

Exchange must still be complied with, and the market price of the underlying security was at or above \$3 when it was listed on the first options exchange. Therefore, the Commission finds that proposed rule change will promote just and equitable principles of trade, and, in general, protect investors and the public interest consistent with Section 6(b)(5) of the Act.⁸

PCX has requested that the proposed rule change be given accelerated approval pursuant to Section 19(b)(2) of the Act.⁹ The Commission believes accelerated approval of the proposal would enhance competition among the options exchanges. Accordingly, the Commission finds good cause, consistent with Section 6(b)(5) of the Act,¹⁰ to approve the proposed rule change prior to the thirtieth day after the date of publication of the notice of filing thereof in the **Federal Register**.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,¹¹ that the proposed rule change (SR-PCX-2002-51) is hereby approved on an accelerated basis.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹²

Margaret H. McFarland,

Deputy Secretary.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket NHTSA 2001-8677; Notice 4]

Public Meeting on Early Warning Reporting Procedures

AGENCY: National Highway Traffic Safety Administration (NHTSA), Office of Defects Investigation (ODI), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting to discuss the manner in which Early Warning Reporting (EWR) information required to be submitted to ODI by motor vehicle and motor vehicle equipment manufacturers will be submitted to, and retained by, the agency. On July 3, 2002, NHTSA issued a final rule implementing the EWR

⁸ 15 U.S.C. 78f(b)(5). In approving this proposed rule change, the Commission notes that it has considered the proposed rule's impact on efficiency, competition, and capital formation. 15 U.S.C. 78c(f).

⁹ 15 U.S.C. 78s(b)(2).

¹⁰ 15 U.S.C. 78f(b)(5).

¹¹ 15 U.S.C. 78s(b)(2).

¹² 17 CFR 240.30-3(a)(12).

provisions of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act. At this meeting, NHTSA will discuss the methods by which EWR information must be submitted, security for that information, acknowledgement of receipt of that information, and other technical aspects associated with those submissions. The agency will also respond to questions about those issues from the public.

DATES: The Agency's public meeting relating to EWR data submission will be held on Wednesday, September 24, 2002, beginning at 10 a.m. in Room 2230 of the United States Department of Transportation, 400 Seventh St., SW (NASSIF Building), Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Julia Goldson at (202) 366-9944 or at jgoldson@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION:

Transcripts of this meeting will be available for public inspection in the DOT Docket Room in Washington, DC, within four weeks after the meeting. The DOT Docket Room is open to the public from 10 a.m. to 5 p.m. The transcript may also be accessed electronically at <http://dms.dot.gov>, at docket NHTSA 2001-8677; Notice 4.

We recommend that all visitors arrive at least 45 minutes early to sign in and pass through security checkpoints. Visitors to the building should enter through the Southwest Lobby to sign in and be escorted upstairs.

NHTSA will provide auxiliary aids to participants, as necessary. Any person desiring such auxiliary aids (*e.g.*, sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, brailled materials, or large print materials and/or a magnifying device), should contact Julia Goldson at (202) 366-9944, by COB Monday, September 16, 2002.

Issued: August 22, 2002.

Kenneth N. Weinstein,

Associate Administrator for Safety Assurance.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34241]

Central Michigan Railway Company— Trackage Rights Exemption—CSX Transportation, Inc.

CSX Transportation, Inc. (CSXT) has agreed to grant limited bridge trackage rights to Central Michigan Railway Company (CMGN) over approximately 4.0 miles in Saginaw, MI.¹ The trackage rights extend approximately from the clearance point at the intersection of the CMGN/CSXT connection track of the Grand Rapids Wye Track, through CSXT's Saginaw main, yard, and connection trackage to CSXT's ownership point at the connection with Huron and Eastern Railway Company (HESR) at Saginaw (milepost CBB 2.0) on CSXT's Bad Axe Subdivision.

The purpose of the trackage rights is to enable CMGN to interchange certain traffic with HESR at approximately Buena Vista Station, about 1 mile east of CSXT's Saginaw yard, thereby promoting operating efficiencies.²

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 34241, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC, 20423-0001. In addition, a copy of each pleading must be served on Rose-Michele Weinryb, 1300 19th Street, NW., 5th Floor, Washington, DC, 20036.

¹ An unredacted version of the trackage rights agreement, dated June 26, 2001, was concurrently filed under seal along with a motion for a protective order. That motion was granted and a protective order was issued in a decision served on August 22, 2002.

² Pursuant to 49 CFR 1180.4(g), a railroad must file a verified notice with the Board at least 7 days before the trackage rights are to be consummated. In its verified notice, CMGN indicates that the transaction was consummated in October 2001. CMGN states that it failed to file its exemption with the Board prior to exercising the trackage rights and now seeks to obtain the requisite authority for the subject transaction.