin pursuant to section 625(c)(1).

**Douglas M. Browning,**

*Acting Commissioner of Customs.*

Approved: April 6, 1998.

**John P. Simpson,**

*Deputy Assistant Secretary of the Treasury.*

[FR Doc. 98-9530 Filed 4-9-98; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Customs Service

#### Announcement of Program Test: Collection of Truck User Fees at Houlton, Maine and Champlain, New York by Means of Electronic Commerce Technology

**AGENCY:** Customs Service, Treasury.

**ACTION:** General notice.

**SUMMARY:** This notice announces Customs plan to test a simplified procedure pertaining to the collection of commercial truck user fees at the ports located at Houlton, Maine and Champlain, New York. The test will allow for the payment of the fees by use of electronic commerce technology, and is designed to reduce the manual collection and processing of cash fees by Customs Inspectors at truck booths at these two ports, thus, allowing them to focus on inspectional work. Public comments concerning any aspect of the test are solicited.

**EFFECTIVE DATES:** This test will commence no earlier than May 11, 1998 and will run for approximately six months, with evaluations of the program occurring periodically. Comments must be received on or before May 11, 1998.

**ADDRESSES:** Written comments regarding this notice or any aspect of this test should be addressed to Richard Wilcox, North Atlantic Customs Management Center, 10 Causeway Street, Suite 801, Boston, Massachusetts 02222-1056.

**FOR FURTHER INFORMATION CONTACT:** Supervisory Customs Inspector Dennis Grenier, Port Trade Compliance Process Owner, Houlton, Maine, (207) 532-2131; or, Richard Wilcox, North Atlantic Customs Management Center, Boston, Massachusetts, (617) 565-6324.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Customs Regulations pertaining to the collection of certain user fees for Customs Services provide that these fee payments shall be in the amounts prescribed and shall be in U.S. currency, or by check or money order

payable to the United States Customs Service, in accordance with the provisions of § 24.1 (19 CFR 24.1). See 19 CFR 24.22(i)(1). In the case of commercial trucks, the fees are \$5.00 per arrival, unless a \$100.00 prepayment has been made for the calendar year and a decal has been affixed to the vehicle windshield to show that the vehicle is exempt from payment of the fee on an individual arrival basis during the applicable calendar year. See 19 CFR 24.22(c).

This fee collection procedure has tasked Customs officers for years to collect the \$5.00 user fee, in cash, from those commercial trucks that do not display an annual decal. In general, there are several problems which arise from this cash collection system. On the remitting side, often, the driver has no cash or only has foreign currency. On the collection side, Customs officers must spend many hours each day collecting, verifying, reporting, depositing, and administering this system, which keeps them from attending to inspectional and supervisory work. Further, large trucking companies complain that, because of the way the present user fee system operates, *i.e.*, it is only economical to purchase annual decals for those trucks that are routinely utilized in cross-border deliveries, the non-decaled portion of their commercial trucking fleets have become "captive" to utilization in less profitable ventures. These large trucking companies argue that if all their trucks could be utilized for timely cross-border work, this circumstance would enable them to employ their resources more efficiently and profitably.

As an example, under the present fee collection procedure followed at the Houlton, Maine, port of entry, the Customs inspector visually checks the truck window for the presence of a decal. If there is a decal, the inspector proceeds to the entry/examination/release cargo process. If there is no decal, the inspector must collect \$5.00 in U.S. currency, as required by § 24.22(i)(1), Customs Regulations (19 CFR 24.22(i)(1)). Should the driver wish to purchase a decal at the time he drives up to the booth, the inspector will have the driver park the truck and go into the Customs/INS lobby area and purchase the decal there. If the driver has neither the decal nor the U.S. \$5.00, then the driver is told to park the truck and ask the customs broker preparing the entry for the \$5.00 to pay the fee. Should this not occur, the driver must wait until either another driver lends him the \$5.00 or a trucking company representative arrives at the port with