for reporting and drawing funds: 83.537, Community Disaster Loans; 83.538, Cora Brown Fund Program; 83.539, Crisis Counseling; 83.540, Disaster Legal Services Program; 83.541, Disaster Unemployment Assistance (DUA); 83.542, Fire Suppression Assistance; 83.543, Individual and Family Grant (IFG) Program; 83.544, Public Assistance Grants; 83.545, Disaster Housing Program; 83.548, Hazard Mitigation Grant Program.)

Lacy E. Suiter,

Executive Associate Director, Response and Recovery Directorate.

[FR Doc. 98–17245 Filed 6–26–98; 8:45 am]

BILLING CODE 6718–02–P

FEDERAL EMERGENCY MANAGEMENT AGENCY

[FEMA–1215–DR]

Tennessee; Amendment No. 9 to Notice of a Major Disaster Declaration

AGENCY: Federal Emergency Management Agency (FEMA).

ACTION: Notice.

SUMMARY: This notice amends the notice of a major disaster for the State of Tennessee, (FEMA–1215-DR), dated April 20, 1998, and related determinations.

EFFECTIVE DATE: June 15, 1998.

FOR FURTHER INFORMATION CONTACT: Madge Dale, Response and Recovery Directorate, Federal Emergency Management Agency, Washington, DC 20472, (202) 646–3260.

SUPPLEMENTARY INFORMATION: The notice of a major disaster for the State of Tennessee, is hereby amended to include the following area among those areas determined to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of April 20, 1998:

Lauderdale County for Public Assistance.

(The following Catalog of Federal Domestic Assistance Numbers (CFDA) are to be used for reporting and drawing funds: 83.537, Community Disaster Loans; 83.538, Cora Brown Fund Program; 83.539, Crisis Counseling; 83.540, Disaster Legal Services Program; 83.541, Disaster Unemployment Assistance (DUA); 83.542, Fire Suppression Assistance; 83.543, Individual and Family Grant (IFG) Program; 83.544, Public Assistance Grants; 83.545, Disaster Housing Program; 83.548, Hazard Mitigation Grant Program.)

Lacy E. Suiter,

Executive Associate Director, Response and Recovery Directorate.

[FR Doc. 98–17246 Filed 6–26–98; 8:45 am]

BILLING CODE 6718–02–P

FEDERAL MARITIME COMMISSION

Ocean Freight Forwarder License Applicants

Notice is hereby given that the following applicants have filed with the Federal Maritime Commission applications for licenses as ocean freight forwarders pursuant to section 19 of the Shipping Act of 1984 (46 U.S.C. app. 1718 and 46 CFR 510).

Persons knowing of any reason why any of the following applicants should not receive a license are requested to contact the Office of Freight Forwarders, Federal Maritime Commission, Washington, DC 20573.

Damon Lavelle Wilson, 10010 Rio Bravo, Houston, TX 77064, Sole Proprietor.

Toriello Passarelli, Inc. d/b/a, Toriello Freight International, 8538 NW 72nd Street, Miami, FL 33166, Officers: Mario Toriello, President, Elizabeth Cano, Vice President.

Dated: June 23, 1998.

Joseph C. Polking,

Secretary.

[FR Doc. 98–17140 Filed 6–26–98; 8:45 am]

BILLING CODE 6730–01–M

FEDERAL MARITIME COMMISSION

[Docket No. 98–09]

Kin Bridge Express Inc. and Kin Bridge Express (U.S.A.) Inc.—Possible Violations of Sections 8, 10(a)(1), 10(b)(1) and 23 of the Shipping Act of 1984; Order of Investigation and Hearing

Kin Bridge Express Inc. (''Kin Bridge Taiwan'') is a tariffed and bonded non-vessel-operating common carrier (''NVOCC'') located at 2nd Floor, No. 80, Section 2, Chang An East Road, Taipei 10405, Taiwan. Kin Bridge Taiwan holds out to operate as an NVOCC pursuant to its tariff No. 015344–002, filed April 9, 1998. Wilson Chiao is President of Kin Bridge Taiwan.

Kin Bridge Express (U.S.A.) Inc. (''Kin Bridge USA'') was, until April 18, 1998, a tariffed and bonded NVOCC located at 182–30 150th Road, Jamaica, New York 11413. Effective April 18, Kin Bridge USA canceled its NVOCC tariff and transferred its bond to Kin Bridge Taiwan.[1] Kin Bridge USA continues to serve as U.S. destination agent for Kin Bridge Taiwan and as its designated resident agent for service of process. The President of Kin Bridge USA is Michael Hong.

It appears that Kin Bridge Taiwan, acting as shipper on certain shipments on which it was doing business as NVOCC, participated in a scheme of commodity misdescriptions on at least 73 shipments transported by an ocean common carrier between January 7, 1996 and February 4, 1997. The shipments originated from Kin Bridge's offices in Taiwan and Hong Kong and were consigned to Kin Bridge USA in New York. Kin Bridge Taiwan issued a ''house,'' of NVOCC, bill of lading for each shipment for tender by the ultimate consignee to Kin Bridge USA upon arrival of the cargo.

It further appears that Hanjin Shipping Co. and other ocean common carriers rated the commodities in accordance with the false cargo description furnished by Kin Bridge Taiwan, and its U.S. destination agent, Kin Bridge USA, accepted delivery of the cargo and made payment to the ocean carrier on the basis of the resulting lower rate. Other contemporaneous documentation, such as the arrival notice issued by Kin Bridge USA to the U.S. consignee, indicate that Kin Bridge USA and its principals knew that the shipments actually consisted of commodities different from those listed on the ocean common carrier's bills of lading.

Moreover, it appears that the rates assessed and collected by Kin Bridge Taiwan and its U.S. agent Kin Bridge USA for these shipments bear no relation to the rates set forth in any Kin Bridge tariff then on file with the Commission. Prior to April 9, 1998, Kin Bridge Taiwan in fact had no tariff and no NVOCC bond; nonetheless it was actively engaged in negotiating and executing service contracts with Hanjin Shipping Co.[2] and possibly other ocean common carriers prior to such date. Nor could the tariff of Kin Bridge USA set forth the applicable rates, because Kin Bridge USA only published a limited number of rates, which were applicable to its outbound NVOCC services.

It further appear that, during the period January 1996 through April 1998, numerous outbound shipments were originated by Kin Bridge USA in its capacity as an NVOCC, which were destined to Kin Bridge USA agents in the Far East. Review of the ATFI tariff of Kin Bridge USA indicates that many of these shipments may not have been covered by outbound rates then on file in the tariff of Kin Bridge USA.

[1] Kin Bridge Taiwan maintains an NVOCC bond, No. 055326, in the amount of $50,000 with Washington International Insurance Company, Itasca, Illinois.

[2] Hanjin Service Contract No. 3852, and Hanjin Service Contract No. 5117, both signed by Kin Bridge Taiwan.

Since Kin Bridge USA canceled its tariff on April 18, 1998, Kin Bridge Taiwan has maintained what many be characterized as a ''shell'' tariff, consisting of ten commodity descriptions, four of which are applicable to Cargo N.O.S. Only these latter Cargo N.O.S. rates apply to cargo inbound from the Far East. Kin Bridge Taiwan does not publish ''per container'' rates for inbound cargo, nor does it appear likely that it charges those rates which it does publish, since these are assessed solely on a weight/measurement (W/M) ton basis. Nonetheless, it appears that Kin Bridge Taiwan is actively soliciting NVOCC cargo, and that it may not be assessing or collecting those rates set forth in its tariff.

Section 10(a)(1) of the Shipping Act of 1984 (''1984 Act''), 46 U.S.C. app. sec. 1709(a)(1), prohibits any person knowingly and willfully, directly or indirectly, by means of false billings, false classification, false weighing, false report of weight, false measurement, or by any other unjust or unfair device or means, to obtain or attempt to obtain ocean transportation for property at least than the rates or charges that would otherwise be applicable. Section 10(b)(1), 46 U.S.C. app. sec. 1709(b)(1), prohibits a common carrier from charging, collecting or receiving greater, less or different compensation for the transportation of property than the rates and charges set forth in its tariff. Sections 8 and 23 of the 1984 Act, 46 U.S.C. app. secs. 1707 and 1721, require that every NVOCC maintain a tariff and a bond. Under section 13 of the 1984 Act, 46 U.S.C. app. sec. 1712, a person is subject to a civil penalty of not more than $25,000 for each violation knowingly and willfully committed, and not more than $5,000 for other violations.[3] Section 13 further provides that a common carrier's tariff may be suspended for violations of section 10(b)(1) for a period not to exceed one year, while section 23 provides for a similar suspension in the case of violations of section 10(a)(1) of the 1984 Act.

Now therefore, it is ordered, That pursuant to sections 10, 11, 13, and 23 of the 1984 Act, 46 U.S.C. app. secs. 1709, 1710, 1712, and 1721, an investigation is instituted to determine:

(1) Whether Kin Bridge Express Inc. and Kin Bridge Express (USA) Inc. violated section 10(a)(1) of the 1984 Act by directly or indirectly obtaining transportation at least than the rates and charges otherwise applicable through the means of misdescription of cargo;

(2) Whether Kin Bridge Express Inc. and Kin Bridge Express (USA) Inc. violated section 10(b)(1) of the 1984 Act by charging, demanding, collecting or receiving less or different compensation for the transportation of property than the rates and charges shown in their respective NVOCC tariffs;

(3) Whether Kin Bridge Express Inc. violated sections 8 and 23 of the 1984 Act by operating as a non-vessel-operating common carrier without having a tariff and bond on file with the Commission:

(4) Whether, in the event violations of sections 8, 10(a)(1), 10(b)(1), and 23 of the 1984 Act are found, civil penalties should be assessed and, if so, the amount of such penalties;

(5) Whether, in the event violations of sections 10(a)(1) and 10(b)(1) of the 1984 Act are found, the tariff of Kin Bridges Express Inc. should be suspended; and

(6) Whether, in the event violations are found, an appropriate cease and desist order should be issued.

It is further ordered, that a public hearing be held in this proceeding and that this matter be assigned for hearing before an Administrative Law Judge of the Commission's Office of Administrative Law Judges at a date and place to be hereafter determined by the Administrative Law Judge in compliance with Rule 61 of the Commission's rules of practice and procedure, 46 CFR 502.61. The hearing shall include oral testimony and cross-examination in the discretion of the Presiding Administrative Law Judge only after consideration has been given by the parties and the Presiding Administrative Law Judge to the use of alternative forms of dispute resolution, and upon a proper showing that there are genuine issues of material fact that cannot be resolved on the basis of sworn statements, affidavits, deposition, or other documents or that the nature of the matters in issue is such that an oral hearing and cross-examination are necessary for the development of an adequate record;

It is further ordered, that Kim Bridge Express Inc. and Kin Bridge Express (U.S.A.) Inc. are designated as Respondents in this proceeding;

It is further ordered, that the Commission's Bureau of Enforcement is designated a party to this proceeding;

It is further ordered, that notice of this order be published in the **Federal Register**, and a copy be served on parties of record;

It is further ordered, that other persons having an interest in participating in this proceeding may file petitions for leave to intervene in accordance with Rule 72 of the Commission's rules of practice and procedure, 46 CFR 502.72;

It is further ordered, that all further notices, orders, and/or decisions issued by or on behalf of the Commission in this proceeding, including notice of the time and place of hearing or prehearing conference, shall be served on parties of record;

It is further ordered, that all documents submitted by any party of record in this proceeding shall be directed to the Secretary, Federal Maritime Commission, Washington, DC 20573, in accordance with Rule 118 of the Commission's rules and practice and procedure, 46 CFR 502.118, and shall be served on parties of record; and

It is further ordered, that in accordance with Rule 61 of the Commission's Rules of Practice and Procedures, the initial decision of the Administrative Law Judge shall be issued by June 23, 1999 and the final decision of the Commission shall be issued by October 21, 1999.

By the Commission.

Joseph C. Polking,

Secretary.

[FR Doc. 98–17141 Filed 6–26–98; 8:45 am]

BILLING CODE 6730–01–M

[3] The maximum penalties are raised by 10 percent for violations occurring after November 7, 1996. *See Inflation Adjustment of Civil Monetary Penalties,* 27 S.R.R. 809 (1996).

FEDERAL RESERVE SYSTEM

Change in Bank Control Notices; Acquisitions of Shares of Banks or Bank Holding Companies

The notificants listed below have applied under the Change in Bank Control Act (12 U.S.C. 1817(j)) and § 225.41 of the Board's Regulation Y (12 CFR 225.41) to acquire a bank or bank holding company. The factors that are considered in acting on the notices are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The notices are available for immediate inspection at the Federal Reserve Bank indicated. The notices also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than July 15, 1998.

A. Federal Reserve Bank of St. Louis (Randall C. Sumner, Vice President) 411 Locust Street, St. Louis, Missouri 63102-2034: