

two paragraphs are corrected to read as follows:

For the semi-monthly processing prototype, the following restrictions will be placed on the importers:

1. Initially, only merchandise entered for consumption or withdrawn from a Customs bonded warehouse or Foreign Trade Zone for consumption at the following ports will be eligible for the semi-monthly processing prototype:

Dated: April 6, 1998.

Charles W. Winwood,

National Trade Compliance Process Owner.

[FR Doc. 98-9440 Filed 4-9-98; 8:45 am]

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DEPARTMENT OF THE TREASURY

Customs Service

Tariff Classification of Drilled Softwood Lumber

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

ACTION: General notice.

SUMMARY: On October 27, 1997, Customs published a **Federal Register** document soliciting comments regarding the commercial uses of wood studs with drilled holes. Based on the comments received, it has been decided to proceed, pursuant to section 625(c)(1), Tariff Act of 1930 (19 U.S.C. 1625(c)(1)), with a notice advising interested parties that Customs proposes to revoke the ruling that was the subject of that solicitation of comments.

FOR FURTHER INFORMATION CONTACT: Josephine Baiamonte, Textile Classification Branch, (202) 927-2394.

SUPPLEMENTARY INFORMATION:

Background

On October 27, 1997, Customs published a **Federal Register** document (62 FR 55667) soliciting comments regarding the commercial uses of wood studs with drilled holes. Based on the comments received, it has been decided to proceed, pursuant to section 625(c)(1), Tariff Act of 1930 (19 U.S.C. 1625(c)(1)), as amended by section 623 of Title VI (Customs Modernization) of the North American Free Trade Agreement Implementation Act (Pub. L. 103-182, 107 Stat. 2057), with a notice advising interested parties that Customs proposes to revoke the ruling that was the subject of that solicitation of comments. Comments on the proposed action will be entertained during the 30 day period following publication of the notice of proposed action in the

Customs Bulletin pursuant to section 625(c)(1).

Douglas M. Browning,

Acting Commissioner of Customs.

Approved: April 6, 1998.

John P. Simpson,

Deputy Assistant Secretary of the Treasury.

[FR Doc. 98-9530 Filed 4-9-98; 8:45 am]

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DEPARTMENT OF THE TREASURY

Customs Service

Announcement of Program Test: Collection of Truck User Fees at Houlton, Maine and Champlain, New York by Means of Electronic Commerce Technology

AGENCY: Customs Service, Treasury.

ACTION: General notice.

SUMMARY: This notice announces Customs plan to test a simplified procedure pertaining to the collection of commercial truck user fees at the ports located at Houlton, Maine and Champlain, New York. The test will allow for the payment of the fees by use of electronic commerce technology, and is designed to reduce the manual collection and processing of cash fees by Customs Inspectors at truck booths at these two ports, thus, allowing them to focus on inspectional work. Public comments concerning any aspect of the test are solicited.

EFFECTIVE DATES: This test will commence no earlier than May 11, 1998 and will run for approximately six months, with evaluations of the program occurring periodically. Comments must be received on or before May 11, 1998.

ADDRESSES: Written comments regarding this notice or any aspect of this test should be addressed to Richard Wilcox, North Atlantic Customs Management Center, 10 Causeway Street, Suite 801, Boston, Massachusetts 02222-1056.

FOR FURTHER INFORMATION CONTACT: Supervisory Customs Inspector Dennis Grenier, Port Trade Compliance Process Owner, Houlton, Maine, (207) 532-2131; or, Richard Wilcox, North Atlantic Customs Management Center, Boston, Massachusetts, (617) 565-6324.

SUPPLEMENTARY INFORMATION:

Background

The Customs Regulations pertaining to the collection of certain user fees for Customs Services provide that these fee payments shall be in the amounts prescribed and shall be in U.S. currency, or by check or money order

payable to the United States Customs Service, in accordance with the provisions of § 24.1 (19 CFR 24.1). See 19 CFR 24.22(i)(1). In the case of commercial trucks, the fees are \$5.00 per arrival, unless a \$100.00 prepayment has been made for the calendar year and a decal has been affixed to the vehicle windshield to show that the vehicle is exempt from payment of the fee on an individual arrival basis during the applicable calendar year. See 19 CFR 24.22(c).

This fee collection procedure has tasked Customs officers for years to collect the \$5.00 user fee, in cash, from those commercial trucks that do not display an annual decal. In general, there are several problems which arise from this cash collection system. On the remitting side, often, the driver has no cash or only has foreign currency. On the collection side, Customs officers must spend many hours each day collecting, verifying, reporting, depositing, and administering this system, which keeps them from attending to inspectional and supervisory work. Further, large trucking companies complain that, because of the way the present user fee system operates, *i.e.*, it is only economical to purchase annual decals for those trucks that are routinely utilized in cross-border deliveries, the non-decaled portion of their commercial trucking fleets have become "captive" to utilization in less profitable ventures. These large trucking companies argue that if all their trucks could be utilized for timely cross-border work, this circumstance would enable them to employ their resources more efficiently and profitably.

As an example, under the present fee collection procedure followed at the Houlton, Maine, port of entry, the Customs inspector visually checks the truck window for the presence of a decal. If there is a decal, the inspector proceeds to the entry/examination/release cargo process. If there is no decal, the inspector must collect \$5.00 in U.S. currency, as required by § 24.22(i)(1), Customs Regulations (19 CFR 24.22(i)(1)). Should the driver wish to purchase a decal at the time he drives up to the booth, the inspector will have the driver park the truck and go into the Customs/INS lobby area and purchase the decal there. If the driver has neither the decal nor the U.S. \$5.00, then the driver is told to park the truck and ask the customs broker preparing the entry for the \$5.00 to pay the fee. Should this not occur, the driver must wait until either another driver lends him the \$5.00 or a trucking company representative arrives at the port with