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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-501 (Sub-No. 1X)]

Longhorn Railway Company et al.; Discontinuance Exemption; in Burnet County, TX

On May 15, 1997, Longhorn Railway Company (Longhorn) filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to discontinue service over approximately a .25-mile segment of the Burnet City track owned by the City of Austin, TX, extending between Polk Street and the end of the line at Washington Street in Burnet, which traverses through U.S. Postal Zip Code 78611. Longhorn has indicated that the only station to be affected by the proposed discontinuance of service is Burnet, TX.

The line does not contain federally granted rights-of-way. Any documentation in Longhorn'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. Company—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). In a prior decision, Longhorn was specifically directed to address the exemption criteria of 49 U.S.C. 10502(b) if it filed a petition for discontinuance of service exemption. See *Longhorn Railway Company—Discontinuance Exemption—In Burnet, TX*, STB Finance Docket No. AB-501X(STB served Apr. 1, 1997) (*Longhorn*). Because the instant petition fails to include a discussion of the exemption criteria, Longhorn is directed to submit a supplemental filing addressing the exemption criteria within 10 days of the service of this decision. Failure to do so will result in termination of this exemption proceeding. Assuming we receive the supplemental information, a final decision will be issued by September 2, 1997.

Any offer of financial assistance to subsidize continued rail service 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 offer of financial assistance must be accompanied by a \$900 filing fee. See 49 CFR 1002.2(f)(25).

Because this is a discontinuance proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate.

Longhorn and the rail line owners, the City of Austin, TX, and Capital Metropolitan Transportation Authority, have filed the required environmental report necessary before the rail line may be discontinued and abandoned. See *Longhorn, supra*.

All filings in response to this notice must refer to STB Docket No. AB-501(Sub-No. 1X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001; and (2) Donald T. Cheatham, 10220-E Metropolitan Drive, Austin, TX 78758.

Persons seeking further information concerning abandonment and discontinuance 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 normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Decided: May 30, 1997.

By the Board, Vernon A. Williams,
Secretary.

Vernon A. Williams,
Secretary.

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DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 97-47]

Country of Origin Marking of Products of Hong Kong

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

ACTION: Notice of Policy.

SUMMARY: This document notifies the public that, with respect to imported goods produced in Hong Kong after the reversion of that region to China on July 1, 1997, the proper country of origin marking for such goods will continue to be "Hong Kong."

EFFECTIVE DATE: The position set forth in this document is effective for merchandise entered or withdrawn from warehouse for consumption on or after July 1, 1997.

FOR FURTHER INFORMATION CONTACT: Craig Walker, Special Classification and Marking Branch (202) 482-6980.

SUPPLEMENTARY INFORMATION:

Background

Section 304 of the Tariff Act of 1930, as amended (19 U.S.C. 1304), provides that, unless excepted, every article of foreign origin (or its container) imported into the U.S. shall be marked in a conspicuous place as legibly, indelibly, and permanently as the nature of the article (or its container) will permit, in such a manner as to indicate to the ultimate purchaser in the U.S. the English name of the country of origin of the article. Failure to mark an article in accordance with the requirements of 19 U.S.C. 1304 shall result in the levy of a duty of ten percent *ad valorem*. Part 134, Customs Regulations (19 CFR Part 134), implements the country of origin marking requirements and exceptions of 19 U.S.C. 1304.

Pursuant to the Sino-British Joint Declaration, signed in 1984, the People's Republic of China will resume the exercise of sovereignty over Hong Kong on July 1, 1997. With respect to goods produced in Hong Kong while under the sovereignty of Great Britain, the Customs Service has taken the position that such goods should properly be marked to indicate that their origin is "Hong Kong."

It has been determined that no change in the current practice regarding the country of origin marking of goods produced in Hong Kong should be made as a result of the reversion of that region's sovereignty to China. Therefore, this document notifies the public that, unless excepted from marking, goods