

to authorize this movement. Then, upon arrival in Sarnia, Ontario, Canada, the driver must stop again so that Canadian Customs can process the manifest by stamping and removing the top (white) copy. The driver then proceeds through Ontario to the port of exit at Queenston, Ontario. At Queenston, the driver must stop again so that Canadian Customs can further process the manifest by retaining the second (blue) copy. The driver then proceeds to Lewiston, New York, and stops again so that U.S. Customs can finalize the process by retaining the third (green) copy. The fourth (pink) copy of the manifest is returned to the driver. This process works the same way when commercial carriers in Canada transit the U.S. for return to Canada.

The Proposed In-Transit Procedure

Old stop #1 no longer required—Commercial carriers transiting either Canada or the U.S. will no longer be required to stop at the domestic port of departure to initiate the in-transit movement. Drivers will proceed directly to the other country.

New stop #1 (arriving in the other country)—Arriving in the other country, the driver stops so that foreign Customs will review the manifest for accuracy and verify that the merchandise does qualify for this movement. The foreign Customs will confirm the residency of the driver and, if all is in order, stamp the manifest, noting seal numbers where applicable.

Old stop #3 no longer required—Drivers will now proceed to the port of entry for the first country for re-entry.

New stop #2 (re-entering the first country)—Upon re-entry into the first country, the driver will stop so that domestic Customs can complete the processing of the manifest; the second (blue) copy of the manifest will be returned to the other country's Customs. The Customs Service of the first country retains the third (green) copy of the manifest, and the driver is given the fourth (pink) copy of the manifest.

Thus, in the example above, the driver departs the U.S. at Port Huron, Michigan. Arriving at Sarnia, Ontario, Canada, the driver stops and Canadian Customs initiates the process, noting seal numbers where applicable, stamping and retaining the top (white) copy of the manifest. The driver then proceeds through Ontario to the U.S. port at Lewiston, New York. There, the

driver stops and U.S. Customs finalizes the process, stamps the manifest and retains the second (blue) and third (green) copies; the fourth (pink) copy of the manifest is returned to the driver. U.S. Customs will return the second (blue) copy of the manifest to Customs in Canada, following local agreement on transmittal procedures. This process will work the same way when commercial carriers in Canada transit the U.S. for return to Canada. During the test, U.S. Customs may continue to use the Customs Form 7512(C) (CF 7512(C)—Destination) as a source for the "Transit Manifest No." for carriers transiting the United States.

Regulatory Provisions Affected

During the In-Transit truck shipment test, the normal departure reporting requirements of subpart E of part 123 of the Customs Regulations (19 CFR part 123, subpart E) will be suspended. These reporting requirements are contained at § 123.41 (b) and (c)(2) of the Customs Regulations, which concerns truck shipments transiting Canada, and § 123.42 (b) and (d) of the Customs Regulations, which concerns truck shipments transiting the U.S.

Enforcement Provisions

The transportation of restricted or prohibited merchandise is not permitted during the pilot test, and participants will be subject to civil and criminal penalties and sanctions for any violations of U.S. Customs laws.

Both Customs agencies will be conducting statistically valid compliance examinations on in-transit carriers, and both Customs agencies will be formulating risk assessments using the Compliance Measurement results.

Comments and Evaluation of Test

Customs will review all public comments received concerning any aspect of the test program or procedures, and finalize procedures in light of those comments. Approximately 120 days after conclusion of the test, evaluations of the test will be conducted and final results will be made available to the public upon request.

Dated: August 22, 1997.

Robert S. Trotter,

Assistant Commissioner, Office of Field Operations.

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DEPARTMENT OF VETERANS AFFAIRS

Veterans' Advisory Committee on Education, Meeting

The Department of Veterans Affairs gives notice that a meeting of the Veterans' Advisory Committee on Education, authorized by 38 U.S.C. 3692, will be held on September 18 and September 19, 1997. The meeting will take place at the Department of Veterans Affairs (VA) Central Office, Room 630, 810 Vermont Avenue, NW, Washington, DC, from 8:30 a.m. to 4:30 p.m. on Thursday, September 18, 1997, and from 8:30 a.m. to 1 p.m. on Friday, September 19. The purpose of the Committee is to assist in the evaluation of existing programs and services and recommend needed new programs and services. Thursday morning the Committee will be briefed on the Government Improvement and Results Act and will meet with a representative of the Education Business Process Reengineering team. In the afternoon, the Committee will meet Executive Director of the Commission on Servicemembers and Veterans Transition Assistance. Friday morning the Committee will discuss pertinent issues and make recommendations to the Secretary-Designate.

The meeting will be open to the public. Those wishing to attend should contact Ms. June Schaeffer, Assistant Director, Education Policy and Program Administration (phone 202-273-7187), prior to September 10, 1997.

Interested persons may attend, appear before, or file statements with the Committee. Statements, if in written form, may be filed before or within 10 days after the meeting. Oral statements will be heard at 9 a.m., Friday, September 19, 1997.

Dated: August 25, 1997.

By direction of the Secretary-Designate.

Heyward Bannister,

Committee Management Officer.

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