

### Major Issues Raised and Legal Basis of the Complaint

Japan alleges that the DOC and ITC final determinations in the full sunset review of antidumping duties on corrosion-resistant carbon steel flat products from Japan, issued on August 2, 2000, and November 21, 2000, respectively, are erroneous and based on WTO-inconsistent provisions of the Tariff Act of 1930 and related regulations. Japan points in particular to:

- The automatic initiation of the sunset review without sufficient evidence;
- The likelihood standard used in determining whether to revoke or terminate an order, including the “good cause” provision determining whether the DOC may consider other relevant factors;
- The use of original (pre-WTO) dumping margins to determine the likelihood of continuation or recurrence of dumping and injury;
- The determination of the likelihood of continued or recurrent dumping on an order-wide basis rather than a company-specific basis;
- The treatment as “zero” of negative dumping amounts in the margins of dumping likely to prevail in the event of revocation;
- The decision of DOC not to accept certain information submitted by a Japanese respondent;
- The application of a *de minimis* standard of 0.5 percent in sunset reviews;
- The determination of ITC to cumulate imports without considering whether imports were negligible.

Japan contends that these aspects of the final determinations are inconsistent with Articles VI and X of the General Agreement on Tariffs and Trade 1994; Articles 2, 3, 5, 6, 11, 12, and 18 of the Antidumping Agreement; and Article XVI:4 of the Marrakesh Agreement Establishing the World Trade Organization.

### Public Comment: Requirements for Submissions

Interested persons are invited to submit written comments concerning the issues raised in the dispute. Comments must be in English. Commenters should send either one copy by U.S. mail, first class, postage prepaid, to Sandy McKinzy at the address listed above, or transmit a copy electronically to [japancrsteel@ustr.gov](mailto:japancrsteel@ustr.gov). For documents sent by U.S. mail, USTR requests that the submitter provide a confirmation copy, either electronically or by fax to (202) 395-3640. USTR

encourages the submission of documents in Adobe PDF format, as attachments to an electronic mail.

A person requesting that information contained in a comment submitted by that person be treated as confidential business information must certify that such information is business confidential and would not customarily be released to the public by the commenter. Confidential business information must be clearly marked “BUSINESS CONFIDENTIAL” in a contrasting color ink at the top of each page of each copy. For any document containing business confidential information submitted by electronic transmission, the file name of the business confidential version should begin with the characters “BC”, and the file name of the public version should begin with the characters “P”. The “P” or “BC” should be followed by the name of the commenter. Interested persons who make submissions by electronic mail should not provide separate cover letters; information that might appear in a cover letter should be included in the submission itself. Similarly, to the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files.

Information or advice contained in a comment submitted, other than business confidential information, may be determined by USTR to be confidential in accordance with section 135(g)(2) of the Trade Act of 1974 (19 U.S.C. 2155(g)(2)). If the submitter believes that information or advice may qualify as such, the submitter—

- (1) Must so designate the information or advice;
- (2) Must clearly mark the material as “SUBMITTED IN CONFIDENCE” in a contrasting color ink at the top of each page of each copy, or appropriately name the electronic file submitted containing such material; and
- (3) Is encouraged to provide a non-confidential summary of the information or advice.

Pursuant to section 127(e) of the URAA (19 U.S.C. 3537(e)), USTR will maintain a file on this dispute settlement proceeding, accessible to the public, in the USTR Reading Room, which is located at 1724 F Street, NW., Washington, DC 20508. The public file will include non-confidential comments received by USTR from the public with respect to the dispute; if a dispute settlement panel is convened, the U.S. submissions to that panel, the submissions, or non-confidential summaries of submissions, to the panel received from other participants in the dispute, as well as the report of the

panel; and, if applicable, the report of the Appellate Body.

An appointment to review the public file (Docket WTO/DS-244, Japan Corrosion-Resistant Steel Dispute) may be made by calling the USTR Reading Room at (202) 395-6186. The USTR Reading Room is open to the public at 9:30 a.m. to 12 noon and 1 p.m. to 4 p.m., Monday through Friday.

**Bruce R. Hirsch,**

*Acting Assistant United States Trade Representative for Monitoring and Enforcement.*

[FR Doc. 02-15359 Filed 6-18-02; 8:45 am]

BILLING CODE 3190-01-M

---

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Environmental Impact Statement for the Los Angeles Union Station Run-Through Track Project

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of intent to prepare an Environmental Impact Statement

**SUMMARY:** The Federal Railroad Administration (FRA), in accordance with the National Environmental Policy Act (NEPA) of 1969, intends to prepare an Environmental Impact Statement (EIS) to assess potential environmental impacts of the proposed Los Angeles Union Station Run-Through Track Project. The EIS is being prepared with the California Department of Transportation (Department) in conjunction with an Environmental Impact Report (EIR) that will address the requirements of the California Environmental Quality Act.

This EIS will address the potential environmental impacts of a reasonable range of alternative alignments for the proposed project and will provide a meaningful opportunity for the public to comment on this project. This notice informs the public of the proposed project, announces the dates, times, and places for scoping meetings, and solicits public comment. The scoping process will include notifying the general public and Federal, State, and local agencies of the proposed project. The purpose of scoping is to identify public and agency concerns, and alternatives to be considered in the EIS and EIR.

**DATES:** *Written Comments:* Written comments on the scope of the EIS for the proposed project will be accepted and should be received no later than July 29, 2002. Comments received after this date will be considered to the

extent practicable. Comments may be addressed to Mr. David Valenstein at the address noted below.

**Scoping Meetings:** Two scoping meetings will be held. An open house format meeting for the public will be held from 5:00 to 7:30 PM on Monday, June 24, 2002, at the headquarters of the Los Angeles Metropolitan Transportation Authority, One Gateway Center, Los Angeles, CA 90012, in the Union Station Conference Room. A meeting intended primarily for environmental and regulatory agencies will be held at 9:00 AM on Tuesday, June 25, 2002, in the offices of Myra Frank & Associates, 811 West 7th Street, Suite 800, Los Angeles, CA 90017.

**FOR FURTHER INFORMATION CONTACT:** For information about the project or the EIR please contact: Mr. Gary Iverson, California Department of Transportation, District 7, Division of Environmental Planning, 120 South Spring Street, Los Angeles, California 90012. Phone: 213-897-3818. For general information on the FRA environmental process, or for questions and comments on the scope of the EIS, please contact: David Valenstein, Environmental Program Manager, 1120 Vermont Avenue, NW, MS 20, Washington, DC 20590. Phone: 202-493-6368.

**SUPPLEMENTARY INFORMATION:** The FRA, in accordance with Section 102(2) of the NEPA of 1969, 42 U.S.C. 4321 *et seq.*, intends to prepare an EIS to assess potential environmental impacts of the proposed Los Angeles Union Station Run-Through Track Project. The EIS is being prepared with the Department in conjunction with an EIR that will address the requirements of the California Environmental Quality Act. To ensure that a full range of related issues and alternatives for this project are addressed, FRA invites comments on the scope of the proposed EIS.

Los Angeles Union Station (LAUS), also known as Los Angeles Union Passenger Terminal, is located at 800 N. Alameda Street, Los Angeles, California 90012, in the northeast section of downtown Los Angeles. LAUS serves intercity Amtrak service, commuter Metrolink, subway Metrorail, and several local transit bus lines including MTA and downtown DASH shuttles. Union Station is not located directly on main line tracks, but rather is accessed via a set of spur tracks. The current operation of the station requires trains to pull into the terminal and then reverse their direction of travel after unloading or loading passengers. Since both entering and exiting trains must pass through the same set of tracks to

connect to the main line, they are subject to delays either at the station platforms or on the connecting tracks while awaiting a slot at the platforms.

The Department proposes a project that would extend two tracks south of their current terminus on an aerial structure, over US 101, through a commercial/industrial area between US 101 and First Street, and connect to main line tracks on the west side of the Los Angeles River. This would allow some of the trains that use the station to avoid the pull in/back out situation. Overall, the Run-Through Project structure would form an S-curve, connecting at its north/west end to track platforms at Union Station and at its south/east end to some point along the Burlington Northern Santa Fe Railroad (BNSF) main line in the vicinity of the 1st Street Bridge, over a distance of about one mile. The aerial structure is needed to avoid impacts to local streets. Construction of the elevated track structure would involve placing the support structures for the elevated rail tracks above existing streets and/or parcels. Acquisitions of public and/or private parcels would be required, based on the selected alignment. The particular alignment and touchdown point on the main line are the focus of key decisions to be made in this study.

The EIS will be prepared following the requirements of the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR part 1500 *et seq.*) and FRA's Environmental Procedures (64 FR 28545, May 26, 1999). The EIS will analyze the construction and operational effects of selected alternative alignments for the proposed project. The EIS will examine the potential impact to a number of resource areas, including but not limited to the following: aesthetics, air quality, cultural resources, geology/soils, hazardous materials, land use, noise, socioeconomic, and Section 4(f) resources. The EIS process will include full public participation, disclosure, and coordination, and will encourage involvement from appropriate Federal, State and local agencies. The Draft EIS process will include public information/scoping meetings, public review of the Draft EIS and a public hearing on the Draft EIS.

Issued in Washington, DC., on June 12, 2002.

**Mark E. Yachmetz,**

*Associate Administrator for Railroad Development.*

[FR Doc. 02-15381 Filed 6-18-02; 8:45 am]

**BILLING CODE 4910-06-P**

**DEPARTMENT OF THE TREASURY**

**Submission for OMB Review; Comment Request**

June 11, 2002.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before July 19, 2002, to be assured of consideration.

**Internal Revenue Service (IRS)**

*OMB Number:* 1545-0256.

*Form Number:* IRS Forms 941c and 941cPR.

*Type of Review:* Extension.

*Title:* Supporting Statement to Correct Information (941c); and Planilla Para La Correccion de Informacion (941cPR).

*Description:* These forms are used by employers to correct previously reported FICA or income tax data. It may be used to support a credit or adjustment claimed on a current return for an error in a prior return period. The information is used to reconcile wages and taxes previously reported or used to support a claim for refund, credit, or adjustment of FICA or income tax.

*Respondents:* Business or other for-profit, Not-for-profit institutions, State, Local or Tribal Government.

*Estimated Number of Respondents/Recordkeepers:* 958,050.

*Estimated Burden Hours Per Respondent/Recordkeeper:*

Form	Hours per respondent
941c .....	9 hrs., 12 min.
941cPR .....	7 hrs., 44 min.

*Frequency of Response:* On occasion.  
*Estimated Total Reporting/Recordkeeping Burden:* 8,729,307 hours.

Clearance Officer: Glenn Kirkland, Internal Revenue Service, Room 6411-03, 1111 Constitution Avenue, NW, Washington, DC 20224.

OMB Reviewer: Alexander T. Hunt, Office of Management and Budget, Room 10202,