

replaced to convert the speedometer and odometer assembly and the brake warning light lens would have to be corrected to show the word "BRAKE." Volkswagen also stated that the 1991 Volkswagen GTI (Canadian) is equipped with daytime running lights that Standard 108 only requires on vehicles manufactured after February 10, 1993.

Volkswagen further stated that the 1991 Volkswagen GTI (Canadian) would have to be equipped with a door-mounted automatic shoulder belt system to comply with Standard 208. Volkswagen additionally observed that manual lap belts would have to be installed in the 1991 Volkswagen GTI (Canadian) so that it is equivalent to its U.S. certified counterpart. Volkswagen contended that these modifications would require removal of the existing seats and their replacement with seats and lap belt assemblies used in U.S.-model vehicles. Volkswagen also stated that a knee bolster would have to be added to the 1991 Volkswagen GTI (Canadian) as part of the passive restraint system that would have to be installed, and that this modification would require removal and replacement of the console assembly.

Volkswagen concluded by emphasizing that its comments pertain only to the version of the 1991 Volkswagen GTI that was manufactured for the Canadian market, and that other versions of the vehicle manufactured for the European and other markets may have structural differences and different bumper systems that would require other modifications to comply with U.S. requirements. Consequently, Volkswagen stressed that if the petition is granted, that grant should be limited to vehicles manufactured for the Canadian market.

NHTSA accorded Champagne an opportunity to respond to Volkswagen's comments. In its response, Champagne stated that the petition addressed the Standard 101 compliance issues that were raised by Volkswagen. Champagne also observed that the presence of running lights on the 1991 Volkswagen GTI (Canadian) does not affect the vehicle's compliance with the requirements of Standard 108 that pertain to that model year. Champagne also noted that the petition addressed the need for an automatic restraint system and manual lap belts to be installed in the 1991 Volkswagen GTI (Canadian). Champagne stated that a knee bolster with a U.S.-model part number would be installed as part of the automatic restraint system. Champagne contended that the installation of manual lap belts does not require replacement of the entire seat, as the

belts will have attachment points to the seat rails in the same manner as U.S. certified models.

NHTSA has reviewed each of the issues that Volkswagen has raised regarding Champagne's petition. NHTSA believes that Champagne's responses adequately address each of those issues. NHTSA further notes that the modifications described by Champagne have been performed with relative ease on thousands of nonconforming vehicles imported over the years, and would not preclude the non-U.S. certified 1991 Volkswagen GTI (Canadian) from being found "capable of being readily modified to comply with all Federal motor vehicle safety standards."

NHTSA has accordingly decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-149 is the vehicle eligibility number assigned to vehicles admissible under this decision.

Final Determination

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1991 Volkswagen GTI (Canadian) not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1991 Volkswagen Golf GTI originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: April 18, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 96-10062 Filed 4-23-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board¹

[Docket No. AB-455X]

Ashley, Drew & Northern Railway Company; Abandonment Exemption; in Ashley and Drew Counties, AR

AGENCY: Surface Transportation Board.

ACTION: Notice of Exemption.

SUMMARY: The Board, under 49 U.S.C. 10505, exempts from the prior approval requirements of 49 U.S.C. 10903-04 the abandonment by Ashley, Drew & Northern Railway Company of its entire line between milepost 0 at Crossett and milepost 40.5 at Monticello, in Ashley and Drew Counties, AR, subject to an environmental condition. The abandonment of a segment of the line is further conditioned upon the receipt of Board authority for the discontinuance of trackage rights over that segment.

DATES: Provided no formal expression of intent to file an offer of financial assistance has been received, this exemption will be effective on May 24, 1996. Formal expressions of intent to file an offer² of financial assistance under 49 CFR 1152.27(c)(2) must be filed by May 6, 1996; petitions to stay must be filed by May 9, 1996; requests for a public use condition must be filed by May 14, 1996; and petitions to reopen must be filed by May 20, 1996.

ADDRESSES: Send pleadings referring to Docket No. AB-455X to: (1) Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, NW., Washington, DC 20423, and (2) Eugenia Langan, Shea & Gardner, 1800 Massachusetts Avenue, NW., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC News & Data, Inc., Room 2229, 1201 Constitution Avenue, NW., Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5271.]

Decided: April 9, 1996.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to section 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

² See Exempt. of Rail Abandonment—Offers of Finan. Assist., 4 I.C.C.2d 164 (1987).

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-10065 Filed 4-23-96; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Departmental Offices; Proposed Collection; Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on an information collection that is due for renewed approval by the Office of Management and Budget. The comment period is required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Office of International Financial Analysis within the Department of the Treasury is soliciting comments concerning recordkeeping requirements associated with Reporting of International Capital and Foreign Currency Transactions and Positions—31 CFR Part 128.

DATES: Written comments should be received on or before June 21, 1996 to be assured of consideration.

ADDRESSES: Direct all written comments to Gary A. Lee, Manager, Treasury International Capital Reporting System, Department of the Treasury, Room 5464, 1500 Pennsylvania Avenue NW., Washington DC 20220.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the regulations should be directed to Gary A. Lee, Manager, Treasury International Capital Reporting System, Department of the Treasury, Room 5464, 1500 Pennsylvania Avenue NW., Washington DC 20220, (202)622-2270.

SUPPLEMENTARY INFORMATION:

Title: Reporting of International Capital and Foreign Currency Transactions and Positions—31 CFR Part 128.

OMB Number: 1505-0149.

Abstract: 31 CFR Part 128 establishes general guidelines for reporting on United States claims on and liabilities to foreigners; on transactions in securities with foreigners; and on the monetary reserves of the United States as provided for by the International Investment and Trade in Services

Survey Act and the Bretton Woods Agreements Act. In addition, 31 CFR Part 128 establishes general guidelines for reporting on the nature and source of foreign currency transactions of large U.S. business enterprises and their foreign affiliates. This regulation includes a recordkeeping requirement, § 128.5, which is necessary to enable the Office of International Financial Analysis to verify reported information and to secure additional information concerning reported information as may be necessary. The recordkeepers are U.S. persons required to file reports covered by these regulations.

Current Actions: No changes to recordkeeping requirements are proposed at this time.

Type of Review: Extension.

Affected Public: Business or other for-profit.

Estimated Number of Respondents: 2,000.

Estimated Average Time per Respondent: Three (3) hours per respondent per response.

Estimated Total Annual Burden Hours: 6,000 hours, based on one response per year.

REQUEST FOR COMMENTS: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. The public is invited to submit written comments concerning: whether 31 CFR § 128.5 is necessary for the proper performance of the functions of the Office, including whether the information collected has practical uses; the accuracy of the above burden estimates; how to enhance the quality, usefulness, and clarity of the information to be collected; and how to minimize the reporting and/or recordkeeping burdens on respondents, including the use of information technologies to automate the collection of the data.

Thomas Ashby McCown,

Director, Office of International Financial Analysis.

[FR Doc. 96-10036 Filed 4-23-96; 8:45 am]

BILLING CODE 4810-25-M

Fiscal Service

[Dept. Circ. 570, 1995 Rev., Supp. No. 8]

Surety Companies Acceptable on Federal Bonds; Redomestication: Amwest Surety Insurance Company

Amwest Surety Insurance Company has redomesticated from the state of California to the state of Nebraska effective December 14, 1995. The

Company was last listed as an acceptable surety on Federal bonds at 60 FR 34438, June 30, 1995.

Federal bond-approving officers should annotate their reference copies of the Treasury Circular 570, 1995 revision, to reflect this change.

The Circular may be viewed or downloaded by calling the U.S. Department of the Treasury, Financial Management Service, computerized public bulletin board system (FMS Inside Line) at (202) 874-6817/7034/6953/6872. A hard copy may be purchased from the Government Printing Office (GPO), Washington, DC, telephone (202) 512-0132. When ordering the Circular from GPO, use the following stock number: 048-000-00489-0.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Funds Management Division, Surety Bond Branch, 3700 East-West Highway, Room 6F04, Hyattsville, MD 20872, telephone (FTS/202) 874-6602.

Dated: April 4, 1996.

Charles F. Schwan III,

Director, Funds Management Division, Financial Management Service.

[FR Doc. 96-10077 Filed 4-23-96; 8:45 am]

BILLING CODE 4810-35-M

[Dept. Circ. 570, 1995—Rev., Supp. No. 10]

Surety Companies Acceptable on Federal Bonds; Termination of Authority: Delta Casualty Company

Notice is hereby given that the Certificate of Authority issued by the Treasury to DELTA CASUALTY COMPANY, of Chicago, Illinois, under the United States Code, Title 31, Sections 9304-9308, to qualify as an acceptable surety on Federal bonds is terminated effective today.

The Company was last listed as an acceptable surety on Federal bonds at 60 FR 34440, June 30, 1995.

With respect to any bonds currently in force with Delta Casualty Company, bond-approving officers may let such bonds run to expiration and need not secure new bonds. However, no new bonds should be accepted from the Company. In addition, bonds that are continuous in nature should not be renewed.

The Circular may be accessible through the Internet (<http://www.ustreas.gov/treasury/bureaus/finman/c570.html>) and also viewed or downloaded by calling the U.S. Department of the Treasury, Financial Management Service, computerized public bulletin board system (FMS