

File No. TRS-97-45
 Applicant: Minnesota Department of
 Public Service
 State of Minnesota

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 Network Services Division, Common
 Carrier Bureau, Federal
 Communications Commission.

Federal Communications Commission.

William F. Caton,

Acting Secretary.

[FR Doc. 97-26877 Filed 10-9-97; 8:45 am]

BILLING CODE 6712-01-P

FEDERAL COMMUNICATIONS COMMISSION

Public Information Collection Approved by Office of Management and Budget

October 3, 1997.

The Federal Communications
 Commission (FCC) has received Office
 of Management and Budget (OMB)
 approval for the following public
 information collection pursuant to the
 Paperwork Reduction Act of 1995,
 Public Law 96-511. An agency may not
 conduct or sponsor a collection of
 information unless it displays a
 currently valid control number. Not
 withstanding any other provisions of
 law, no person shall be subject to any
 penalty for failing to comply with a
 collection of information subject to the
 Paperwork Reduction Act (PRA) that
 does not display a valid control number.
 Questions concerning the OMB control
 numbers and expiration dates should be
 directed to Judy Boley, Federal
 Communications Commission, (202)
 418-0214.

Federal Communications Commission

OMB Control No.: 3060-0783.

Expiration Date: 9/30/2000.

Title: Coordination Notification
 Requirements on Frequencies Below
 512 MHz—Section 90.176.

Form No.: N/A.

Estimated Annual Burden: 975 annual
 hour; average .25 hours per response. 15
 respondents reply daily for 3,900 annual
 responses.

Description: Section 90.176 requires
 each Private Land Mobile frequency
 coordinator to provide within one
 business day, a listing of their frequency
 recommendations to all other frequency
 coordinators in their respective pool,
 and, if requested, an engineering
 analysis. They must provide the
 applicant name, frequency or
 frequencies recommended; antenna

locations and heights; the effective
 radiated power; the emission types;
 service area description and the date
 and time of the recommendation. The
 requirement is necessary to avoid
 situations where harmful interference is
 created because two or more
 coordinators recommend the same
 frequency in the same area at
 approximately the same time to
 different applicants.

OMB Control No.: 3060-0795.

Expiration Date: 12/31/1997.

Title: Universal Licensing System
 (ULS) Taxpayer Identification Number
 (TIN) Registration.

Form No.: FCC 606.

Estimated Annual Burden: 411,000
 annual hours; 1 hour per respondent;
 411,000 respondents.

Description: FCC Form 606 will be
 used by each licensee to provide WTB
 with their TIN and a list of their call
 signs to populate the ULS and establish
 a unique sequential number for each
 licensee. WTB will issue a services of
 public notices stating our intentions and
 request that each licensee provide their
 TIN. This will be done gradually by
 radio service, until all existing licensees
 have been notified.

Federal Communications Commission.

William F. Caton,

Acting Secretary.

[FR Doc. 97-26875 Filed 10-9-97; 8:45 am]

BILLING CODE 6712-01-F

FEDERAL MARITIME COMMISSION

[Docket No. 97-17]

Portman Square Limited—Possible Violations of Section 10(a)(1) of the Shipping Act of 1984; Order of Investigation and Hearing

Portman Square Limited ("Portman
 Square") is a tariffed and bonded non-
 vessel-operating common carrier
 ("NVOCC"), located at Sixth Floor,
 Silver Tech Tower, 26 Cheung Lee
 Street, Chiwan, Hong Kong. Portman
 Square holds itself out as a NVOCC
 pursuant to its ATFI tariff FMC-001,
 filed January 29, 1996. Emerson Li, a
 resident of Hong Kong, is reported to be
 Managing Director of Portman Square.

Portman Square currently maintains a
 NVOCC bond, No. 102229, in the
 amount of \$50,000 with the Intercargo
 Insurance Company, 1450 East
 American Lane, 20th Floor,
 Schaumburg, Illinois 60173. Pursuant to
 Rule 24 of Portman Square's tariff,
 Distribution Publications, Inc., 7996
 Capwell Drive, Oakland, California,
 serves as the U.S. resident agent for
 service of process.

It appears that in at least forty-one
 (41) instances occurring between
 January 10, 1997 and March 11, 1997,
 Portman Square obtained transportation
 on Hyundai Merchant Marine Co. Ltd.
 ("Hyundai") vessels by accessing a
 service contract allegedly entered into
 by Take Ace Co. Ltd. ("Take Ace"). Take
 Ace executed Hyundai SC No. 96-5343
 on April 24, 1996, and certified to
 Hyundai that it was the cargo owner.¹
 There is no indication, however, that
 the service contract has been utilized at
 any time for the transportation of goods
 in which Take Ace retains any beneficial
 interest.²

From documents obtained from U.S.
 consignees, it appears Portman Square
 is in fact the real shipper and party for
 whose account the ocean transportation
 was provided. During the period May
 1996 through April 1997, over 230
 shipments were transported by Hyundai
 pursuant to service contract No. 96-
 5343. All of these shipments are
 believed to have originated with
 Portman Square, and were handled in
 the United States by the NVOCC's
 regular destination agents. In each of the
 above shipments, Portman Square
 issued its own NVOCC or "house" bill
 of lading, and thus had a direct role in
 a scheme of misdescribing the
 commodity to the transporting ocean
 common carrier. These shipments
 originated in Hong Kong and the
 People's Republic of China, and were
 destined primarily for Los Angeles and
 New York for delivery through Portman
 Square's U.S. agents.

In each of the 41 instances cited
 herein, the commodity was described to
 the ocean common carrier as
 "kitchenware", "lighting fixture",
 "patio furniture", or "KD furniture".
 Other contemporaneous documentation,
 such as house bills of lading, arrival
 notices, and U.S. Customs entry
 documentation prepared by the
 customhouse broker, reflect that
 Portman Square was fully cognizant that
 the shipments actually consisted of
 footwear, computer parts, sunglasses,
 plastic flatware, polystone figurines,
 clocks, and used household goods.
 Portman Square or its agents
 nonetheless made payment to the ocean
 common carrier on the basis of the
 inaccurate commodity shown and
 declared on the bill of lading when
 issued.

¹ The Commission's service contract records
 reflect that Emerson Li executed the Hyundai
 service contract on behalf of Take Ace.

² In fact, the Journal of Commerce PIERS database
 reports that no shipments were recorded on behalf
 of shipper Take Ace prior to May 1996 nor
 subsequent to the expiration of Hyundai's service
 contract on April 30, 1997.