

Type of Request: Request for public comment on a previously approved collection of information.

Abstract: Part 583 establishes requirements for the disclosure of information relating to the countries of origin of the equipment of new passenger motor vehicles. This information will be used by NHTSA to determine whether manufacturers are complying with the American Automobile Labeling Act (49 U.S.C. 32304). The American Automobile Labeling Act requires all new passenger motor vehicles (including passenger cars, certain small buses, all light trucks and multipurpose passenger vehicles with a gross vehicle weight rating of 8,500 pounds or less), to bear labels providing information about domestic and foreign content of their equipment. With the affixed label on the new passenger motor vehicles, it serves as an aid to potential purchasers in the selection of new passenger motor vehicles by providing them with information about the value of the U.S. Canadian and foreign parts of each vehicle, the countries of origin of the engine and transmission, and the site of the vehicle's final assembly.

NHTSA anticipates approximately 22 vehicle manufacturers will be affected by these reporting requirements. NHTSA does not believe that any of these 22 manufacturers are a small business (*i.e.*, one that employs less than 500 persons) since each manufacturer employs more than 500 persons. Manufacturers of new passenger motor vehicles, including passenger cars, certain small buses, and light trucks with a gross vehicle weight rating of 8,500 pounds or less, must file a report annually.

Affected Public: Vehicle manufacturers.

Estimated Total Annual Burden: NHTSA estimates that the vehicle manufacturers will incur a total annual reporting hour and cost burden of 2,522 hours and \$2,467,300. The amount includes annual burden hours incurred by multi-stage manufacturers and motor vehicle equipment suppliers.

There is an increase in the annual reporting and recordkeeping hour burden from 47,918 to 55,484 because the number of respondents increased from 20 to 22. There is an increase in annual reporting and recordkeeping cost burden from 2,130,850 to 2,467,300 because there will be more responses. The hour burden and cost burden published in the **Federal Register** are different due to errors in the preliminary information provided.

ADDRESSES: Send comments, within 30 days, to the Office of Information and

Regulatory Affairs, Office of Management and Budget, 725–17th Street, NW., Washington, DC 20503, Attention NHTSA 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 Departments 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. A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued on: October 22, 2007.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. E7–21141 Filed 10–26–07; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–1003X]

Mohall Central Railroad, Inc.— Abandonment Exemption—in Nelson, Ramsey, and Cavalier Counties, ND

Mohall Central Railroad, Inc. (MCR), has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon a 44.44-mile rail line (the Line),¹ extending from

¹ In its verified notice of exemption filed under STB Finance Docket No. 34759, *Mohall Central Railroad, Inc.—Acquisition and Operation Exemption—Rail Line of BNSF Railway Company*, MCR stated that, pursuant to an operating agreement between it and Northern Plains Railroad, Inc. (NPR), NPR would operate a 69.15-mile rail line, which includes the 44.44-mile Line, and that a track connection between NPR and the acquired line would be constructed. In *Mohall Central Railroad, Inc.—Acquisition and Operation Exemption—Rail Line of BNSF Railway Company*, STB Finance Docket No. 34759 (STB served Oct. 25, 2005) (*Mohall Central*), NPR was informed that it would need to file a request for operating authority prior to commencing operations over the line and obtain construction authority under 49 U.S.C. 10901 before building connecting track. In *Northern Plains Railroad, Inc.—Operation Exemption—Rail Line of Mohall Central Railroad, Inc.*, STB Finance Docket No. 34780 (STB served Dec. 29, 2005), NPR filed a notice of exemption to operate the line. The exemption became effective on January 28, 2006. Generally, NPR would be required to obtain discontinuance authority before MCR could abandon the Line at issue here. However, MCR provides, in its verified notice in this proceeding, a date of last service over the Line that is prior to the date that NPR obtained operating authority, which suggests that NPR never began service over

milepost 3.75, approximately 3.75 miles north of Lakota, to milepost 48.19, approximately 4.0 miles south of Munich, in Nelson, Ramsey, and Cavalier Counties, ND.² The line traverses United States Postal Service Zip Codes 58321, 58330, 58338, 58344, 58345, and 58352.

MCR has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line that would have to be rerouted; (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 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 November 28, 2007, unless stayed pending reconsideration. Petitions to stay that do not involve environmental

the Line. Therefore, because operating authority is permissive, and NPR did not appear to begin service, MCR does not need NPR to obtain discontinuance authority before MCR seeks abandonment here.

² Pursuant to section 402 of the Department of Transportation and Related Agencies Appropriation Act of 1982 (Pub. L. No. 97–102, 95 Stat. 1442, 1465), the Burlington Northern Railroad Company (BN) and its successors in interest, including BNSF Railway Company (BNSF), generally are prohibited from abandoning in excess of 350 miles of rail line in North Dakota, a mileage total that has already been reached. This limitation also applies to third-party purchasers of BNSF rail lines that are subject to the limitation. Because MCR purchased the Line from BNSF, the Line normally would be subject to the 350-mile limitation. See *Mohall Central*. However, Congress amended section 402 in the Department of Transportation and Related Agencies Appropriations Act, 1992, Pub. L. 102–143, section 343, 105 Stat. 917, 948 (1991), narrowing the restriction on processing BNSF (or third-party purchasers of BNSF rail lines) abandonment applications so that the 350-mile limitation no longer applies to exemptions for out-of-service rail lines under 49 CFR 1152.50 in North Dakota.

issues,³ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),⁴ and trail use/rail banking requests under 49 CFR 1152.29 must be filed by November 8, 2007. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 19, 2007, with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to MCR's representative: Michael J. Barron, Jr., Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606-2832.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

MCR has filed a combined environmental and historic report that addresses the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by November 2, 2007. Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 245-0305. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), MCR shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by MCR's filing of a notice of consummation by October 29, 2008, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

³ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

⁴ Each OFA must be accompanied by the filing fee, which currently is set at \$1,300. See 49 CFR 1002.2(f)(25).

Decided: October 23, 2007.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. E7-21181 Filed 10-26-07; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF THE TREASURY

Fiscal Service

Notice of Rate for Use in Federal Debt Collection and Discount and Rebate Evaluation

AGENCY: Financial Management Service, Fiscal Service, Treasury.

SUMMARY: Pursuant to section 11 of the Debt Collection Act of 1982, as amended, (31 U.S.C. 3717), the Secretary of the Treasury is responsible for computing and publishing the percentage rate to be used in assessing interest charges for outstanding debts owed to the Government. Treasury's Cash Management Requirements (TFM Volume I, Part 6, Chapter 8000) prescribe use of this rate by agencies as a comparison point in evaluating the cost-effectiveness of a cash discount. In addition, 5 CFR 1315.8 of the Prompt Payment rule on "Rebates" requires that this rate be used in determining when agencies should pay purchase card invoices when the card issuer offers a rebate. Notice is hereby given that the applicable rate is 5.00 percent for calendar year 2008.

DATES: The rate will be in effect for the period beginning on January 1, 2008, and ending on December 31, 2008.

FOR FURTHER INFORMATION CONTACT: Inquiries should be directed to the Agency Enterprise Solutions Division, Financial Management Service, Department of the Treasury, 401 14th Street, SW., Washington, DC 20227 (Telephone: 202-874-6650).

SUPPLEMENTARY INFORMATION: The rate reflects the current value of funds to the Treasury for use in connection with Federal Cash Management systems and is based on investment rates set for purposes of Public Law 95-147, 91 Stat. 1227. Computed each year by averaging Treasury Tax and Loan (TT&L) investment rates for the 12-month period ending every September 30, rounded to the nearest whole percentage, for applicability effective each January 1, the rate is subject to quarterly revisions if the annual average, on a moving basis, changes by 2 percentage points. The rate in effect for the calendar year 2008 reflects the average investment rates for the 12-

month period that ended September 30, 2007.

Dated: October 23, 2007.

Shery Morrow,

Assistant Commissioner, Federal Finance.

[FR Doc. 07-5368 Filed 10-26-07; 8:45 am]

BILLING CODE 4810-35-M

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[TD 9249]

Proposed Collection; Comment Request for Regulation Project; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correction to notice and request for comments.

SUMMARY: This document contains corrections to a notice and request for comments (TD 9249) that was published in the **Federal Register** on Monday, September 17, 2007 (72 FR 52954) inviting the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections.

FOR FURTHER INFORMATION CONTACT: Robert Black at (202) 622-6665 (not a toll-free number), or through the internet at Robert.G.Black@irs.gov.

SUPPLEMENTARY INFORMATION:

Background

The notice and request for comments that is the subject of the correction is required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)).

Need for Correction

As published, the comment request for TD 9249 contains errors that may prove to be misleading and are in need of clarification.

Correction of Publication

Accordingly, the publication of the comment request for TD 9249, which was the subject of FR Doc. E7-18285, is corrected as follows:

1. On page 52954, column 2, in the preamble, under the caption "Summary:", lines thirteen through nineteen, the language "existing notice of proposed rulemaking, REG-209619-93, Escrow Funds and Other Similar Funds (§§ 1.469B-1(k)(2), 1.468B-1(k)(3)(iv), 1.468B-6(e)(1), 1.468B-6(f), 1.468B-7(d), 1.468B-8(f), 1.468B-8(g)(1), 1.468B-9(c)(1), and 1.468B-9(f)(3))." is corrected to read "existing