

107 will result in individual States regulating reflecting surfaces. There is not now, and there is not likely to be in the future, a safety problem from reflecting surfaces in the view of the driver. Thus, there will not be a safety problem for the States to regulate.

If a State is nevertheless disposed to regulate in this area, it may do so. The fact that no State has previously chosen to regulate components not regulated by Standard No. 107 is a good basis for believing that there is no need for States to regulate.

#### Effective Date

In the NPRM, NHTSA proposed that if a final rule rescinding Standard No. 107 is published, the effective date for the final rule be 30 days after publication in the Federal Register. NHTSA received no comments on this issue. Thus, the agency determines that there is good cause shown that an effective date earlier than 180 days after issuance is in the public interest. Following publication of the NPRM, the agency amended the provisions in 49 CFR § 553.35 regarding petitions for reconsideration to extend the period within which petitions may be filed to 45 days (60 FR 62221; December 5, 1995). Accordingly, the final rule will take effect 45 days after its publication in the Federal Register.

#### Rulemaking Analyses and Notices

##### 1. Executive Order 12866 and DOT Regulatory Policies and Procedures

This final rule was not reviewed under Executive Order 12866 (Regulatory Planning and Review). NHTSA has analyzed the impact of this rulemaking action and determined that it is not "significant" within the meaning of the Department of Transportation's regulatory policies and procedures. The final rule does not impose any costs. If the elimination of the necessity for certifying compliance with Standard No. 107 enables vehicle and equipment manufacturers to use fewer resources in assessing the reflectivity of the components formerly covered by the Standard, there will be a slight cost savings. For these reasons, the impacts will be so minimal that preparation of a full regulatory evaluation is not warranted.

##### 2. Regulatory Flexibility Act

NHTSA has also considered the impacts of this final rule under the Regulatory Flexibility Act. I hereby certify that this final rule will not have a significant economic impact on a substantial number of small entities. As explained above, the rule will not

impose any new requirements but will relieve a restriction for design of certain components in the driver's forward field of view. The final rule may have a very slight beneficial effect on small manufacturers and dealers of motor vehicle equipment since they will no longer have to certify compliance with a safety standard on reflecting surfaces. For these reasons, small businesses, small organizations and small governmental units which purchase motor vehicles will not be significantly affected by the final rule. Accordingly, a final regulatory flexibility analysis has not been prepared.

##### 3. Executive Order 12612 (Federalism)

This final rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612. The agency has determined that the final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

##### 4. National Environmental Policy Act

The agency also has analyzed this final rule for the purpose of the National Environmental Policy Act, and determined that it will not have any significant impact on the quality of the human environment.

##### 5. Executive Order 12778 (Civil Justice Reform)

This final rule will not have any retroactive effect. Under 49 U.S.C. 30103, whenever a Federal motor vehicle safety standard is in effect, a State may not adopt or maintain a safety standard applicable to the same aspect of performance which is not identical to the Federal standard, except to the extent that the State requirement imposes a higher level of performance and applies only to vehicles procured for the State's use. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. That section does not require submission of a petition for reconsideration or other administrative proceedings before parties may file suit in court.

##### List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles, Rubber and rubber products, tires.

In consideration of the foregoing, 49 CFR part 571 is amended as set forth below:

#### PART 571—[AMENDED]

1. The authority citation for part 571 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

#### § 571.107 [Removed]

2. Section 571.107 is removed and reserved.

Issued on: March 13, 1996.

Ricardo Martinez,

Administrator.

[FR Doc. 96-6745 Filed 3-20-96; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 50 CFR Part 672

[Docket No. 960129018-6018-01; I.D. 030196B]

#### Groundfish of the Gulf of Alaska; Pacific Cod for Processing by the Inshore Component

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Correction to a closure.

**SUMMARY:** This document contains a correction to a closure (I.D. 030196B) which was published Wednesday, March 6, 1996 (61 FR 8888).

**EFFECTIVE DATE:** 12 noon, Alaska local time (A.l.t.), March 3, 1996, until 12 midnight, A.l.t., December 31, 1996.

**FOR FURTHER INFORMATION CONTACT:** Andrew N. Smoker, 907-586-7228.

#### SUPPLEMENTARY INFORMATION:

##### Background

The closure that is the subject of this correction prohibited directed fishing for Pacific cod by vessels catching Pacific cod for processing by the inshore component in the Western Regulatory Area.

##### Need for Correction

As published, the closure contained an incorrect date.

##### Correction of Publication

Accordingly, the publication on March 6, 1996, of the closure (I.D. 030196B), which was the subject of FR Doc. 96-5228, is corrected as follows:

On page 8888, in the second column, the **EFFECTIVE DATE** is corrected to read as follows:

**EFFECTIVE DATE:** 12 noon, Alaska local time (A.l.t.), March 3, 1996, until 12 midnight, A.l.t., December 31, 1996.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: March 13, 1996.  
Richard W. Surdi,  
*Acting Director, Office of Fisheries  
Conservation and Management, National  
Marine Fisheries Service.*  
[FR Doc. 96-6647 Filed 3-20-96; 8:45 am]  
BILLING CODE 3510-22-F

## 50 CFR Part 672

[Docket No. 960129018-6018-01; I.D.  
031596A]

### Groundfish of the Gulf of Alaska; Pacific Cod for Processing by the Inshore Component

**AGENCY:** National Marine Fisheries  
Service (NMFS), National Oceanic and  
Atmospheric Administration (NOAA),  
Commerce.

**ACTION:** Closure.

**SUMMARY:** NMFS is closing the directed  
fishery for Pacific cod for processing by  
the inshore component in the Central  
Regulatory Area of the Gulf of Alaska  
(GOA). This action is necessary to  
prevent exceeding the allocation of  
Pacific Cod for processing by the  
inshore component in the Central  
Regulatory Area.

**EFFECTIVE DATE:** 12 noon, Alaska local  
time (A.l.t.), March 18, 1996, until 12  
midnight, A.l.t., December 31, 1996.

**FOR FURTHER INFORMATION CONTACT:**  
Andrew N. Smoker, 907-586-7228.

**SUPPLEMENTARY INFORMATION:** The  
groundfish fishery in the GOA exclusive  
economic zone is managed by NMFS  
according to the Fishery Management  
Plan for Groundfish of the Gulf of  
Alaska (FMP) prepared by the North  
Pacific Fishery Management Council  
under authority of the Magnuson  
Fishery Conservation and Management  
Act. Fishing by U.S. vessels is governed  
by regulations implementing the FMP at  
50 CFR parts 620 and 672.

In accordance with  
§ 672.20(c)(1)(ii)(B), the allocation of  
Pacific cod for processing by the inshore  
component in the Central Regulatory  
Area was established by the Final 1996  
Harvest Specifications for Groundfish  
(61 FR 4304, February 5, 1996) as 38,610  
metric tons (mt).

The Director, Alaska Region, NMFS  
(Regional Director), has determined, in  
accordance with § 672.20(c)(2)(ii), that  
the allocation of Pacific cod total  
allowable catch for processing by the  
inshore component in the Central

Regulatory Area soon will be reached.  
The Regional Director established a  
directed fishing allowance of 33,610 mt,  
with consideration that 5,000 mt will be  
taken as incidental catch in directed  
fishing for other species in the Central  
Regulatory Area. The Regional Director  
has determined that the directed fishing  
allowance has been reached.  
Consequently, NMFS is prohibiting  
directed fishing for Pacific cod by  
vessels catching Pacific cod for  
processing by the inshore component in  
the Central Regulatory Area.

Maximum retainable bycatch amounts  
for applicable gear types may be found  
in the regulations at § 672.20(g).

#### Classification

This action is taken under 50 CFR  
672.20 and is exempt from review under  
E.O. 12866.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: March 18, 1996.

Richard W. Surdi,  
*Acting Director, Office of Fisheries  
Conservation and Management, National  
Marine Fisheries Service.*  
[FR Doc. 96-6854 Filed 3-18-96; 2:20 pm]

BILLING CODE 3510-22-F