

DATES: This exemption is effective on May 24, 1998. Petitions to reopen must be filed by May 14, 1998.

ADDRESSES: An original and 10 copies of all pleadings referring to STB Finance Docket No. 33574 (Sub-No. 1) must be filed with the Office of the Secretary, Case Control Unit, Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of all pleadings must be served on petitioners' representatives (1) Yolanda M. Grimes, Esq., The Burlington Northern and Santa Fe Railway Company, P. O. Box 961039, Fort Worth, TX 76161-0039, and (2) Joseph D. Anthofer, Esq., Union Pacific Railroad Company, 1416 Dodge Street, #830, Omaha, NE 68179.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., Suite 210, 1925 K Street, N.W., Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

Decided: April 10, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 98-10961 Filed 4-23-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33581]

Lake County Railroad—Modified Rail Certificate

On March 24, 1998, Lake County, OR¹ filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, Subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate, as Lake County Railroad (LCR), a 54.45-mile line of railroad, known as the Lakeview Branch, extending from milepost 458.60

Railroad Company, Inc.—Trackage Rights Exemption—Boston and Maine Corporation and Springfield Terminal Railway Company. Finance Docket No. 32103 (ICC served Sept. 3, 1993).

¹ Lake County is a political subdivision of the State of Oregon and therefore is considered a "State" as defined at 49 CFR 1150.21.

in Alturas, CA, to milepost 513.05 in Lakeview, OR.²

The involved rail line was abandoned by Southern Pacific Transportation Company (SPT) in *Southern Pacific Transportation Company—Abandonment—in Modoc County, CA and Lake County, OR*, Docket No. AB-12 (Sub-No. 84) (ICC served Oct. 20, 1985). LCR acquired the line from SPT, and subsequently contracted with Great Western Railway of Oregon (GWR) to operate the line as a short line operator.³

According to LCR, the lease agreement entered into between LCR and GWR on May 1, 1991, as amended on May 5, 1991, December 7, 1994, and on or about October 1, 1995, was terminated on November 1, 1997.

LCR provides freight service between Lakeview and Alturas, and connects with Union Pacific Railroad Company at Alturas. Operations by LCR over the 54.45-mile line commenced on November 1, 1997.⁴

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

LCR indicates that no subsidy is involved and that there are no preconditions for shippers to meet in order to receive rail service.

This notice must be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F Street, NW., Washington, DC 20001; and on the American Short Line Railroad Association: American Short Line Railroad Association, 1120 G Street, NW., Suite 520, Washington, DC 20005.

Decided: April 17, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-10962 Filed 4-23-98; 8:45 am]

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² On April 8, 1998, Lake County submitted supplemental information as required by 49 CFR 1150.23.

³ See *The Great Western Railway Co.—Modified Rail Certificate*, Finance Docket No. 30777 (ICC served Feb. 26, 1986).

⁴ According to 49 CFR 1150.23(a), operations may commence immediately upon the filing of the notice for a modified certificate. Lake County has not explained why it did not file its notice before November 1, 1997. However, it does not appear that the late filing was due to any intent to avoid the regulatory requirements and Lake County now has submitted all of the requisite information.

DEPARTMENT OF THE TREASURY

Customs Service

Announcement of Program Test: Importer Compliance Monitoring Program

AGENCY: Customs Service, Treasury.

ACTION: General notice.

SUMMARY: This notice announces Customs plan to conduct a test regarding the Importer Compliance Monitoring Program (formerly known as the Importer Self-Governance Program) with limited participation. The program is intended to promote compliance with Customs laws and regulations regarding cargo processing and will afford mutual benefits to both Customs and the import community. Public comments concerning any aspect of this planned test are solicited.

EFFECTIVE DATES: The program test will commence no earlier than July 1, 1998, and will continue through June 30, 1999. Written requests to participate in, and comments on, the program test must be received by June 1, 1998.

ADDRESSES: Written requests to participate in the program test, and written comments regarding any aspect of the planned test, should be addressed to William F. Inch, Regulatory Audit Division, U.S. Customs Service, 1300 Pennsylvania Ave., N.W., Room 6.3A, Washington, D.C. 20229.

FOR FURTHER INFORMATION CONTACT: William F. Inch, (202) 927-1100; Joseph C. Palmer, (312) 353-1213, Ext. 106; or Richard A. Fuller, (281) 985-6781.

SUPPLEMENTARY INFORMATION:

Background

Since passage of the Customs Modernization provisions (107 Stat. 2170) contained in the North American Free Trade Agreement Implementation Act (Pub. L. 103-182, 107 Stat. 2057, December 8, 1993), the primary goal of the trade compliance process has been to maximize importer compliance with U.S. trade laws, while facilitating the importation and entry of admissible merchandise. To meet these challenges, Customs has undertaken a comprehensive effort to review, improve, and redesign the trade compliance process using established business practices, re-engineered tools, and new methodologies that improve customer service without compromising the enforcement aspect of the Customs mission.

One of the new methodologies developed is the compliance assessment procedure. This procedure allows Customs to determine the level of