

Road departure collision avoidance system guidelines,

Intersection collision avoidance system guidelines, and

Lane change/merge collision avoidance system guidelines.

National Center for Statistics and Analysis (NCSA) topic is: Special crash investigation studies of air bag cases.

Separately, questions regarding research projects that have been submitted in writing not later than close of business on December 10, 1997, will be answered. A transcript of the meeting, copies of materials handed out at the meeting, and copies of the suggestions offered by commenters will be available for public inspection at NHTSA's Technical Information Services, Room 5108, 400 Seventh St., S.W., Washington, DC 20590. Copies of the transcript will then be available at 10 cents a page, upon request to NHTSA's Technical Information Services. The Technical Information Services section is open to the public from 9:30 a.m. to 4:00 p.m. The transcript will also be available on NHTSA's Web site under Announcements/Public Meetings at URL <http://www.nhtsa.dot.gov/nhtsa/announce/meetings/>.

NHTSA will provide technical aids to participants as necessary, during the Research and Development Programs Meeting. Thus, any person desiring the assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunication devices for deaf persons (TTDs), readers, taped texts, braille materials, or large print materials and/or a magnifying device), please contact Rita Gibbons on (202) 366-4862 or by telefax on (202) 366-5930 by close of business December 8, 1997.

FOR FURTHER INFORMATION CONTACT: Rita Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, S.W., Washington, DC 20590. Telephone: (202) 366-4862. Fax number: (202) 366-5930.

Issued: November 26, 1997.

Raymond P. Owings,

Associate Administrator for Research and Development.

[FR Doc. 97-31696 Filed 12-2-97; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Pipeline Safety User Fees

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice.

SUMMARY: This notice announces that the fiscal year 1998 user fee assessments for pipeline facilities will be mailed to pipeline operators on or about December 15, 1997. The fees to be assessed for natural gas transmission, hazardous liquid and liquefied natural gas (LNG) are indicated below:

Natural gas transmission pipelines: \$67.98 per mile (based on 291,765 miles of pipeline).

Hazardous liquid pipelines: \$59.59 per mile (based on 155,558 miles of pipeline).

LNG is based on the number of plants and total storage capacity:

Total storage capacity (bbl)	Assessment/plant
<10,000	=\$1,250
10,000-100,000	=\$2,500
100,000-250,000	=\$3,750
250,000-500,000	=\$5,000
>500,000	=\$7,500

Section 60301 of Title 49, United States Code, authorizes the assessment and collection of pipeline user fees to fund the pipeline safety activities conducted under 49 U.S.C. 60101 *et seq.* The Research and Special Program Administration (RSPA) assesses each operator of regulated interstate and intrastate natural gas transmission pipelines (as defined in 49 CFR Part 192), and hazardous liquid pipelines carrying petroleum, petroleum products, anhydrous ammonia and carbon dioxide (as defined in 49 CFR Part 195) a share of the total Federal pipeline safety program costs in proportion to the number of miles of pipeline each operator has in service. Onshore pipelines excluded from regulation by 49 CFR Part 195 are not included in this mileage. Operators of LNG facilities are assessed based on total storage capacity (as defined in 49 CFR Part 193).

In accordance with the provisions of 49 U.S.C. 60301, Departmental resources were taken into consideration for determining total program costs. The apportionment ratio between gas and liquid pipeline programs (as shown below) is a result of the shift of program resources to the hazardous liquid program because of increased emphasis on environmental protection:

Year(s)	General program costs (gas)	General program costs (liquid)
1986-1990.	80%	20%.
1991-1992.	75%	25%.

Year(s)	General program costs (gas)	General program costs (liquid)
1993	75% (¾ yr.) 60% (¼ yr.)	25% (¾ yr.) 40% (¼ yr.)
1994	60%	40%.
1995	75%	25%.
1996	65%	35%.
1997-1998.	55%	45%.

In accordance with the regulations of the Department of the Treasury, user fees will be due 30 days after the date of assessment. Interest, penalties, and administrative charges will be assessed on delinquent debts in accordance with 31 U.S.C. 3717.

Issued in Washington, D.C. November 28, 1997.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 97-31742 Filed 12-2-97; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-32 (Sub-No. 65X)]

Boston and Maine Corporation—Abandonment Exemption—in Carroll County, NH

Boston and Maine Corporation (B&M) has filed a notice of exemption under 49 CFR part 1152 Subpart F—*Exempt Abandonments and Discontinuances* to abandon an approximately 10.80-mile line of railroad on the Conway Branch between milepost B-111.0 and milepost B-121.80 in Ossipee, Carroll County, NH. The line traverses United States Postal Service Zip Codes 03814, 03864 and 03468.

B&M has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) overhead traffic has been rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under

Oregon Short Line R. Co.—Abandonment—Goshen, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on January 2, 1998, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by December 15, 1997. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by December 23, 1997, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: John R. Nadolny, Esq., Boston and Maine Corporation, Law Department, Iron Horse Park, North Billerica, MA 01862.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

B&M has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by December 8, 1997. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), B&M shall file a notice of consummation with the Board to signify

that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by B&M's filing of a notice of consummation by December 3, 1998, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Decided: November 25, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-31768 Filed 12-2-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Customs Service

Extension of National Customs Automation Program Test Regarding Remote Location Filing

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

ACTION: General notice.

SUMMARY: This notice announces that Customs is permitting an extension to continue the second prototype of Remote Location Filing (RLF). This notice also invites public comments concerning any aspect of the current test, informs interested members of the public of the eligibility requirements for voluntary participation, describes the basis for selecting participants, and establishes the process for developing evaluation criteria. To participate in the prototype test, the necessary information, as outlined in this notice, must be filed with Customs and approval granted. It is important to note that resources expended by the trade and Customs on these prototypes may not carry forward to the final program. The **Federal Register** (61 FR 60749) notice, dated November 29, 1996, continues to apply except as specifically noted herein.

Based on our experience in second prototype of RLF, we have made modifications to the sections detailing the Eligibility Criteria and the Prototype Two Applications. The changes will effect parties who wish to apply for participation in the extension of the second prototype of RLF. Current participants may continue their participation without reapplying.

EFFECTIVE DATE: The extension of the second prototype will commence no earlier than January 1, 1998, will continue, and be concluded, no earlier than December 31, 1998, by a notice in the **Federal Register**. Comments

concerning any aspect of the remote filing prototype test must be received on or before January 2, 1998.

ADDRESSES: Written comments regarding this notice, and information submitted to be considered for voluntary participation in the prototype should be addressed to the Remote Filing Team, U.S. Customs Service, 1300 Pennsylvania Avenue, N.W., Room 5.2 A, Washington, D.C. 20229-0001. **FOR FURTHER INFORMATION CONTACT:** For systems or automation issues: Joseph Palmer (202) 927-0173, Jackie Jegels (202) 927-0201, or Patricia Welter (305) 869-2780.

For operational or policy issues: Jennifer Engelbach (202) 927-2293, or Don Luther (202) 927-0915.

SUPPLEMENTARY INFORMATION:

Background

Title VI of the North American Free Trade Agreement Implementation Act (the Act), Public Law 103-182, 107 Stat. 2057 (December 8, 1993), contains provisions pertaining to Customs Modernization (107 Stat. 2170). Subtitle B of title VI establishes the National Customs Automation Program (NCAP), an automated and electronic system for the processing of commercial importations. Section 631 in Subtitle B of the Act creates sections 411 through 414 of the Tariff Act of 1930 (19 U.S.C. 1411-1414). These define and list the existing and planned components of the NCAP (section 411), promulgate program goals (section 412), provide for the implementation and evaluation of the program (section 413), and provide for remote location filing (section 414).

The Remote Location Filing (RLF) prototype will allow an approved participant to electronically file a formal or informal consumption entry with Customs from a location within the United States other than the port of arrival (POA), or from within the port of arrival with a requested designated exam site (DES) outside of the POA. Section 101.9(b) of the Customs Regulations (19 CFR 101.9(b)), implements the testing of NCAP components. See, T.D. 95-21 (60 FR 14211, March 16, 1995).

Since June 1994, the Customs Remote Team has shared the Customs RLF concept through many public meetings and concept papers, as well as posted information on the Customs Electronic Bulletin Board (CEBB), the Customs Administrative Message System, and the Customs web page at "http://www.customs.treas.gov/imp-exp/comm-imp/remote/toc.htm." Pursuant to § 101.9, Customs Regulations, Customs has been testing the RLF concept. On

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C. 2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which is currently set at \$900. See 49 CFR 1002.2(f)(25).