

permitted the "national car" to be produced outside Indonesia.

The USTR believes that these measures are inconsistent with several provisions of the WTO agreements, including the following:

- The grant of tax and tariff benefits under the "national motor vehicle" program to finished cars imported into Indonesia from a sole supplier in Korea is inconsistent with Articles I:1 and III:7 of the GATT 1994;
- The grant of benefits tied to percentage local content under the 1993 program and the "national car" program is inconsistent with Article III:4 of the GATT 1994 and Article 2 of the TRIMs Agreement;
- The effective imposition of a lower tax on domestic motor vehicle parts and components than on imported parts components is inconsistent with Article III:2 of the GATT 1994;
- The grant of luxury tax-free treatment to "national motor vehicle" that is not granted to imported finished vehicles is inconsistent with Article III:2 of the GATT 1994;
- The grant of national car benefits only to those cars bearing a unique Indonesian trademark owned by Indonesia nationals discriminates against foreign-owned trademarks and their owners in a manner inconsistent with Articles 3, 30 and 65 of the TRIPs Agreement;
- The adoption of the "national car program" in 1996 had the effect of extending the scope of tax- and tariff-based subsidies in a manner inconsistent with Article 28.2 of the SCM Agreement; and
- The grant of the tax and tariff benefits described above constitute specific subsidies that cause serious prejudice to the interests of the United States within the meaning of the SCM Agreement by displacing or impeding imports of U.S. motor vehicles, and of parts or components thereof, into the Indonesian market and/or by creating significant price and undercutting, price suppression, price depression and/or loss of sales for U.S. exporters to that market.

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 and provided in fifteen copies. 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.

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 that 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; 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; Room 101, Office of the United States Trade Representative, 600 17th Street, N.W., Washington, DC 20508. The public file will include a listing of any comments received by USTR from the public with respect to the proceeding; the U.S. submissions to the panel in the proceeding; 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 dispute settlement panel and, if applicable, the report of the Appellate Body. An appointment to review the public file (Docket WTO/D-17 ("U.S.-Indonesia Automobile Industry Dispute")) may be made by calling Brenda Webb, (202) 395-6186. The USTR Reading Room is open to the public from 9:30 a.m. to 12 noon and 1 p.m. to 4 p.m., Monday through Friday.

A. Jane Bradley,

Assistant U.S. Trade Representative for Monitoring and Enforcement.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44

U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 29, 1997 (62 FR 29183-29184).

DATES: Comments must be submitted on or before October 17, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Robert C. Winans, Office of Engineering, (202) 366-4656, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m.—4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Federal Highway Administration (FHWA)

Title: Developing and Recording Costs for Railroad Adjustments.

OMB Number: 2125-0521.

Type of Request: Reinstatement, with change, of a previously approved collection for which approval has expired.

Affected Public: Railroad companies.

Abstract: Under the provisions of 23 U.S.C. 130 and 23 U.S.C. 101(a), Federal-aid highway funds may be used to reimburse State highway agencies when they have paid for the cost of projects that eliminate hazards at railroad/highway crossings or that adjust railroad facilities to accommodate the construction of highway projects. Section 121 of Title 23 establishes the general principle that when Federal-aid highway funds are being used to reimburse State highway agencies for construction costs, Federal payment shall be based on costs incurred. FHWA regulation 23 CFR part 140, subpart I requires that each railroad company be able to document its costs or expenses for adjusting its facilities. Each railroad company is required to have a system of recording labor, materials, supplies and equipment costs incurred when undertaking necessary railroad work. This record of costs forms the basis for payment by the State highway agency to the railroad company and, in turn, FHWA reimburses the State for its payment to the railroad.

Estimated Annual Burden Hours: 36,800.

Number of Respondents: 115.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on September 10, 1997.

Vanester M. Williams,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-24649 Filed 9-16-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss airplane and engine issues.

DATES: The meeting will be held on October 2 and October 3, 1997 beginning at 8:00 a.m. on October 2. Arrange for oral presentations by September 22, 1997.

ADDRESSES: The meeting will be held at General Aviation Manufacturers Association, 1400 K Street, NW, Suite 801, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jackie Smith, Office of Rulemaking, FAA, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9682.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is given of a meeting of the Aviation Rulemaking Advisory Committee to be held October 2 and 3, 1997 at General Aviation

Manufacturers Association, 1400 K Street, NW, Suite 801, Washington, DC.

The agenda for the meeting will include:

Thursday, October 2, 1997

- Opening Remarks.
- FAA Report.
- Joint Aviation Authorities (JAA) Report.
- Transport Canada Report.
- Executive Committee (EXCOM) Report.
- Issues List and Tasking Chart.
- Action Item Reports.
- Uncontained Engine Failure.
- FAA Icing Plan.
- Flight Test Guide Status Report.
- Flight Test Harmonization Working Group (HWG) Report.
- Powerplant Installation HWG Report.
- Systems Design and Analysis HWG Report.

Friday, October 3, 1997

- Electromagnetic Effects HWG Report.
- Loads and Dynamics HWG Report and Vote.
- Engine HWG Report.
- Airworthiness Assurance HWG Report.
- Hydraulic Test HWG Report.
- Review Action Items.
- Review Future Meeting Schedule and Set Next Meeting.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by September 22, 1997 to present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine Issues or by providing copies at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as a listening device, if requested 10 calendar days before the meeting.

The Loads & Dynamics HWG is requesting a vote to accept recommendation of a notice of proposed rulemaking (NPRM) concerning Interaction of Systems and Structures. Arrangements may be made to present statements, request sign, oral interpretation, or listening devices, and request a copy of the NPRM by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on September 11, 1997.

Jean Casciano,

Acting Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-24717 Filed 9-16-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-32 (Sub-No. 80X)]

Boston and Maine Corporation—Abandonment Exemption—in Hartford County, CT

Boston and Maine Corporation (B&M) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances* to abandon and discontinue service over the Wethersfield Secondary line between milepost 3.0 in Hartford, CT, and milepost 7.0 in Wethersfield, CT, a distance of approximately 4.0 miles, in Hartford County, CT. The line traverses United States Postal Service Zip Codes 06109 and 06067.

B&M has certified that: (1) no local traffic has moved over the line for at least 2 years; (2) overhead traffic has been rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on October 17, 1997, unless stayed pending reconsideration. Petitions to stay that do