Petitioner states that the vehicles also comply with the Bumper Standard found at 49 CFR part 581.

Petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays:* (a) Inscription of the word ''BRAKE'' on the instrument cluster in place of the international ECE warning symbol; (b) replacement or modification of the speedometer to read in miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment:* Installation of U.S.-model taillamp assemblies.

Standard No. 111 *Rearview Mirror:* Replacement of the passenger side rearview mirror with a U.S.-model component, or inscription of the required warning statement on the face of that mirror.

Standard No. 114 *Theft Protection:* Installation of a key warning buzzer, or reprogramming of the vehicle to activate the key warning system.

Standard No. 118 *Power-Operated Window Systems:* Inspection of all vehicles and installation of a relay to make the window transport inoperative when the ignition is switched off in vehicles that are not already so equipped.

Standard No. 120 *Tire Selection and Rims:* Installation of a tire information placard.

Standard No. 201 *Occupant Protection in Interior Impact:* Inspection of all vehicles and installation of U.S.-model components necessary to achieve compliance with the standard in vehicles that are not already so equipped.

Standard No. 208 *Occupant Crash Protection:* (a) Installation of a seat belt warning buzzer, wired to the seat belt micro switch; (b) Inspection of all vehicles and replacement of the driver's and passenger's air bags, knee bolsters, control unit, sensor, and all seat belts that are not U.S.-model components. The petitioner states that the vehicles should be equipped with dual front air bags and knee bolsters, with combination lap and shoulder belts at the front and rear outboard seating positions that are self-tensioning and released by means of a single red pushbutton, and with a lap belt in the rear center seating position.

Standard No. 214 *Side Impact Protection:* Inspection of all vehicles and installation of U.S.-model door beams on vehicles that are not already so equipped.

Standard No. 225 *Child Restraint Anchorage Systems:* Installation of a U.S.-model child seat tether anchor kit.

The petitioner states that all vehicles must be inspected to ensure that they are equipped with U.S.-model bumpers and that these components will be installed in vehicles not already so equipped to achieve compliance with the Bumper Standard found in 49 CFR part 581.

The petitioner also states that a vehicle identification plate must be affixed to the vehicles near the left windshield post and a reference and certification label must be affixed in the area of the left front door post to meet the requirements of 49 CFR part 565. The petition further states that a certification label must be affixed to the driver's door latch post to comply with the requirements of 49 CFR part 567.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Management, Room PL–401, 400 Seventh St. SW., Washington, DC 20590. Docket hours are from 9 am to 5 pm. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

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: November 4, 2003.

Kenneth N. Weinstein,

Associate Administrator for Enforcement.

[FR Doc. 03–28143 Filed 11–7–03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA–2003–16060]

Reports, Forms, and Record Keeping Requirements; FMVSS No. 106, Brake Hoses

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on extension of a currently approved collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. This document describes an existing collection of information for Federal Motor Vehicle Safety Standard (FMVSS) No. 106, for which NHTSA intends to seek renewed OMB approval.

DATES: Comments must be received on or before January 9, 2004.

ADDRESSES: You may submit comments [identified by DOT DMS Docket Number NHTSA–2003–16060] by any of the following methods:

- Web site: <*http://dms.dot.gov*>. Follow the instructions for submitting comments on the DOT electronic docket site.
- Fax: 1–202–493–2251.
- Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.
- Hand delivery: Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.
- Federal eRulemaking Portal: Go to <*http://www.regulations.gov*>. Follow the online instructions for submitting comments.

Comments must refer to the docket notice numbers cited at the beginning of this notice. Please identify the proposed collection of information for which a comment is provided, by referencing OMB Control Number, 2127–0052.

Instructions: All submissions must include the agency name and docket number for this collection. It is requested, but not required, that two copies of the comments be provided. Note that all comments received will be posted without change to *http://dms.dot.gov,* including any personal information provided.

Docket: For access to the docket to read background documents or comments received go to *http://dms.dot.gov* at any time or to Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5

p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Jeff Woods, Office of Crash Avoidance Standards (NVS–122), 400 Seventh Street, SW., Washington DC 20590. Mr. Woods' telephone number is (202) 366–6206. His FAX number is (202) 493–2739. Please identify the relevant collection of information by referring to the OMB Control Number, 2127–0052.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(1) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(3) How to enhance the quality, utility, and clarity of the information to be collected;

(4) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.* permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information:

Title: Brake Hose Manufacturing Identification, Federal Motor Vehicle Safety Standard (FMVSS) No. 106.

OMB Control Number: 2127–0052.

Type of Request: Request for public comment on extension of a currently approved collection of information.

Affected Public: Business or other for profit.

Abstract: 49 U.S.C. 30101 *et seq.,* as amended (''the Safety Act''), authorizes NHTSA to issue Federal Motor Vehicle Safety Standards (FMVSS). The Safety Act mandates that in issuing any Federal motor vehicle safety standards, the agency is to consider whether the standard is reasonable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed. Using this authority, FMVSS No. 106, Brake Hoses, was issued. This standard specifies labeling and performance requirements for all motor vehicle brake hose assemblers, brake hose and brake hose end fittings manufacturers for automotive vehicles. Prior to selling brake hoses, these entities must register their identification marks with NHTSA to comply with the labeling requirements of this standard. In accordance with the Paperwork Reduction Act, the agency must obtain OMB approval to continue collecting labeling information. The agency prepared a Supporting Statement in conjunction with this proposed extension of a currently approved collection of information.[1]

Currently, there are 1,114 manufacturers of hoses and assemblies registered with NHTSA. However, only approximately 20 respondents annually request to have their symbol added to or removed from the NHTSA database. To comply with this standard, each brake hose manufacturer or assembler must contact NHTSA and state that they want to be added to or removed from the NHTSA database of registered brake hose manufacturers. This action is usually initiated by the manufacturer with a brief written request via U.S. mail, facsimile, an e-mail message, or a telephone call. Currently, a majority of the requests are received via U.S. mail and the follow-up paperwork is conducted via facsimile, U.S. mail, or electronic mail. The estimated cost for complying with this regulation is $100 per hour. Therefore, the total annual cost is estimated to be $3,000 (time burden of 30 hours × $100 cost per hour).

Estimated Annual Burden: 30 hours.

Estimated Number of Respondents: 20.

Issued on: November 4, 2003.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 03–28141 Filed 11–7–03; 8:45 am]

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[1] *See* Docket No. NHTSA–2003–16060.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–857X]

Great Western Railway of Colorado, LLC—Abandonment Exemption—in Weld County, CO

Great Western[1] Railway of Colorado, LLC (GWRC), has filed a notice of exemption under 49 CFR part 1152 Subpart F—*Exempt Abandonments* to abandon its Eaton Subdivision located between milepost 30.8 near Windsor, and milepost 42.5 near Eaton, totaling approximately 11.7 miles, in Weld County, CO. The line traverses United States Postal Service ZIP Codes 80615, 80546, and 80550.

GWRC has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen,* 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on December 10, 2003, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,[2] formal

[1] Notice of the proposed abandonment was published, and the environmental and historic reports were filed and served, under STB Docket No. AB–857 (Sub-No. 1X). However, the Board subsequently redocketed the proceeding as STB Docket No. AB–857X.

[2] The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. *See Exemption of Out-of-Service Rail Lines,* 5 I.C.C.2d 377 (1989). Any