

Description of the Likely Respondents (Including Estimated Number and Frequency of Responses to the Collection of Information)

The tire pressure monitoring system data will be collected from:

(1) Vehicle manufacturers that sell light vehicles having a gross vehicle weight rating of less than 10,000 pounds (except motorcycles, low-speed vehicles, and trailers) in the United States.

(2) TPMS suppliers that manufacture for sale TPMSs for the above vehicles.

This information will be provided by the respondents in a prescribed electronic readily available format, such as Microsoft Word and Microsoft Excel, for ease of searching, storing, and evaluation.

For both groups of manufacturers, the company that historically reports phase-in compliance information to the agency

will collect the data from their respective subsidiaries or affiliates. This comports with the manner in which each manufacturer complies with other phase-in requirements.

This information will be used by NHTSA to determine the lead-time and phase-in schedule needed by vehicle manufacturers to comply with a Federal Motor Vehicle Safety Standard (FMVSS) concerning TPMSs.

Estimate of the Total Annual Reporting and Recordkeeping Burden of the Collection of Information

NHTSA estimates that the requested information is readily available from records already kept and maintained by the potential respondents. NHTSA believes that the burden incurred by vehicle manufacturers will be limited to a review of actual production or planned production previously

determined by the respondent to determine the type of TPMS that was or will be installed in the vehicles. For TPMS suppliers, the burden should be less, as they will state current capacity and estimate future capacity to supply vehicle manufacturers. Also, this is a one-time request with no recurring costs. Taking these factors into account, NHTSA estimates that 65 burden-hours of time per vehicle manufacturer are sufficient for even the largest manufacturers with several makes and models. For TPMS suppliers, the burden is less since the suppliers are not as complex as vehicle manufacturers. As such, NHTSA estimates that 30 burden-hours per TPMS supplier are sufficient for even the largest supplier. It is estimated that this collection affects approximately 27 respondents. The estimates of the burden-hours on the respondents is as follows:

Automobile manufacturers that sell light vehicles in the U.S. that weigh less than 10,000 pounds GVWR (except motorcycles, low-speed vehicles, and trailers).	General Motors DaimlerChrysler Toyota etc., for a total of 14 manufacturers.	65 hours per company.
TPMS manufacturers that sell original equipment TPMS for the above vehicles.	TRW Delphi Visteon etc., for a total of 13 suppliers.	30 hours per company.
Total	27 companies	1300 burden-hours.

Estimate of the Total Annual Costs of the Collection of Information

There are no annual or recurring costs to respondents associated with this one-time data collection. The only cost incurred by the Federal Government, beyond normal overhead costs associated with the daily activities of NHTSA's Office of Rulemaking, is 20 hours for agency personnel to analyze the data received as a result of this collection. Each hour is estimated to cost \$40.00 for a total cost of \$800 (\$40.00 × 20).

Issued: September 10, 2003.

Jacqueline Glassman,
Chief Counsel.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34390]

Winchester and Western Railroad Company, New Jersey Division—Acquisition Exemption—Line of Consolidated Rail Corporation

Winchester and Western Railroad Company (W&W), New Jersey Division, a Class III rail carrier, has filed a verified notice of exemption under 49 CFR

1150.41 to acquire approximately 1.4 miles of railroad from Consolidated Rail Corporation (Conrail), known as a portion of the Millville Industrial Track. The trackage extends between milepost 39.4, located between Conrail's Millville Yard and Second Street, and milepost 40.8, located south of the intersection of Sixth and Smith Streets, in Millville, Cumberland County, NJ. The property to be acquired also includes a short stub-ended spur track.¹ W&W currently operates over the line under an interchange agreement with Conrail.

W&W certifies that its projected annual revenues as a result of this transaction will not exceed \$5 million, and thus the transaction will not result in the creation of a Class I or Class II rail carrier.

W&W intended to consummate this transaction on or about September 2, 2003.²

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. 34390, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on applicant's representative: John D. Heffner, 1920 N Street, NW., Suite 800, Washington, DC 20036.

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

Decided: September 4, 2003.

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

Vernon A. Williams,
Secretary.

[FR Doc. 03-23170 Filed 9-11-03; 8:45 am]

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¹ Conrail has reserved for itself a permanent freight operating easement beginning at milepost 39.4 and extending south and consisting of sufficient footage of track solely to accommodate headroom or tailroom for an approximate 100-car unit train, being approximately 6,000 feet in length. The purpose of this easement will be to facilitate Conrail switching and train movements in the yard.

² The effective date of the exemption was September 1, 2003 (7 days after the exemption was filed).