

proposed action and the EIS/4(f) evaluation should be directed to the Colorado Department of Transportation at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: December 22, 1997.

**Ronald A. Sperial,**

*Environmental/ROW Program Manager,  
Colorado Division, Federal Highway  
Administration, Lakewood, Colorado.*

**Louis F. Mraz Jr.,**

*Regional Administrator, Federal Transit  
Administration, Region VIII, Denver,  
Colorado.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 32940 (Sub-No. 1)]

#### **Buffalo & Pittsburgh Railroad, Inc.; Trackage Rights Exemption—Pittsburg & Shawmut Railroad, Inc.**

Pittsburg & Shawmut Railroad, Inc. (PSR), a Class III rail carrier, has agreed to grant overhead trackage rights to Buffalo & Pittsburgh Railroad, Inc. (BPRR), a Class II rail carrier, over approximately 7.4 miles of rail line in the State of Pennsylvania on PSR's Laurel Subdivision between milepost 60.0, near Falls Creek, and milepost 67.0, near East Dubois, together with approximately 2,200 feet of connecting track between PSR's Laurel Subdivision and BPRR's Wharton Subdivision (at approximately mileposts 3.3 and 3.4) (collectively, the subject lines).<sup>1</sup>

The purpose of the trackage rights is to allow BPRR to shift traffic from a portion of its Wharton subdivision that is in need of rehabilitation to the subject lines that are in better condition, and to allow BPRR to continue to serve its local customers in a safe and more efficient manner.

As a condition to this exemption, any employees affected by the trackage rights will be protected as required by 49 U.S.C. 11326(b), subject to the procedural interpretations of the analogous statutory provisions at 49 U.S.C. 10902 contained in the Board's

decision in *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad Company*, STB Finance Docket No. 33116 (STB served Apr. 17, 1997) (*WCL Exemption*).

The transaction is scheduled to be consummated on or after December 22, 1997.<sup>2</sup>

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 32940 (Sub-No. 1) must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Eric M. Hockey, Esq., Gollatz, Griffin & Ewing, P.C., 213 W. Miner Street, P.O. Box 796, West Chester PA 19381-0796.

Decided: December 22, 1997.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 97-34021 Filed 12-30-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-312 (Sub-No. 2X)]

#### **South Carolina Central Railroad Company, Inc., d/b/a Carolina Piedmont Division—Abandonment Exemption—in Greenville County, SC**

On December 12, 1997, South Carolina Central Railroad Company, Inc., d/b/a Carolina Piedmont Division (CPDR), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon two segments of a line of railroad extending from: (1) railroad milepost AJK 585.34, in East Greenville, SC, to railroad milepost AJK 588.63 in Greenville, SC; and (2) railroad milepost 0.0 to railroad milepost 2.0 in Greenville, a total distance of 5.29 miles, in Greenville County, SC. The

line traverses U.S. Postal Service Zip Codes 29602 and 29607. CPDR has indicated that there are no stations on the line.

The line does not contain federally granted rights-of-way. Any documentation in CPDR's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 1, 1998.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a \$900 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than January 20, 1998. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-312 (Sub-No. 2X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) Karl Morell, Ball Janik LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at (202) 565-1695.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation.

Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The

<sup>1</sup> The trackage rights agreement filed in STB Finance Docket No. 32940 (Sub-No. 1) will amend the trackage rights agreement between the parties, dated May 2, 1996, to include these additional rights.

<sup>2</sup> The notice to employees discussed in *WCL Exemption* and recently adopted as a requirement for certain transactions in *Acquisition of Rail Lines Under 49 U.S.C. 10901 and 10902—Advance Notice of Proposed Transactions*, STB Ex Parte No. 562 (STB served Sept. 9, 1997), does not apply to exempt trackage rights transactions.

deadline for submission of comments on the EA will generally be within 30 days of its service.

Decided: December 22, 1997.

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

**Vernon A. Williams,**

*Secretary.*

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## DEPARTMENT OF THE TREASURY

### International Trade Data System Project Office; Proposed Collection; Comment Request

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3505(c)(2)(A)). Currently, the International Trade Data System Project Office within the Department of the Treasury is soliciting comments concerning the migration of the North American Trade Automation Prototype (NATAP) from a prototype to an operational pilot, and the pilot of the International Trade Prototype both of which will operate under the International Trade Data System (ITDS).

**DATES:** Written comments should be received on or before April 5, 1998. To be assured of consideration.

**ADDRESSES:** Direct all written comments to The Department of the Treasury, International Trade Data Systems Project Office, Attn: William Nolle, 1300 Pennsylvania Ave. NW., Suite 4000, Washington, DC 20229, Telephone (202) 216-2760.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of the instructions should be directed to The Department of the Treasury, International Trade Data Systems Project Office, Attn.: William Nolle, 1300 Pennsylvania Ave. NW., Suite 4000, Washington, DC 20229, Telephone (202) 216-2760. Information concerning NATAP can also be obtained at the following Web Site: [www.itds.treas.gov](http://www.itds.treas.gov).

#### SUPPLEMENTARY INFORMATION:

*Title:* The International Trade Data System; North American Trade

Automation Prototype (NATAP), and the International Trade Prototype (ITP).  
*OMB Number:* 1505-0162.

**Abstract:** After extensive consultation with the trade community in the three countries, the NAFTA Information Exchange and Automation Working Group developed the North American Trade Automation Prototype (NATAP). NATAP is a prototype developed by the U.S., Canada, and Mexico to experiment with standardized data, advanced automation, technologies, communications, and encryption designed to reduce costs and improve trade among the three NAFTA countries. This is mandated by Article 512 of the NAFTA. NATAP has been endorsed by the three governments and their trade communities as a limited six month test to be conducted at two US/Canada and four US/Mexico border locations. After the prototype period ending in May 1998, NATAP will stop; the governments and trade community will conduct joint and individual evaluations of the concepts experienced in NATAP and will move NATAP from a prototype to a pilot.

The intent of the International Trade Prototype (ITP) is nearly identical to that of NATAP, with some variations. ITP is an initiative with the United Kingdom Customs and Excise Administration. ITP employs similar data and technology as NATAP but extends this type of processing to the ocean (marine) and air environments. NATAP, on the other hand, was limited to land border truck and rail transactions. While the ITP is being done directly with the United Kingdom, it is being carefully examined by the European Economic Union (EEU).

These two operational pilots (NATAP and ITP) will be used as a proof of concept for many attributes for the International Trade Data System (ITDS) as defined in the National Performance Review (NPR) under initiative "IT 06" and as noted in the "Access America" NPR report "A09" in which the Vice President has designated NATAP to validate the International Trade Data System concept. In addition, NATAP incorporates encryption and privacy as noted in NPR initiative "IT10." NATAP and ITP are compatible as a proof of concept of the International Trade Data System and lead into other international trade initiatives such as international standardization of trade date being developed by the G-7 countries, and harmonization efforts underway with the Asian Pacific Economic Conference (APEC).

In addition to the international standardization aspects of United States international, the intent of the U.S.

Treasury, International Trade Data System Project Office is to demonstrate the integration of individual U.S. federal agency trade procedures into a comprehensive international trade process that includes the clearance and admissibility of goods, drivers/crew, and conveyances for purposes of enforcement, revenue, health and safety, etc.

**Current Actions:** The three governments have agreed to extend NATAP as a prototype for six additional months until May 15, 1998. At the end of this prototype period, the three governments have agreed to deploy NATAP as an operational pilot. Note that the distinction between a prototype and operational pilots is that under the prototype, participants were required to conduct trade in the prototype and duplicate the same transaction in the current system. As an operational pilot, the transaction processed under the pilot will constitute the bonafide declaration and release. It will not be necessary under the pilot to perform both processes to obtain release of goods.

Since we have gained much experience with NATAP in these advanced methods of processing, the International Trade Prototype effort with the United Kingdom will incorporate lessons learned from the NATAP and will move directly into the operation pilot phase.

This is a request to permit the United States Treasury Department along with the Federal agencies participating in the NATAP and ITP to allow the collection of data for these pilots for a three year period.

Volunteers have agreed to participate in NATAP and ITP in order to provide traders with the opportunity to experiment with these advanced technologies and procedures with minimal expense. Through their evaluation of NATAP and ITP, they will have input into future trade processes, requirements and the design, development, and deployment of the International Trade Data System.

*Type of Review:* Extension.

**Affected Public:** Importers, exporters, customs house brokers, carriers (truck and rail) who have volunteered to participate in NATAP and ITP.

**Estimated Number of Respondents:** There are approximately 120 U.S. participants. Estimated number of respondents is 120.

**Estimated Time per Respondents:** Each response will not exceed 3.5 minutes.

**Estimated Total Annual Burden Hours:** 0 (No additional burden hours required. Pilot removes the need for