

provides only for "exceptions reporting," we anticipate that very few quarterly reports will include and information under this amendment.

Description of the Need for the Information and Proposed Use of the Information—NHTSA will rely on the information provided by manufacturers under this rule in deciding whether or not the manufacturer(s) are complying with the requirements of the TREAD Act for the proper handling and disposal of recalled tires.

Description of the Likely Respondents (Including Estimated Number and Proposed Frequency of Responses to the Collection of Information)—All manufacturers that conduct tire recall campaigns would be required to comply with reporting requirements. We estimate that there are 10 manufacturers of tires. In the past 3 years, there has been an average of between 9 and 10 tire recalls conducted annually by all manufacturers. (Occasionally, but rarely, vehicle manufacturers conduct recalls that involve the replacement of tires.) Manufacturers are required to provide quarterly reports for 6 quarters for each. If a manufacturer does not combine quarterly reporting for all active (within 6 quarters) recalls, there could be a total of up to 40 quarterly reports per year (4 x 10), but most would not contain any information under this amendment.

Estimate of the Total Annual Reporting and Recordkeeping Burden of the Collection of Information in the NPRM—Manufacturers conducting tire recalls would be required to include additional information in their part 573 notices when initiating a recall. This will require about one hour of staff work in each notice. Additionally, each quarterly report that includes information under this amendment could require up to an additional 8 hours to maintain the records and prepare the report.

Estimate of the Total Annual Costs of the Collection of Information in the NPRM—Other than the cost of the burden hours, we estimate that there would be no additional costs associated with this information collection.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Kenneth N. Weinstein,

Associate Administrator for Enforcement.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2003-15209]

Public Meetings on Reporting Procedures Under the Early Warning Reporting Rule

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of public meetings.

SUMMARY: This document announces that NHTSA will hold meetings with interested members of the public to discuss the manner in which early warning reporting (EWR) information is to be submitted by motor vehicle and motor vehicle equipment manufacturers to NHTSA's Office of Defects Investigation (ODI) pursuant to regulations adopted to implement the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act.

DATES: NHTSA will conduct public meetings on June 18 and 19, 2003, with regard to specific motor vehicles and motor vehicle equipment, at the following times:

Tires: June 18, 2003 from 9:30 a.m. to 12 p.m.

Child restraint systems and other equipment: June 18, 2003 from 1 p.m. to 3:30 p.m.

Light vehicles: June 19, 2003 from 9:30 a.m. to 12 p.m.

Medium-heavy vehicles and buses: June 19, 2003 from 1 p.m. to 3:30 p.m.

Location: All meetings will be held in Room 8236 of the United States Department of Transportation (Nassif) Building, 400 Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Lorena Villa, Office of Defects Investigation, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Room 5319, Washington, DC 20590; (202) 366-0699 or at bvilla@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION: NHTSA will hold public meetings with interested members of the public to discuss the manner in which early warning reporting (EWR) information is to be submitted by motor vehicle and motor vehicle equipment manufacturers to NHTSA's Office of Defects Investigation (ODI) pursuant to subpart C of 49 CFR part 579. NHTSA will hold four separate public meetings to discuss submission by manufacturers of the following four types of products: tires, child restraint systems and other equipment, light vehicles, and medium/

heavy vehicles and buses. At these meetings, NHTSA will discuss the procedures for the submission of EWR information, security measures for protection of EWR information, the manner in which NHTSA will acknowledge receipt of EWR information and identify problems with the submissions, and other technical matters. NHTSA will also answer questions raised on these issues at the meetings.

NHTSA recommends that all visitors arrive at least 45 minutes early in order to pass through building security. Visitors to the building should enter through the Southwest lobby to sign in with security and to be escorted to the meeting room.

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring such auxiliary aids (sign language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped tests, brailled materials, or large print materials, and magnifying devices) should contact Julia Goldson at (202) 366-9944, by Wednesday, June 4, 2003.

Issued on: May 19, 2003.

Kenneth N. Weinstein,

Associate Administrator for Enforcement.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2003-15172]

Notice of Receipt of Petition for Decision That Nonconforming 2001-2003 Mercedes-Benz Type 463 Short Wheel Base Gelaendewagen Multi-Purpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 2001-2003 Type 463 short wheel base (SWB) Gelaendewagen multi-purpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2001-2003 Type 463 SWB Gelaendewagen MPVs that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they have safety features