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William M. Hill, Jr.,

*SECY Tracking Officer, Office of the
Secretary.*

[FR Doc. 96-8195 Filed 3-29-96; 3:45 am]

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POSTAL RATE COMMISSION

[Docket No. A96-12]

Walters, Minnesota 56092 (Henry J. Kalis, Petitioner); Notice and Order Accepting Appeal and Establishing Procedural Schedule Under 39 U.S.C. 404(b)(5)

(Issued March 27, 1996).

Before Commissioners: Edward J. Gleiman, Chairman; W.H. "Trey" LeBlanc III, Vice-Chairman; George W. Haley; H. Edward Quick, Jr.

Docket Number: A96-12

Name of Affected Post Office: Walters, Minnesota 56092.

Name(s) of Petitioner(s): Henry J. Kalis.

Type of Determination: Closing.

Date of Filing of Appeal Papers: March 21, 1996.

Categories of Issues Apparently Raised:

1. Effect on postal services [39 U.S.C. 404(b)(2)(C)].
2. Effect on the community [39 U.S.C. 404(b)(2)(A)].

After the Postal Service files the administrative record and the Commission reviews it, the Commission may find that there are more legal issues than those set forth above. Or, the Commission may find that the Postal Service's determination disposes of one or more of those issues.

The Postal Reorganization Act requires that the Commission issue its decision within 120 days from the date this appeal was filed (39 U.S.C. 404(b)(5)). In the interest of expedition, in light of the 120-day decision schedule, the Commission may request the Postal Service to submit memoranda of law on any appropriate issue. If requested, such memoranda will be due 20 days from the issuance of the request and the Postal Service shall serve a copy of its memoranda on the petitioners. The Postal Service may incorporate by reference in its briefs or motions, any arguments presented in memoranda it previously filed in this docket. If necessary, the Commission also may ask petitioners or the Postal Service for more information.

The Commission orders:

(a) The Postal Service shall file the record in this appeal by April 5, 1996.

(b) The Secretary of the Postal Rate Commission shall publish this Notice

and Order and Procedural Schedule in the Federal Register.

By the Commission.

Margaret P. Crenshaw,
Secretary.

March 21, 1996

Filing of Appeal letter

March 27, 1996

Commission Notice and Order of Filing of Appeal

April 15, 1996

Last day of filing of petitions to intervene [see 39 C.F.R. 3001.111(b)]

April 25, 1996

Petitioner's Participant Statement or Initial Brief [see 39 C.F.R. 3001.115(a) and (b)]

May 15, 1996

Postal Service's Answering Brief [see 39 C.F.R. 3001.115(c)]

May 30, 1996

Petitioner's Reply Brief should Petitioner choose to file one [see 39 C.F.R. 3001.115(d)]

June 6, 1996

Deadline for motions by any party requesting oral argument. The Commission will schedule oral argument only when it is a necessary addition to the written filings [see 39 C.F.R. § 3001.116]

July 19, 1996

Expiration of the Commission's 120-day decisional schedule [see 39 U.S.C. 404(b)(5)]

[FR Doc. 96-7903 Filed 4-1-96; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION

Proposed Collection; Comment Request

Upon Written Request, Copies Available From: Securities and Exchange Commission, Office of Filings and Information Services, Washington, DC 20549.

Extension:

Rule 17a-4

SEC File No. 270-198

OMB Control No. 3235-0279

Notice is hereby given that pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission ("Commission") is publishing the following summary of collection for public comment.

Rule 17a-4 requires exchange members, brokers and dealers to preserve for prescribed periods of time certain records required to be made under Rule 17a-3. It is anticipated that approximately 8,300 broker-dealers are required to comply with Rule 17a-4 and each will spend 250.25 hours per year complying with the rule. The total annual burden is estimated to be 2,077,075 hours.

Written comments are invited on: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology. Consideration will be given to comments and suggestions submitted in writing within 60 days of this publication.

Direct your written comments to Michael E. Bartell, Associate Executive Director, Office of Information Technology, Securities and Exchange Commission, 450 5th Street, N.W. Washington, DC 20549.

Dated: March 27, 1996.

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 96-7983 Filed 4-1-96; 8:45 am]

BILLING CODE 8010-01-M

Requests Under Review by Office of Management and Budget

Upon Written Request, Copies Available From: Securities and Exchange Commission, Office of Filings and Information Services, Washington, DC 20549.

Extension:

Form 40-F

SEC File No. 270-335

OMB Control No. 3235-0381

Notice is hereby given that pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), the Securities and Exchange Commission ("Commission") has submitted to the Office of Management and Budget a request for approval of extension on the following:

Form 40-F that is used by certain Canadian issuers to register securities pursuant to Section 12 of the Securities Exchange Act of 1934 ("Exchange Act") or as an annual report pursuant to Section 13(a) or 15(d) of the Exchange Act. An estimated 320 submissions are made pursuant to Form 40-F, resulting in an estimated annual total burden of 640 hours.

General comments regarding the estimated burden hours should be directed to the Desk Officer for the Securities and Exchange Commission at the address below. Any comments

concerning the accuracy of the estimated average burden hours for compliance with Commission rules and forms should be directed to Michael E. Bartell, Associate Executive Director, Office of Information Technology, Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549 and Desk Officer for the Securities and Exchange Commission, Office of Information and Regulatory Affairs, Office of Management and Budget, Room 3208, New Executive Office Building, Washington, DC 20503.

Dated: March 26, 1996.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 96-7982 Filed 4-1-96; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[Docket No. OST-96-1188]

Proposed Freight Transportation Policy

AGENCY: Office of the Secretary of Transportation, Department of Transportation.

ACTION: Notice of proposed policy.

SUMMARY: The Department of Transportation is publishing for comment a proposed policy statement on freight transportation that establishes the most important principles that will guide Federal decisions affecting freight transportation across all modes. These guiding principles will direct decisions to improve the Nation's freight transportation systems to serve its citizens better by supporting economic growth, enhancing international competitiveness and ensuring the system's continued safety, efficiency and reliability while protecting the environment.

DATES: Comments on this proposed policy will be received until May 31, 1996.

ADDRESSES: Submit written, signed comments to Docket No. OST-96-1188, the Docket Clerk, U. S. Department of Transportation, Room PL-401, C-55, 400 Seventh Street, S.W., Washington, D.C. 20590. All comments received will be available for examination at the above address between 9:00 a.m. and 5:00 p.m., ET, Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Mr. Carl Swerdloff, Office of Economics, at (202) 366-5427, Office of the Secretary, 400 Seventh Street, S.W., Washington, D.C. 20590. Office hours are from 8:30 a.m. to 5:00 p.m. ET, Monday through Friday, except Federal holidays.

Proposed Freight Transportation Policy Statement

I. Introduction

This statement of guiding principles for the Nation's freight transportation system sets forth a DOT policy framework that will shape important decisions affecting freight transportation across all modes. Our interest is to ensure the Nation has a safe, reliable, and efficient freight transportation system that supports economic growth and international competitiveness both now and in the future, while contributing to a healthy and secure environment. The goal of this statement is to provide guidance for making the Nation's transportation system serve its citizens better. To achieve this goal, new partnerships must be formed among public agencies, the freight transportation industries and shippers.

Highways, airports, rail facilities, ports, pipelines, waterways, intermodal transportation, and the freight carriers they serve all play a vital role in the Nation's economic health. An efficient transportation system results in lower production and logistics costs for U.S. firms and better prices for consumers. In order to compete successfully in international markets U.S. firms must be able to rely on an efficient domestic freight transportation system that is effectively managed. The freight transportation system must also support achievement of other national goals by fostering safe, effective, timely and environmentally sound freight transportation that improves the quality of life for all U.S. citizens.

Effective freight transportation policy and planning must consider that much of our transportation infrastructure is provided by the different levels of government while major portions are put in place by private capital. This fusion of public and private investment creates economic opportunities and regulatory conflicts, both of which must be considered in the development of a national freight policy.

II. Recent Trends in Freight Movements

Freight moves on systems of increasingly integrated supply chains and distribution networks operating in States and metropolitan areas, as well as regionally, nationally, and internationally. Reliance on just-in-time

production and inventory management practices has increased the demand for more efficient and reliable freight transportation that is fast and on time. Shippers are increasingly rationalizing the mix of transportation, inventory, handling, and loss and damage costs, striving to reduce their total logistics costs. They are increasingly using fast, reliable transportation in place of large inventories.

The productivity of freight transportation firms and their ability to provide timely and reliable service depends not only on the efficiency of individual modal systems and the effectiveness of the laws and regulations under which they operate, but also on the efficiency of intermodal facilities that govern the effectiveness of their connections to one another. U.S. intermodal freight transportation links the various modes to meet customers' market needs by providing integrated origin-to-destination service. It utilizes advanced technologies and operating systems designed to enhance productivity, reduce transportation costs, increase service speed and quality for shippers and lower prices for consumers.

International freight movement takes advantage of the latest innovations in the global marketplace that reduce cost and better serve the customer. Customers are establishing global supply chains. Innovations that are developed by individual carriers are copied by others when results in savings or service are seen. The use of real-time, interactive electronic data interchange, and vessel/asset sharing agreements all provide more efficient and rapid transportation of international freight movements.

Contractual regimes governing the movement of freight have been established by the private sector which sometime result in conflicts with public regulations and create impediments to the safe and efficient operation of freight transportation. Government typically regulates the safety, and environmental aspects of infrastructure and equipment. It also may be appropriate for Government to facilitate problem solving and provide technical assistance where private and public sector requirements create barriers to safe and efficient freight movement. Economic consequences are increasingly a matter of market decisions by the private sector.

III. Principles of Federal Freight Transportation Policy

The following eight principles provide the basis for a Federal freight transportation policy: