

The agency's theft rate data is not available for calendar year/model year (CY/MY) 2007 and 2008. Ford stated that since the introduction of the Ford Escape in MY 2001, it has been equipped with the SecuriLock system (except the 2005 Escape Hybrid). Ford also provided theft rate data for the MY 2001 through 2005 Ford Escape vehicle line. The chart illustrates that the reported theft rate for the Escape is significantly below the agency's median theft rate of 3.5826 for all vehicles in each calendar year/model year. Ford stated that it believes that the exceptional low theft rate of 1.0342 for CY/MY 2005 is likely to continue or improve in future years.

Additionally, Ford noted the reduction in theft rate for other vehicle lines equipped with the SecuriLock device. Ford's SecuriLock device was first introduced as standard equipment on its MY 1996 Mustang GT and Cobra. In MY 1997, the SecuriLock system was installed on the entire Mustang vehicle line as standard equipment. Ford stated that the 1997 model year Mustang with SecuriLock shows a 70% reduction in theft compared to the MY 1995 Mustang, according to National Insurance Crime Bureau (NICB) theft statistics. There were 149 reported thefts for 1997 compared to 500 reported thefts in 1995.

In addressing the specific content requirements of 543.6, Ford provided information on the reliability and durability of its proposed device. To ensure reliability and durability of the device, Ford conducted tests based on its own specified standards. Ford also provided a detailed list of the tests conducted and believes that the device is reliable and durable since the device complied with its specified requirements for each test.

The agency also notes that the device will provide four of the five types of performance listed in § 543.6(a)(3): promoting activation; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

Pursuant to 49 U.S.C. 33106 and 49 CFR 543.7(b), the agency grants a petition for exemption from the parts-marking requirements of part 541 either in whole or in part, if it determines that, based upon substantial evidence, the standard equipment anti-theft device is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts marking requirements of part 541. The agency finds that Ford has provided adequate reasons for its belief that the anti-theft

device for the Ford Escape vehicle line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541). This conclusion is based on the information Ford provided about its device.

For the foregoing reasons, the agency hereby grants in full Ford's petition for exemption for the Escape vehicle line from the parts-marking requirements of 49 CFR Part 541. The agency notes that 49 CFR Part 541, Appendix A-1, identifies those lines that are exempted from the Theft Prevention Standard for a given model year. 49 CFR Part 543.7(f) contains publication requirements incident to the disposition of all Part 543 petitions. Advanced listing, including the release of future product nameplates, the beginning model year for which the petition is granted and a general description of the anti-theft device is necessary in order to notify law enforcement agencies of new vehicle lines exempted from the parts-marking requirements of the Theft Prevention Standard.

If Ford decides not to use the exemption for this line, it must formally notify the agency. If such a decision is made, the line must be fully marked according to the requirements under 49 CFR Parts 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if Ford wishes in the future to modify the device on which this exemption is based, the company may have to submit a petition to modify the exemption.

Part 543.7(d) states that a Part 543 exemption applies only to vehicles that belong to a line exempted under this part and equipped with the anti-theft device on which the line's exemption is based. Further, Part 543.9(c)(2) provides for the submission of petitions "to modify an exemption to permit the use of an anti-theft device similar to but differing from the one specified in that exemption."

The agency wishes to minimize the administrative burden that Part 543.9(c)(2) could place on exempted vehicle manufacturers and itself. The agency did not intend in drafting Part 543 to require the submission of a modification petition for every change to the components or design of an anti-theft device. The significance of many such changes could be *de minimis*. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes, the effects of which might be characterized as *de minimis*, it should consult the agency

before preparing and submitting a petition to modify.

Authority: 49 U.S.C. 33106; delegation of authority at 49 CFR 1.50.

Issued on: April 15, 2008.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. E8-8479 Filed 4-17-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2007-27181 (Notice No. 08-5)]

Notice of Information Collection Approval

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice of Information Collection Approval.

SUMMARY: This notice announces Office of Management and Budget (OMB) approval and extension until March 31, 2010 for the following information collection requests (ICRs): OMB Control No. 2137-0572, "Testing Requirements for Non-Bulk Packaging"; and approval and extension until August 31, 2010 for OMB Control No. 2137-0039, "Hazardous Materials Incidents."

This notice also announces OMB approval and extension until October 31, 2010 for the following ICRs: OMB Control No. 2137-0018, "Inspection and Testing of Portable Tanks and Intermediate Bulk Containers"; and OMB Control No. 2137-0595, "Cargo Tank Motor Vehicles in Liquefied Compressed Gas Service."

Additionally, this notice announces OMB approval and extension until February 28, 2011 for the following ICRs: OMB Control No. 2137-0014, "Cargo Tank Specification Requirements"; OMB Control No. 2137-0542, "Flammable Cryogenic Liquids"; OMB Control No. 2137-0582, "Container Certification Statements"; and OMB Control No. 2137-0591, "Response Plans for Shipments of Oil."

DATES: The expiration dates for these ICRs are either March 31, 2010, August 31, 2010, October 31, 2010, or February 28, 2011 as indicated under the **SUPPLEMENTARY INFORMATION** section of this notice.

ADDRESSES: Requests for a copy of an information collection should be directed to Deborah Boothe or T. Glenn Foster, Office of Hazardous Materials Standards (PHH-11), Pipeline and

Hazardous Materials Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.

FOR FURTHER INFORMATION CONTACT: Deborah Boothe or T. Glenn Foster, Office of Hazardous Materials Standards (PHH-11), Pipeline and Hazardous Materials Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001, Telephone (202) 366-8553.

SUPPLEMENTARY INFORMATION: Office of Management and Budget (OMB) regulations (5 CFR 1320) implementing provisions of the Paperwork Reduction Act of 1995 (Pub. L. 104-13) require that interested members of the public and affected agencies have an opportunity to comment on information collection and recordkeeping activities (see 5 CFR 1320.8(s)) and specify that no person is required to respond to an information collection unless it displays a valid OMB control number. In accordance with the Paperwork Reduction Act of 1995, PHMSA has received OMB approval for renewal of the following ICRs:

OMB Control Number: 2137-0572.

Title: "Testing Requirements for Non-Bulk Packaging."

Expiration Date: March 31, 2010.

OMB Control Number: 2137-0039.

Title: "Hazardous Materials Incident Reports."

Expiration Date: August 31, 2010.

OMB Control Number: 2137-0018.

Title: "Inspection and Testing of Portable Tanks and Intermediate Bulk Containers."

Expiration Date: October 31, 2010.

OMB Control Number: 2137-0595.

Title: "Cargo Tank Motor Vehicles in Liquefied Compressed Gas Service."

Expiration Date: October 31, 2010.

OMB Control Number: 2137-0014.

Title: "Cargo Tank Specification Requirements."

Expiration Date: February 28, 2011.

OMB Control Number: 2137-0542.

Title: "Flammable Cryogenic Liquids."

Expiration Date: February 28, 2011.

OMB Control Number: 2137-0582.

Title: "Container Certification Statements."

Expiration Date: February 28, 2011.

OMB Control Number: 2137-0591.

Title: "Response Plans for Shipments of Oil."

Expiration Date: February 28, 2011.

Issued in Washington, DC on April 15, 2008.

Edward T. Mazzullo,

Director, Office of Hazardous Materials Standards.

[FR Doc. E8-8512 Filed 4-17-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 558 (Sub-No. 10)]

Railroad Cost-of-Capital—2006

AGENCY: Surface Transportation Board.

ACTION: Notice of decision.

SUMMARY: On April 15, 2008, the Board served a decision to update its computation of the railroad industry's cost-of-capital for 2006. The composite after-tax cost-of-capital rate for 2006 is found to be 9.94%, based on a current cost-of-debt of 5.97%; a cost of common equity capital of 11.13%; and a capital structure mix comprised of 23.05% debt and 76.95% common equity. The cost-of-capital finding made in this proceeding will be used in a variety of Board proceedings.

EFFECTIVE DATE: This action is effective April 15, 2008.

FOR FURTHER INFORMATION CONTACT:

Pedro Ramirez, 202-245-0333.

[Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision, which is available on our Web site <http://www.stb.dot.gov>.

Environmental and Energy Considerations

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Regulatory Flexibility Analysis

Pursuant to 5 U.S.C. 605(b), we conclude that our action in this proceeding will not have a significant economic impact on a substantial number of small entities. The purpose and effect of this action are to update the annual railroad industry cost-of-capital finding by the Board. No new reporting or other regulatory requirements are imposed, directly or indirectly, on small entities.

Authority: 49 U.S.C. 10704(a).

Decided: April 14, 2008.

By the Board, Chairman Nottingham, Vice Chairman Mulvey, and Commissioner Buttrey.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8-8386 Filed 4-17-08; 8:45 am]

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DEPARTMENT OF THE TREASURY

Departmental Offices; Debt Management Advisory Committee Meeting

Notice is hereby given, pursuant to 5 U.S.C. App. 2, § 10(a)(2), that a meeting will be held at the Hay-Adams Hotel, 16th Street and Pennsylvania Avenue, NW., Washington, DC, on April 29, 2008 at 10:30 a.m. of the following debt management advisory committee:

Treasury Borrowing Advisory Committee of The Securities Industry and Financial Markets Association.

The agenda for the meeting provides for a charge by the Secretary of the Treasury or his designate that the Committee discuss particular issues and conduct a working session. Following the working session, the Committee will present a written report of its recommendations. The meeting will be closed to the public, pursuant to 5 U.S.C. App. 2, § 10(d) and Pub. L. 103-202, § 202(c)(1)(B)(31 U.S.C. 3121 note).

This notice shall constitute my determination, pursuant to the authority placed in heads of agencies by 5 U.S.C. App. 2, § 10(d) and vested in me by Treasury Department Order No. 101-05, that the meeting will consist of discussions and debates of the issues presented to the Committee by the Secretary of the Treasury and the making of recommendations of the Committee to the Secretary, pursuant to Pub. L. 103-202, § 202(c)(1)(B). Thus, this information is exempt from disclosure under that provision and 5 U.S.C. 552b(c)(3)(B). In addition, the meeting is concerned with information that is exempt from disclosure under 5 U.S.C. 552b(c)(9)(A). The public interest requires that such meetings be closed to the public because the Treasury Department requires frank and full advice from representatives of the financial community prior to making its final decisions on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community. When so utilized, such a committee is recognized to be an advisory committee under 5 U.S.C. App. 2, § 3.