NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Champagne Imports, Inc. of Lansdale, Pennsylvania (''Champagne'') (Registered Importer 90–009) petitioned NHTSA to decide whether 1987–1989 Saab 900 S passenger cars are eligible for importation into the United States. NHTSA published notice of the petition under Docket No. NHTSA–98–4083 on July 24, 1998 (63 FR 39928) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of the petition, from Saab Cars USA, Inc. (''Saab''), the United States representative of the vehicles' manufacturer. In this comment, Saab stated that the petition contained inaccuracies with regard to the compliance of non-U.S. certified 1987–1989 Saab 900 S with certain of the Federal motor vehicle safety standards. In particular, Saab noted that a center high mounted stop lamp would have to be installed on the vehicles to comply with Standard No. 108, *Lamps, Reflective Devices, and Associated Equipment.* Additionally, Saab stated that the driver's side rearview mirror would have to be replaced with a planar U.S.-model component to comply with Standard No. 111, *Rearview Mirrors.* Saab also stated that the manufacturer locks the transmission shift mechanism as opposed to the steering to achieve compliance with Standard No. 114, *Theft Protection.* Saab further disputed the petitioner's claim that there would be any need for modifications to achieve compliance with Standard No. 118 *Power Window Systems,* as all Saabs produced worldwide are wired so that the window transport is inoperative when the ignition is switched off. With respect to Standard No. 208, *Occupant Crash Protection,* Saab contended that certain non-U.S. certified 1987–1989 Saab 900 S hatchbacks were equipped with motorized shoulder belts that could not be easily retrofitted on non-U.S. certified versions of those vehicles. Saab noted, however, that this equipment was installed on only a portion of its 1987–1989 Saab 900 S hatchback production, and not on other configurations of the vehicle.

NHTSA accorded Champagne an opportunity to respond to Saab's comment. In its response, Champagne stated that a center high mounted stop lamp will be installed on non-U.S. certified 1987–1989 Saab 900 S passenger cars to comply with Standard No. 108. Additionally, Champagne stated that it will install a U.S.-model driver's side rearview mirror to comply with Standard No. 111. Champagne additionally conceded that Saab locks the transmission shift mechanism to achieve compliance with Standard No. 114, and that the vehicles meet this standard as produced from the factory. Additionally, Champagne acknowledged there is no need to modify non-U,S. certified 1987–1989 Saab 900 S passenger cars to achieve compliance with Standard No. 118 because all such vehicles comply with that standard as produced from the factory. With respect to Standard No. 208, Champagne contends that the vehicles it intends to import meet that standard as equipped from the factory. Champagne agrees that reinforcing beams necessary to comply with Standard No. 214 are already installed in non-U.S. certified 1987–1989 Saab 900 S passenger cars. Additionally, Champagne acknowledges that there is no need to install a rollover valve to achieve compliance with Standard No. 301. Finally, Champagne acknowledges that non-U.S. certified 1987–1989 Saab 900 S passenger cars are in compliance with the theft Prevention Standard in 49 CFR Part 541 because they are marked with the required VIN numbers prior to importation.

NHTSA believes that Champagne's response adequately addresses the issues that Saab has raised regarding the petition. NHTSA further notes that Saab has not contended that non-U.S. certified 1987–1989 Saab 900 S passenger cars are incapable of being readily altered to comply with applicable motor vehicle safety standards, and that the modifications described by Champagne, which have been performed with relative ease on thousands of motor vehicles imported over the years, would not preclude non-U.S. certified 1987–1989 Saab 900 S passenger cars from being found capable of being so altered. 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–270 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that non-U.S. certified 1987–1989 Saab 900 S passenger cars are substantially similar to 1987–1989 Saab 900 S passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and are 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: December 10, 1998.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 98–33225 Filed 12–15–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–98–3412; Notice 2]

DeTomaso Modena S.p.A., Mootness of Application for Temporary Exemption From Three Federal Motor Vehicle Safety Standards

This notice moots the application by DeTomaso Modena S.p.A. of Modena, Italy, (''DeTomaso'') for a temporary exemption from portions of three Federal motor vehicle safety standards. The basis of the application was that compliance would cause substantial economic hardship to a manufacturer that has tried to comply with the standards in good faith.

The agency published notice of its receipt of the application on February 6, 1998, and provided an opportunity for comment (63 FR 6255). No comments were received on the application.

Before the agency had made a decision, it was informed by DeTomaso on April 25, 1998 that the company is withdrawing its application, due to an unanticipated increase in demand for the Guara car, the vehicle covered by the application. DeTomaso indicated that it does not have the capacity to meet the renewed demand for the Guara and supply the American market as well.

Accordingly, the application is now moot. (49 U.S.C. 30113; delegations of authority at 49 CFR 1.50, and 501.8)

Issued on December 8, 1998.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 98–33286 Filed 12–15–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33683]

Ogeechee Railway Company—Lease Exemption—Line of Central of Georgia Railroad Company

The Ogeechee Railway Company (Ogeechee), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from Central of Georgia Railroad Company (CGA), a subsidiary of Norfolk Southern Railroad Company, and operate approximately 42.6 miles of rail line. The rail line to be leased includes: a previously abandoned line of railroad between former milepost GF–152.0 near Vadalia, Toombs County, GA, and former milepost GF–171.0 near Kirby, Emanuel County, GA; and CGA's active line-of-railroad between milepost GF–171.0 near Kirby, GA, and the southern line of CGA's line of railroad between Millen and Tennille, GA, at milepost GF–194.6 near Midville, Burke County, GA.[1]

The earliest the transaction could be consummated was November 23, 1998, (7 days after the notice of exemption was filed).

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33683, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on John M. Robinson, Esq., 9616 Old Spring Road, Kensington, MD 20895, and John Moon, Esq., Law Department, Norfolk Southern Railroad Company, 3 Commercial Plaza, Norfolk, VA 23510–2191.

Board decisions and notices are available on our website at ''WWW.STB.DOT.GOV.''

Decided: December 9, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98–33349 Filed 12–15–98; 8:45 am]

BILLING CODE 4915–00–P

[1] Ogeechee certifies that its annual revenues will not exceed those that would qualify it as a Class III carrier and its revenues are not projected to exceed $5 million.

DEPARTMENT OF THE TREASURY

Commission to Study Capital Budgeting (Advisory Commission to the President of the United States)

ACTION: Notice of canceled meeting.

SUMMARY: The meeting scheduled for Friday, December 18, 1998, of the Commission to Study Capital Budgeting is canceled.

FOR FURTHER INFORMATION CONTACT: E. William Dinkelacker, Ph.D., Designated Federal Official, Room 4456 Main Treasury, Washington, DC 20220, Voice: (202) 622–1285, Fax: (202) 622–1294, E-Mail: william.dinkelacker@treas.sprint.com.

Angel E. Ray,

Committee Management Officer.

[FR Doc. 98–33355 Filed 12–14–98; 9:35 am]

BILLING CODE 4810–25–M

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Information Collection; Submission for OMB Review; Comment Request

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Submission for OMB review; Comment request.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995. The OCC may not conduct or sponsor, and a respondent is not required to respond to an information collection that has been extended, revised, or implemented unless it displays a currently valid OMB control number. Currently, the OCC is soliciting comments concerning extension of an information collection titled (MA)-Loans in Areas Having Special Flood Hazards (12 CFR part 22). The OCC also gives notice that it has sent the information collection to the Office of Management and Budget (OMB) for review.

DATES: Comments are due by January 15, 1999.

ADDRESSES: Your comments regarding this information collection are welcome. You should submit your comments to the OMB Reviewer and to the OCC's Communications Division, Attention: 1557–0202, Third Floor, Office of the Comptroller of the Currency, 250 E Street, SW., Washington, DC 20219. Also, you can send your comments by facsimile transmission to (202) 874–5274, or by electronic mail to regs.comments@occ.treas.gov.

The OMB Reviewer is Alexander T. Hunt, Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Room 3208, Washington, DC 20503.

You can inspect and photocopy the comments at the OCC's Public Reference Room, between 9 a.m. and 5 p.m. on business days. You can make an appointment to inspect the comments by calling (202) 874–5043.

FOR FURTHER INFORMATION CONTACT: You can request additional information, a copy of the collection, or a copy of OCC's submission to OMB by contacting Jessie Gates or Camille Dixon, (202)874–5090, Legislative and Regulatory Activities Division (1557–0202), Office of the Comptroller of the Currency, 250 E Street, SW., Washington, DC 20219.

SUPPLEMENTARY INFORMATION:

The OCC received no comments in response to its first Paperwork Reduction Act renewal notice regarding this information collection which was published in the **Federal Register** (63 FR 32695) on June 15, 1998.

Title: (MA)-Loans in Areas Having Special Flood Hazards (12 CFR part 22).

OMB Number: 1557–0202.

Form Number: None.

Abstract: This information collection covers an existing regulation and involves no change to the regulation or the information collection. The OCC requests only that OMB renew its approval of the information collection in the current regulation. The regulation requires national banks to make disclosures and keep records regarding whether a property securing a loan is located in a special flood hazard area.

This information collection is required by section 303(a) and title V of the Riegle Community Development and Regulatory Improvement Act, Pub. L. 103–325, title V, 108 Stat. 2160, the National Flood Insurance Reform Act of 1994 amendments to the National Flood Insurance Act of 1968 (12 U.S.C. 4104a and 4104b) and the Flood Disaster Protection Act of 1973 (12 U.S.C. 4012a and 4106(b)), and by OCC regulations