

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-4173 Filed 2-17-95; 8:45 am]

BILLING CODE 7035-01-P

[Docket No. AB-55 (Sub-No. 484X)]

**CSX Transportation, Inc.—
Abandonment Exemption—In the City
of Suffolk, VA**

AGENCY: Interstate Commerce
Commission.

ACTION: Notice of exemption.

SUMMARY: CSX Transportation, Inc. (CSXT) has petitioned for an exemption from the prior approval requirements of 49 U.S.C. 10903-10904 for the abandonment of its 3.81-mile segment of branch line track from milepost AB-214.0 to the end of the track at milepost AB-210.19 in the City of Suffolk, VA. We will grant the exemption, subject to standard labor protective conditions and a condition that CSXT consult with the City of Suffolk prior to completion of salvage operations.

DATES: This exemption will be effective on March 23, 1995, unless it is stayed or a formal expression of intent to file an offer of financial assistance is filed. Petitions to stay must be filed by March 8, 1995. Petitions for reconsideration or reopening must be filed by March 18, 1995. Formal expressions of intent to file an offer of financial assistance under 49 CFR 1152.27(c)(2)¹ must be filed by March 3, 1995.

ADDRESSES: Send pleadings, referring to Docket No. AB-55 (Sub-No. 484X), to: (1) Office of the Secretary, Case Control Branch, Interstate Commerce Commission, 1201 Constitution Avenue NW., Washington, DC 20423; and (2) petitioner's representative: Charles M. Rosenburger, 500 Water Street—J150, Jacksonville, FL 32202.

FOR FURTHER INFORMATION CONTACT: Joseph Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721].

SUPPLEMENTARY INFORMATION: Additional information is contained in the Commission's full decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Dynamic Concepts, Inc., Room 2229, Interstate Commerce Commission Building, 1201 Constitution Avenue NW., Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is

¹ See Exempt. of Rail Abandonment—Offers of Finan. Assist., 4 I.C.C.2d 164 (1987).

available through TDD service (202) 927-5721.].

Decided: February 7, 1995.

By the Commission, Chairman McDonald,
Vice Chairman Morgan, Commissioners
Simmons and Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 95-4172 Filed 2-17-95; 8:45 am]

BILLING CODE 7035-01P-M

[Docket No. AB-55 (Sub-No. 503X)]

**CSX Transportation, Inc.—
Abandonment Exemption—McMinn
County, TN**

CSX Transportation, Inc. (CSXT) has filed a verified notice under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon a 1.41-mile rail line between milepost 333.2 and 334.61 in Athens, McMinn County, TN.

CSXT has certified that: (1) no local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be 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 Commission or with any U.S. District Court or has been decided in complainant's favor within the last 2 years; and (4) the requirements at 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 and 1152.50(d)(1) (notice to government agencies), and 49 CFR 1105.12 (newspaper publication) 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 employees are adequately protected, a petition for partial revocation under 49 U.S.C. 10505(d) must be filed.

This exemption will be effective March 23, 1995, unless stayed or a statement of intent to file an offer of financial assistance (OFA) is filed. Petitions to stay that do not involve environmental issues,¹ statements of intent to file an OFA under 49 CFR

¹ The Commission will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Commission 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 Commission may take appropriate action before the exemption's effective date.

1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29³ must be filed by March 3, 1995. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by March 13, 1995. An original and 10 copies of any such filing must be sent to the Office of the Secretary, Case Control Branch, Interstate Commerce Commission, Washington, DC 20423. In addition, one copy must be served on Charles M. Rosenberger, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202.

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

CSXT has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Commission's Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by February 24, 1995. A copy of the EA may be obtained by writing to SEA (Room 3219, Interstate Commerce Commission, Washington, DC 20423) or by calling Elaine Kaiser at (202) 927-6248. 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.

Decided: February 14, 1995.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-4174 Filed 2-17-95; 8:45 am]

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DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

[INS No. 1678-94]

**Draft Statement of Standards and
Guidelines for Developing an
Immigration and Naturalization
Services Passenger Accelerated
Service System (INSPASS)**

AGENCY: Immigration and Naturalization
Service, Justice.

ACTION: Notice of availability.

SUMMARY: This notice advises interested parties that the Immigration and

² See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

³ The Commission will accept late-filed trail use requests so long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.

Naturalization Service (Service) has prepared a draft statement of standards and guidelines for developing, building, installing, and operating an automated Immigration and Naturalization Service Passenger Accelerated Service System (INSPASS). These standards and guidelines are available for review and comment by interested parties who may wish to develop an automated system for use by the Service at selected Ports-of-Entry in the United States. The automated passenger accelerated service system is designed to decrease inspection processing time by automating the inspection of low risk frequent travelers to the United States.

DATES: Requests for the draft statement and guidelines should be received on or before March 23, 1995. Written comments on the draft statement and guidelines must be received on or before April 24, 1995.

ADDRESSES: Written requests for copies of the draft statement and guidelines should be submitted to the Immigration and Naturalization Service, 425 I Street, NW, Room 7228, Washington, DC 20536. ATTN: Inspections Division (INSPASS).

Please submit written comments on the draft statement and guidelines, in triplicate, to the Immigration and Naturalization Service, 425 I Street, NW., Room 7228, Washington, DC 20536. Attention: Assistant Chief Inspector Ronald J. Hays.

FOR FURTHER INFORMATION CONTACT: Assistant Chief Inspector Ronald J. Hays, Inspections Division, Immigration and Naturalization Service, 425 I Street, NW, Room 7228, Washington, DC 20536, telephone (202) 514-0912 or fax (202) 514-8345.

SUPPLEMENTARY INFORMATION:

Background

The Service developed INSPASS as a pilot program to be used by low risk frequent travelers to facilitate their entry into the United States at designated Ports-of-Entry. Under INSPASS, the applicant fills out an enrollment form, and his or her personal data is fed through a computer that checks with the databases of U.S. Customs, the U.S. State Department, the National Crime Information Center, and the Immigration and Naturalization Service. If the applicant is approved, biometric information is collected through the use of hand geometry. The applicant places his or her hand in an open, box-like structure, onto a small metal plate, and squeezes a few small pegs. The length, thickness and translucency of the hand is noted, and coded. Within seconds, a

small credit-card sized INSPASS card is produced.

At the time of arrival at one of the designated Ports-of-Entry, the INSPASS holder proceeds to an automated inspectional booth for accelerated inspectional processing. The captured biometrics (encoded on the INSPASS card) are used to establish his or her identity.

INSPASS, is a subset of the Interagency Border Inspection System (IBIS), and is being pilot tested at the Newark International Airport, as of May 24, 1993; at John F. Kennedy International Airport, as of July 27, 1993; and at Pearson International Airport (Toronto, Canada), as of December 1, 1993. A land border version of INSPASS is under development for testing at Hidalgo, Texas.

INSPASS Hardware and Software Configuration

As currently deployed, INSPASS consists of two primary components: an enrollment center and an inspection kiosk. They include the following equipment:

Enrollment Center

Two 486 personal computers
Hand geometry scanner
Fingerprint scanner
OCR-B card reader
OCR-B card printer
Laser printer

Inspection Kiosk

ATM-like stand
486 personal computer
10 inch monitor
16-key keypad
Hand geometry scanner
OCR-B card reader
Receipt printer
Fingerprint scanner
Electrically locked gate

Results of the INSPASS Pilot Test

The results of the INSPASS pilot test have been very encouraging and have demonstrated the potential to reduce processing times for travelers significantly. However, the Service has identified the following areas in which improvements in the existing hardware configuration are required to reduce the inspection processing time further:

Monitor—to be replaced by a touchscreen.

Card readers—to be replaced by readers which are capable of reading OCR-B and integrated circuit cards. These readers must be styled as ATM card readers.

Printers—to be replaced by a faster, more robust printer. This printer must

be capable of detecting the removal of the receipt as this action triggers the opening of the gate.

Fingerprint scanner—to be replaced by a more dependable scanner which complies with the Service's fingerprint capture and storage standards.

Kiosk—must be redesigned to improve ergonomics. Such a redesign must comply with the Americans With Disabilities Act, Occupational Safety and Hazards Act and other applicable laws and regulations.

INSPASS card—to be replaced with a smart card-based medium which contains data elements to be specified by the Service.

Gate—to be replaced by a gate which operates within a time cycle acceptable to the Service and which complies with applicable laws and regulations.

Draft Statement of Standards and Guidelines for Developing an Immigration and Naturalization Service Passenger Accelerated Service System (INSPASS)

During the INSPASS development cycle, numerous individuals and organizations, both public and private, have offered suggestions for improvements. The draft statement of standards and guidelines calls for a new relationship with the travel and tourism industry, based upon some of these suggestions, in which the industry and the Service will cooperate to install INSPASS at specific Ports-of-Entry. The Service will set the system specifications, determine which travelers will be allowed to be enrolled, and bear some of the cost of operations. This new relationship will allow the Government and the travel industry to avoid some costs they might otherwise have had to bear. This is exactly the type of cost saving synergy envisioned by the Vice President's National Performance Review. If the objective of this program is met, the Service will achieve a state-of-the-art automated inspections environment with reliable management information to deliver its services to the public. These standards and guidelines will be provided upon written request for review and comment. Based on any comments/concerns received, the Service may finalize these standards and guidelines, and request formal proposals in accordance with a notice to be published in the Commerce Business Daily and/or the **Federal Register**.

Dated: January 30, 1995.
Doris Meissner,
Commissioner, Immigration and Naturalization Service.
 [FR Doc. 95-4089 Filed 2-17-95; 8:45 am]
 BILLING CODE 4410-10-M

[INS No. 1674-94]

RIN 1115-AB93

Extension of the Visa Waiver Pilot Program

AGENCY: Immigration and Naturalization Service, Justice.

ACTION: Notice.

SUMMARY: This notice announces the extension of the Visa Waiver Pilot Program (VWPP) until September 30, 1996. Nationals of those countries eligible for participation under the

VWPP, may continue to apply for admission to the United States for ninety (90) days or less, as nonimmigrant visitors for business or pleasure, without first obtaining a nonimmigrant visa. This notice also notifies those carriers who have entered into agreements with the Immigration and Naturalization Service (Service) under the provisions of the Visa Waiver Pilot Program, that the agreements will continue in effect until September 30, 1996. These actions will facilitate travel for both the public and United States businesses.

EFFECTIVE DATES: This extension of the Visa Waiver Pilot Program is effective on October 25, 1994, and will remain in effect until September 30, 1996.

FOR FURTHER INFORMATION CONTACT: Ronald J. Hays, Assistant Chief Inspector, Immigration and

naturalization Service, Room 7228, 425 I Street, NW., Washington, DC 20536, telephone (202) 514-0912.

SUPPLEMENTARY INFORMATION:

Background

Section 313 of the Immigration Reform and Control Act of 1986 (IRCA), Public Law 99-603, dated November 6, 1986, added section 217 to the Immigration and Nationality Act (ACT) which established the nonimmigrant Visa Waiver Pilot Program. Section 313 of IRCA initially provided for the designation of eight (8) countries to participate in the Visa Waiver Pilot Program. Accordingly, the Service designated by regulations published in the **Federal Register**, the following eight (8) countries to participate in the VWPP:

Country	Effective date	Federal Register Citation
1. United Kingdom	July 1, 1988	53 FR 24901, June 30, 1988.
2. Japan	Dec. 15, 1988	53 FR 50161, Dec. 13, 1988.
3. France	July 1, 1989	54 FR 27120, June 27, 1988.
4. Switzerland	July 1, 1989	54 FR 27120, June 27, 1989.
5. Germany	July 15, 1989	54 FR 27120, June 27, 1989.
6. Sweden	July 15, 1989	54 FR 27120, June 27, 1989.
7. Italy	July 29, 1989	54 FR 27120, June 27, 1989.
8. Netherlands	July 29, 1989	54 FR 27120, June 27, 1989.

Section 201 of the Immigration Act of 1990, (IMMACT 90), Public Law 101-649, dated November 29, 1990, further amended the Visa Waiver Pilot Program by removing the eight country cap and

extending the provisions to all countries that met the qualifying provisions contained in section 217 of the Act. In addition, section 201 of IMMACT 90 also extended the period for the VWPP

until September 30, 1994. Subsequently, the Service designated the following fourteen (14) additional countries by regulations published in the **Federal Register**, to participate in the VWPP:

Country	Effective date	Federal Register Citation
1. Andorra	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
2. Austria	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
3. Belgium	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
4. Denmark	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
5. Finland	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
6. Iceland	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
7. Liechtenstein	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
8. Luxembourg	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
9. Monaco	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
10. New Zealand	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
11. Norway	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
12. San Marino	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
13. Spain	Oct. 1, 1991	56 FR 46716, Sept. 13, 1991.
14. Brunei	July 29, 1993	58 FR 40581, July 29, 1993.

Extension of the Visa Waiver Pilot Program

On September 27, 1994, the Assistant Commissioner, Office of Inspections, issued a memorandum to those carriers who signed a VWPP agreement with the Service, that during the month of October 1994, the Service would not fine carriers under section 273 of the Act for transporting to the United States, visitors without nonimmigrant visitor

visas, who would otherwise be eligible for admission to the United States under the Visa Waiver Pilot Program. This action was necessary to accommodate the travelling public who made plans to visit the United States and who were not aware that the Visa Waiver Pilot Program would expire on September 30, 1994 unless the program was extended by Congress.

Subsequently, the Immigration and Nationality Technical Corrections Act of 1994, October 25, 1994 extended the expiration date of the Visa Waiver Pilot Program until September 30, 1996.

Therefore, unless designation is otherwise withdrawn sooner, nationals of those countries eligible for participation under the VWPP may continue to apply for admission to the United States for ninety (90) days or