

*Estimated Frequency:* A pre-model report and a mid-model report are required to be submitted by manufacturers once per model year for each applicable fleet (domestic passenger car, imported passenger car, light trucks).

**(3) OMB Control Number: 2127-0655**

*Title:* 23 CFR Parts Uniform Safety Program Cost Summary Form for Highway Safety Plan.

*Type of Request:* Renewal of a previously approved information collection.

*Abstract:* In this collection of information, NHTSA is requesting updated future product plans from vehicle manufacturers, as well as production data through the recent past, including data about engines and transmissions for model year MY 2012 through MY 2025 passenger cars and light trucks and the assumptions underlying those plans.

NHTSA requests information for MYs 2012–2025 to aid NHTSA in developing a realistic forecast of the MY 2016–2025 vehicle market. Information regarding earlier model years may help the agency to better account for cumulative effects such as volume-and time-based reductions in costs, and also may help to reveal product mix and technology application trends during model years for which the agency is currently receiving actual corporate average fuel economy (CAFE) compliance data. Information regarding later model years helps the agency gain a better understanding of how manufacturers' plans through MY 2025 relate to their longer-term expectations regarding Energy Independence and Security Act requirements, market trends, and prospects for more advanced technologies.

NHTSA will also consider information from model years before and after MYs 2016–2025 when reviewing manufacturers' planned schedules for redesigning and freshening their products, in order to examine how manufacturers anticipate tying technology introduction to product design schedules. In addition, the agency is requesting information regarding manufacturers' estimates of the future vehicle population, and fuel economy improvements and incremental costs attributed to this notice.

*Affected Public:* Automobile manufacturers.

*Number of Respondents:* 30.

*Number of Responses:* 30.

*Estimated Annual Burden Hours:* 16,500 hours.

*Frequency of Collection:* Manufacturer product plans are requested each time that NHTSA initiates a rulemaking for light-duty fuel economy standards. These standards may be issued for a one to five year time frame, thus manufacturers would be expected to provide these reports every one to five years. Recent NHTSA rulemakings have typically ranged between three and five years. NHTSA generally requests product plans prior to issuing a notice of proposed rulemaking and prior to the issuance of a final rule. Since the gap between the two rules generally is less than a year, manufacturers would be expected to provide two reports for each rulemaking cycle.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

**Paul Mounkhaty,**

*Chief Architect, Office of IT Compliance.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35975]

#### Central Maine & Quebec Railway US Inc.—Lease and Operate Exemption—State of Maine

Central Maine & Quebec Railway US Inc. (CMQ), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from the State of Maine Department of Transportation, and to operate approximately 59.42 miles of rail line owned by the State of Maine (the Line). The Line consists of (1) the Brunswick Yard between the east side of Church Road, milepost CPL 15, and Rock Jct., milepost CPL 17; (2) the Rockland Branch between milepost 29.40 at Brunswick Yard in Brunswick and milepost 85.85 in Rockland; and (3) the Atlantic Branch Line between milepost

85.36 and milepost 86.65 in Rockland. The Line runs through Knox, Lincoln, and Sagadahoc Counties, ME.

CMQ will replace Morrystown & Erie Railway, Inc. d/b/a Maine Eastern Railroad (MER) as the operator on the Line. Pursuant to 49 CFR 1150.42(b), CMQ states in a filing on November 24, 2015, that it has notified the shippers on the Line of the proposed change in operator.

CMQ certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier. Because its annual revenues exceed \$5 million, however, CMQ has certified, as required by 49 CFR 1150.42(e), that it posted notice of intent at the workplace of employees in Rockland, ME, and distributed to employees of the MER. CMQ further states that it will offer up to four positions to MER's employees prior to consummation. According to CMQ, the lease does not contain any provision or agreement that may limit future interchange of traffic with a third-party connecting carrier.

The transaction may be consummated on or after December 19, 2015, the effective date of the exemption (30 days after the verified notice of exemption was filed). CMQ states that the proposed schedule for consummation of the transaction is January 1, 2016.

If the verified 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 effectiveness of the exemption. Petitions for stay must be filed no later than December 11, 2015 (at least seven days before the exemption becomes effective).

An original and ten copies of all pleadings, referring to Docket No. FD 35975, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Louis E. Gitomer, Law Offices of Louis E. Gitomer, 600 Baltimore Ave., Suite 301, Towson, MD 21204.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: November 27, 2015.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

**Kenyatta Clay,**  
*Clearance Clerk.*

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