

and to allow 60 days for public comment in response to the notice. This notice complies with that requirement.

**DATES:** Submit comments on or before February 20, 2024.

**ADDRESSES:** Send all comments to Renee Mascarenas, Accountant, Denver Finance Center, Small Business Administration, Denver, CO 80202.

**FOR FURTHER INFORMATION CONTACT:** Renee Mascarenas, Accountant, Denver Finance Center, [renee.mascarenas@sba.gov](mailto:renee.mascarenas@sba.gov), 303-844-7179, or Curtis B. Rich, Agency Clearance Officer, 202-205-7030, [curtis.rich@sba.gov](mailto:curtis.rich@sba.gov).

**SUPPLEMENTARY INFORMATION:** SBA Form 172 is only used by lenders for loans that have been purchased by SBA and are being serviced by approved SBA lending partners. The lenders use the SBA Form 172 to report loan payment data to SBA within 15 business days of receipt of payment. The purpose of this reporting is to (1) show the remittance due SBA on a loan serviced by participating lending institutions (2) update the loan receivable balances.

#### Solicitation of Public Comments

SBA is requesting comments on (a) Whether the collection of information is necessary for the agency to properly perform its functions; (b) whether the burden estimates are accurate; (c) whether there are ways to minimize the burden, including through the use of automated techniques or other forms of information technology; and (d) whether there are ways to enhance the quality, utility, and clarity of the information.

#### Summary of Information Collection

*Collection:* 3245-0131.

*(1) Title:* Transaction Report on Loans Serviced by Lender.

*Description of Respondents:* SBA Lenders.

*Form Number:* SBA Form 172.

*Total Estimated Annual Responses:* 1,012.

*Total Estimated Annual Hour Burden:* 9,636.

**Curtis Rich,**

*Agency Clearance Officer.*

[FR Doc. 2023-27903 Filed 12-19-23; 8:45 am]

**BILLING CODE 8026-09-P**

#### SOCIAL SECURITY ADMINISTRATION

[Docket No. SSA-2023-0047]

#### Rate for Assessment on Direct Payment of Fees to Representatives in 2024

**AGENCY:** Social Security Administration.

**ACTION:** Notice.

**SUMMARY:** The Social Security Administration (SSA) is announcing the assessment percentage rate under the Social Security Act (Act) is 6.3 percent for 2024.

**FOR FURTHER INFORMATION CONTACT:** Mona B. Ahmed, Associate General Counsel for Program Law, Office of the General Counsel, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235-6401. Phone: (410) 965-0600, email: [Mona.Ahmed@ssa.gov](mailto:Mona.Ahmed@ssa.gov).

**SUPPLEMENTARY INFORMATION:** A claimant may appoint a qualified individual as a representative to act on their behalf in matters before the SSA. If the claimant is entitled to past-due benefits and was represented either by an attorney or by a non-attorney representative who has met certain prerequisites, the Act provides that we shall withhold up to 25 percent of the past-due benefits and use that money to pay the representative's approved fee directly to the representative.

When we pay the representative's approved fee directly to the representative, we must collect from that fee payment an assessment to recover the costs we incur in determining and paying representatives' fees. The Act provides that the assessment we collect will be the lesser of two amounts: a specified dollar limit; or the amount determined by multiplying the fee we are paying by the assessment percentage rate.<sup>1</sup>

The Act initially set the dollar limit at \$75 in 2004 and provides that the limit will be adjusted annually based on changes in the cost-of-living.<sup>2</sup> Currently, the maximum dollar limit for the assessment is \$117, as we announced in the **Federal Register** on October 23, 2023 (88 FR 72803).

The Act requires us, each year, to set the assessment percentage rate at the lesser of 6.3 percent or the percentage rate necessary to achieve full recovery of the costs we incur to determine and pay representatives' fees.<sup>3</sup> Based on the best available data, we have determined that the current rate of 6.3 percent will continue for 2024. We will continue to review our costs for these services on a yearly basis.

**Chad Poist,**

*Deputy Commissioner, Office of Budget, Finance, and Management, Social Security Administration.*

[FR Doc. 2023-27955 Filed 12-19-23; 8:45 am]

**BILLING CODE 4191-02-P**

<sup>1</sup> 42 U.S.C. 406(d), 406(e), and 1383(d)(2).

<sup>2</sup> 42 U.S.C. 406(d)(2)(A) and 1383(d)(2)(C)(ii)(I).

<sup>3</sup> 42 U.S.C. 406(d)(2)(B)(ii) and 1383(d)(2)(C)(ii)(II).

#### DEPARTMENT OF STATE

[Public Notice: 12288]

#### Designation of Mohamed Ali Nkalubo and Ahmed Mahamud Hassan Aliyani as Specially Designated Global Terrorists

Acting under the authority of and in accordance with section 1(a)(ii)(B) of Executive Order 13224, as amended ("E.O. 13224" or "Order"), I hereby determine that the persons known as Mohamed Ali Nkalubo (also known as Meddie Nkalubo and Meddie Lee) and Ahmed Mahamud Hassan Aliyani (also known as Ahmed Mahmoud Hassan and Ahmad Mahmoud Hassan) are leaders of ISIS-DRC, an entity whose property and interests in property are currently blocked pursuant to a determination by the Secretary of State pursuant to E.O. 13224.

Consistent with the determination in section 10 of E.O. 13224 that prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously, I determine that no prior notice needs to be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

This notice shall be published in the **Federal Register**.

Dated: December 6, 2023.

**Antony J. Blinken,**  
*Secretary of State.*

[FR Doc. 2023-27995 Filed 12-19-23; 8:45 am]

**BILLING CODE 4710-AD-P**

#### SURFACE TRANSPORTATION BOARD

#### 30-Day Notice of Intent To Seek Extension of Approval of Collection: Demurrage Liability Disclosure Requirements

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice and request for comments.

**SUMMARY:** As required by the Paperwork Reduction Act of 1995 (PRA), the Surface Transportation Board (STB or Board) gives notice of its intent to seek approval from the Office of Management and Budget (OMB) for an extension of the collection of Demurrage Liability Disclosure Requirements, as described below.

**DATES:** Comments on this information collection should be submitted by January 19, 2024.

**ADDRESSES:** Written comments should be identified as “Paperwork Reduction Act Comments, Demurrage Liability Disclosure Requirements.” Written comments for this information collection should be submitted via [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). This information collection can be accessed by selecting “Currently under Review—Open for Public Comments” or by using the search function. As an alternative, written comments may be directed to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attention: Michael J. McManus, Surface Transportation Board Desk Officer: via email at [aira\\_submission@omb.eop.gov](mailto:aira_submission@omb.eop.gov); by fax at (202) 395–1743; or by mail to Room 10235, 725 17th Street NW, Washington, DC 20503.

Please also direct all comments to Chris Oehrle, PRA Officer, Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001, or to [PRA@stb.gov](mailto:PRA@stb.gov). When submitting comments, please refer to “Paperwork Reduction Act Comments, Demurrage Liability Disclosure Requirements.” For further information regarding this collection, contact Pedro Ramirez at (202) 245–0333 or [pedro.ramirez@stb.gov](mailto:pedro.ramirez@stb.gov). If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

**SUPPLEMENTARY INFORMATION:** The Board previously published a notice about this collection in the **Federal Register** (88 FR 65419 (September 22, 2023)). That notice allowed for a 60-day public review and comment period. No comments were received.

Comments are requested concerning each collection as to (1) whether the particular collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board’s burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology, when appropriate. Submitted comments will be included and summarized in the Board’s request for OMB approval.

**Description of Collection**

*Title:* Demurrage Liability Disclosure Requirements.

*OMB Control Number:* 2140–0021.

*Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* Freight railroads subject to the Board’s jurisdiction.

*Number of Respondents:* Approximately 620 (including six Class I carriers).

*Estimated Time per Response:* One hour for each disclosure.

*Frequency:* On occasion. The existing demurrage liability disclosure requirement is triggered in two circumstances: (1) when a shipper initially arranges with a railroad for transportation of freight pursuant to the rail carrier’s tariff; or (2) when a rail carrier changes the terms of its demurrage tariff.

*Total Burden Hours (annually including all respondents):* 1,330.7 hours. Consistent with the existing, approved information collection, Board staff estimates that: (1) six Class I carriers would each take on 18 new customers each year (108 hours); (2) each of the six Class I carriers would update its demurrage tariffs annually (6 hours); (3) 620 non-Class I carriers (which are already subject to the existing collection requirements, but which will not be subject to the new requirements) would each take on one new customer a year (620 hours); and (4) each of the non-Class I carriers would update its demurrage tariffs every three years (206.7 hours annualized). For the requirement that Class I carriers must directly bill the shipper and warehouseman agree to the arrangement and so notify the rail carrier, Board staff estimates that annually six Class I carriers would each receive 65 direct-billing agreements per year at one hour per agreement (390 hours).

The total hourly burdens are also set forth in the table below.

TABLE—TOTAL BURDEN HOURS  
[Per year]

Respondents	New customer burden (hours)	Tariff update burden (hours)	Burden for invoicing agreement (hours)	Total annual burden hours
6 Class I Carriers .....	108	6	390	504
620 Non-Class I Carriers .....	620	206.7	.....	826.7
Totals .....	728	212.7	390	1,330.7

*Total “Non-hour Burden” Cost:* There are no other costs identified. Any submissions may be submitted electronically.

*Needs and Uses:* Demurrage is subject to Board regulation under 49 U.S.C. 10702, which requires railroads to establish reasonable rates and transportation-related rules and practices, and under 49 U.S.C. 10746, which requires railroads to compute demurrage charges, and establish rules related to those charges, in a way that will fulfill the national needs related to freight car use and distribution and

maintenance of an adequate car supply. Demurrage is a charge that serves principally as an incentive to prevent undue car detention and thereby encourage the efficient use of rail cars in the rail network, while also providing compensation to rail carriers for the expense incurred when rail cars are unduly detained beyond a specified period of time (*i.e.*, “free time”) for loading and unloading. *See Pa. R.R. v. Kittaning Iron & Steel Mfg. Co.*, 253 U.S. 319, 323 (1920) (“The purpose of demurrage charges is to promote car efficiency by penalizing undue

detention of cars.”); 49 CFR 1333.1; *see also* 49 CFR pt. 1201, category 106.

Under 49 CFR 1333.3, a railroad’s ability to charge demurrage pursuant to its tariff is conditional on its having given, prior to rail car placement, actual notice of the demurrage tariff to the person receiving rail cars for loading and unloading. Once a shipper receives a notice as to a particular tariff, additional notices are required only when the tariff changes materially. The parties rely on the information in the demurrage tariffs to avoid demurrage disputes, and the Board uses the tariffs

to adjudicate demurrage disputes that come before it. Class I carriers are required to include certain minimum information on or with demurrage invoices, take appropriate action to ensure that demurrage charges are accurate and warranted, and directly bill the shipper for demurrage when the shipper and warehouseman agree to that arrangement and so notify the rail carrier. This collection and use of this information by the Board enable the Board to meet its statutory duties.

Under the PRA, a federal agency that conducts or sponsors a collection of information must display a currently valid OMB control number. A collection of information, which is defined in 44 U.S.C. 3502(3) and 5 CFR 1320.3(c), includes agency requirements that persons submit reports, keep records, or provide information to the agency, third parties, or the public. Section 3507(b) of the PRA requires, concurrent with an agency’s submitting a collection to OMB for approval, a 30-day notice and comment period through publication in the **Federal Register** concerning each proposed collection of information, including each proposed extension of an existing collection of information.

Dated: December 15, 2023.

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2023–27946 Filed 12–19–23; 8:45 am]

**BILLING CODE 4915–01–P**

**SURFACE TRANSPORTATION BOARD**

**30-Day Notice of Intent To Seek Extension of Approval of Collection: Waybill Sample**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice and request for comments.

**SUMMARY:** As required by the Paperwork Reduction Act of 1995 (PRA), the Surface Transportation Board (STB or Board) gives notice of its intent to seek approval from the Office of Management and Budget (OMB) for an extension of the collection of Waybill Sample, as described below.

**DATES:** Comments on this information collection should be submitted by January 19, 2024.

**ADDRESSES:** Written comments should be identified as “Paperwork Reduction Act Comments, Surface Transportation Board, Waybill Sample.” Written comments for the proposed information collection should be submitted via [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). This information collection can be accessed by selecting “Currently under Review—Open for Public Comments” or by using the search function. As an alternative, written comments may be directed to the Office of Management and Budget, Office of Information and Regulatory Affairs, Attention: Michael J. McManus, Surface Transportation Board Desk Officer: via email at [oira\\_submission@omb.eop.gov](mailto:oira_submission@omb.eop.gov); by fax at (202) 395–1743; or by mail to Room 10235, 725 17th Street NW, Washington, DC 20503.

Please also direct all comments to Chris Oehrle, PRA Officer, Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001, and to [PRA@stb.gov](mailto:PRA@stb.gov). When submitting comments, please refer to “Paperwork Reduction Act Comments, Waybill Sample.” For further information regarding this collection, contact Pedro Ramirez at (202) 245–0333 or [pedro.ramirez@stb.gov](mailto:pedro.ramirez@stb.gov). If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

**SUPPLEMENTARY INFORMATION:** The Board previously published a notice about this collection in the **Federal Register** (88 FR

65421 (Sept. 22, 2023)). That notice allowed for a 60-day public review and comment period. No comments were received.

Comments are requested concerning each collection as to (1) whether the particular collection of information is necessary for the proper performance of the functions of the Board, including whether the collection has practical utility; (2) the accuracy of the Board’s burden estimates; (3) ways to enhance the quality, utility, and clarity of the information collected; and (4) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology, when appropriate. Submitted comments will be included and summarized in the Board’s request for OMB approval.

**Subjects:** In this notice, the Board is requesting comments on the extension of the following information collection:

**Description of Collection**

*Title:* Waybill Sample.

*OMB Control Number:* 2140–0015.

*Form Number:* None.

*Type of Review:* Extension without change.

*Respondents:* Respondents include any railroad that is subject to the Interstate Commerce Act and that terminated at least 4,500 carloads on its line in any of the three preceding years or that terminated at least 5% of the revenue carloads terminating in any state in any of the three preceding years. For the purposes of this analysis, the Board categorizes railroads required to report Waybill Sample data as either quarterly or monthly and as either sampling their own waybills or having a third party conduct their sampling. As a result, there are four categories of respondents, as shown in Table below.

TABLE—RESPONDENTS

Categories of respondents	Number of respondents
Railroads that conduct their own sampling and report monthly .....	5
Railroads that conduct their own sampling and report quarterly .....	3
Railroads that have a third party sample their waybills and report monthly .....	2
Railroads that have a third party sample their waybills and report quarterly .....	43
<b>Total Respondents</b> .....	<b>53</b>

*Number of Respondents:* 53.

*Estimated Time per Response:* The estimated hourly burden for waybill samples submitted to the Board varies depending on each respondent’s particular circumstances. (Note:

respondents that are identified as reporting monthly (Class I carriers) report monthly, quarterly, and annually (or 17 times per year). All other respondents (non-Class I carriers) report

quarterly and annually (five times a year).

*Frequency of Response:* Six respondents report monthly; and 46 other respondents report quarterly.