However, section 5323(j)(2)(B) states that those requirements shall not apply if the item or items being procured are not produced in the U.S. in sufficient and reasonably available quantities and of a satisfactory quality. The implementing regulation also provides that a waiver may be requested ''for a specific item or material that is used in the production of a manufactured product.'' 49 CFR 661.7(g). The regulations allow a bidder or supplier to request a waiver only if it is being sought under this section. See, 49 CFR 661.7(g) and 49 CFR 661.9(d).

You state that there are no U.S. manufacturers of this component with a functionally equivalent product. This assertion is supported by GFI Genfare, a ticket vending machine manufacturer and potential end user of this component. GFI Genfare conducted a market survey, the results of which affirmed that there is no U.S. manufacturer of an equivalent bill-handling unit. FTA also posted a request for comments on this matter on our website and received no comments. FTA has granted similar waivers to other bill-handling unit manufacturers, Mars Electronics and Toyocom, U.S.A., also based on the non-availability of a U.S. alternative.

Based on the above-referenced information, I have determined that the grounds for a ''non-availability'' waiver exist. Therefore, pursuant to the provisions of 49 U.S.C. 5323(j)(2)(B), a waiver is hereby granted for manufacture of the BB–5001/2/3/4 bill-handling unit for a period of two years. In order to insure that the public is aware of this waiver it will be published in the **Federal Register**. If you have any questions, please contact Meghan Ludtke at (202) 366–1936.

Very truly yours,

Gregory B. McBride,

Deputy Chief Counsel.

[FR Doc. 03–19012 Filed 7–24–03; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 01–9362; Notice 3]

Saleen, Inc.; Receipt of Application for Extension of Temporary Exemption From Federal Motor Vehicle Safety Standard No. 208

Saleen, Inc., of Irvine, California, has applied for an extension of its temporary exemption from the automatic restraint requirements of Federal Motor Vehicle Safety Standard No. 208 *Occupant Crash Protection.* The basis of the request is that compliance would cause substantial economic hardship to a manufacturer that has tried to comply with the standard in good faith. 49 U.S.C. 30113(b)(3)(B)(i).

We are publishing this notice of receipt of an application in accordance with the requirements of 49 U.S.C. 30113(b)(2). This action does not represent any judgment of the agency on the merits of the application.

In June 2001, NHTSA granted Saleen a two-year hardship exemption from S4.1.5.3 of Standard No. 108 (66 FR 33298), expiring July 1, 2003. The reader is referred to that notice for background information on the company in support of its original petition. Because Saleen's application for renewal was received more than 60 days before the expiration of the extension, the exemption will remain in effect until the Administrator has made a decision on its request (49 CFR 555.8(e)).

Saleen's temporary exemption covers its model S7. It had anticipated shipping its initial production of cars in July 2001. However, it was not able to do so until March 2003, when it received Certificates of Conformity for the 2003 model year from the Environmental Protection Agency and the California Air Resources Board. Between then and June 11, 2003, it sold and shipped eight S7s. It hopes to be able to ship a total of 36 S7s by the end of the year. Saleen's other line of business is the alteration of Ford Mustangs. However, the company has ''sustained a major slowdown'' in sales of these vehicles which it attributes ''to the downturn in the U.S. economy.'' The company has produced only 79 Saleen Mustangs as of June 11, 2003, compared with 327 in the comparable period in 2002. Its cumulative net losses in the three years preceding its original petition were $9,716,334; this has been only slightly ameliorated in the most current three-year period, to a cumulative net loss of $8,832,999.

Saleen had originally assumed that it needed 20 months and $3,000,000 for the development of air bags, but in the absence of sales, did not generate these funds. According to its petition, ''development delays almost completely exhausted all of our economic resources necessary to stay in business, let alone the development of air bags.'' One of the economic consequences is the shrinking of its payroll from 122 employees to 96. The company has asked for a three-year extension of its original two-year exemption in order to generate funds that would allow it to comply with the Advanced Air Bag requirements, S14 of Standard No. 208, which were issued during the period of its exemption. According to its projection of sales, it believes that it will be financially able to begin development of advanced air bags by July 2004. It anticipates that the project will take 24 months and $3,800,000, and that it will be able to comply with S5.1.1(b)(1) on September 1, 2006.

If the petition is denied, the company would have to cease the production and sale of the S7, and estimates that its earnings before taxes would fall to $7,000.

The company argued that a temporary exemption is in the public interest because the S7 ''is a unique supercar designed and produced in the United States utilizing many U.S. sourced components.'' An exemption would also allow it to maintain its payroll of 96 full time employees and to continue its purchase of U.S.-sourced components for the Mustangs that it modifies. Its business ''with U.S. suppliers indirectly provides employment for several hundred other Americans.'' An exemption would be consistent with vehicle safety objectives because the S7 otherwise will conform to all applicable Federal motor vehicle safety standards.

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. The Docket Room is open from 10 a.m. until 5 p.m. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: August 25, 2003.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Issued on: July 17, 2003.

Stephen R. Kratzke,

Associate Administrator for Rulemaking.

[FR Doc. 03–18915 Filed 7–24–03; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34380]

Union Pacific Railroad Company—Temporary Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company

The Burlington Northern and Santa Fe Railway Company (BNSF) has agreed to grant temporary overhead trackage rights to Union Pacific Railroad Company (UP) between BNSF milepost 29.9 near Fremont, NE, and BNSF milepost 104.1 near Ferry, NE, a distance of 74.2 miles.

The transaction is scheduled to become effective on August 31, 2003, and the authorization is scheduled to expire on or about October 20, 2003. The purpose of the temporary rights is to facilitate maintenance work on UP lines.

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 by *Mendocino Coast Ry., Inc.—Lease and Operate,* 360 I.C.C. 653 (1980), *aff'd sub nom. Railway Labor Executives' Ass'n v. United States*, 675 F.2d 1248 (D.C. Cir. 1982).

This notice is filed under 49 CFR 1180.2(d)(8). 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 stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34380, 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: Robert T. Opal, 1416 Dodge St., Room 830, Omaha, NE 68179.

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

Decided: July 17, 2003.

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

Vernon A. Williams,

Secretary.

[FR Doc. 03–18727 Filed 7–24–03; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34372]

Heritage Railroad Corporation—Lease and Operation Exemption—Rail Line of United States Department of Energy

Heritage Railroad Corporation (HRRC), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease and operate a 7-mile rail line owned by the United States Department of Energy (DOE) from milepost 0.0 at a point of connection with a rail line of Norfolk Southern Railway Company at Blair, TN, to the end of the line at milepost 7.0 at East Tennessee Technology Center near Oak Ridge, TN. The lease includes 24 spur tracks, totaling approximately 7.5 miles, for a combined total of approximately 14.5 miles of track. HRRC certifies that the projected revenues as a result of this transaction will not result in the creation of a Class I or Class II rail carrier.

HRRC states that it had entered into a management agreement with Southern Freight Logistics, LLC (SFL), effective September 30, 2000, wherein SFL was given exclusive rights to provide freight service on the line until September 14, 2005.[1] HRRC could terminate the management agreement by providing SFL with 90 days' written notice. HRRC provided such notice by letter dated June 16, 2003. Nevertheless, HRRC is willing to allow SFL to continue using the line after September 14, 2003, under new terms and conditions.

HRRC also states that it does not intend to consummate the transaction and take over operations until the 90-day notice of termination of the SFL management agreement has expired, on or about September 14, 2003. The earliest the transaction could have been consummated was July 8, 2003 (7 days after the exemption was filed).

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. 34372, 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 Thomas F. McFarland, 208 South LaSalle Street, Suite 1890, Chicago, IL 60604–1194.

Board decisions and notices are available on our website at *http://www.stb.dot.gov.*

Decided: July 16, 2003.

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

Vernon A. Williams,

Secretary.

[FR Doc. 03–18728 Filed 7–23–03; 9:14 am]

BILLING CODE 4915–00–P

[1] Prior to the management agreement, SFL leased the line from HRRC's predecessor. *See Southern Freight Logistics, LLC-Lease and Operation Exemption-Community Reuse Organization of East Tennessee,* STB Finance Docket No. 33392 (STB served May 15, 1997).

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed the Week Ending July 11, 2003

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days after the filing of the application.

Docket Number: OST–2003–15586.
Date Filed: July 8, 2003.
Parties: Members of the International Air Transport Association.
Subject: Mail Vote, 311 PTC123 0244 dated 8 July 2003, South Atlantic Special Passenger Amending Resolution from Brazil r1–r5, Intended effective date: 1 August 2003.

Docket Number: OST–2003–15587.
Date Filed: July 8, 2003.
Parties: Members of the International Air Transport Association.
Subject: PTC2 EUR–ME 0167 dated 8 July 2003, TC2 Europe-Middle East Expedited Resolutions r1–r12, Intended effective date: 15 August 2003.

Docket Number: OST–2003–15657.
Date Filed: July 11, 2003.
Parties: Members of the International Air Transport Association.
Subject: PTC COMP 1071 dated 11 July 2003, Mail Vote 312—Resolution 024a, TC2/12/23/123 Establishing Passenger Fares and Related Charges—Iraq, CTC COMP 0448 dated 11 July 2003, Mail Vote 313—Resolution 033a, TC2/12/23/123 Establishing Cargo Rates, Charges and Amounts—Iraq, Intended effective date: 1 August 2003.

Docket Number: OST–2003–15658.
Date Filed: July 11, 2003.
Parties: Members of the International Air Transport Association.
Subject: Mail Vote 314—Resolution 002c

PTC2 ME 0126 dated 15 July 2003
TC2 Within Middle East
Special Amending Resolution r1–r8, Intended effective date: 15 August 2003.

Andrea M. Jenkins,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 03–18917 Filed 7–24–03; 8:45 am]

BILLING CODE 4910–62–P

DEPARTMENT OF THE TREASURY

Departmental Offices; Renewal of the Treasury Borrowing Committee of the Bond Market Association

ACTION: Notice of renewal.