

PART 3810—[AMENDED]

3. Part 3810 is amended by removing § 3811.2–7 in its entirety.

PART 3820—[AMENDED]**Subpart 3824—[Removed]**

4. Part 3820 is amended by removing subpart 3824 (§ 3824.1) in its entirety.

Subpart 3825—[Removed]

5. Part 3820 is amended by removing subpart 3825 (§§ 3825.0–3 and 3825.1) in its entirety.

Dated: September 27, 1996.

Sylvia V. Baca,

Assistant Secretary of the Interior.

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DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration****49 CFR Part 571**

[Docket No. 95–98; Notice No.3]

Public Meeting on School Bus Transportation

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

ACTION: Notice of public meeting; request for comments.

SUMMARY: This notice announces a public meeting at which NHTSA will seek information about school bus transportation. This meeting will be held in cooperation with the National Association of Pupil Transportation (NAPT) and National Association of State Directors of Pupil Transportation Services (NASDPTS) at their annual conference. NHTSA is seeking information from school bus manufacturers, school transportation providers, and other members of the public on issues related to the transportation of school children. NHTSA is also requesting suggestions for actions with respect to NHTSA's regulations and Federal Motor Vehicle Safety Standards (FMVSS) that govern the manufacture of school buses. This notice also invites written comments on the same subject.

DATES: *Public meeting:* The meeting will be held on November 4, 1996 at 2:00 p.m. Those wishing to make oral presentations at the meeting should contact Charles Hott, at the address or telephone number listed below, by October 25, 1996.

Written comments: Written comments may be submitted to the agency and must be received by December 9, 1996.

ADDRESSES: *Public meeting:* The public meeting will be held at the following location: Opryland Hotel, 2800 Opryland Drive, Nashville, TN 37214, Tel: (615) 889–1000.

Written comments: All written comments (preferably 10 copies) should be mailed to the Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 7th Street, SW, Washington, DC 20590. Please refer to the docket number when submitting written comments.

FOR FURTHER INFORMATION CONTACT:

Charles Hott, Office of Crashworthiness Standards, NPS–12, NHTSA, 400 7th Street, SW, Washington, DC 20590 (telephone 202–366–0247, Fax: 202–366–4329).

SUPPLEMENTARY INFORMATION:*Regulatory Reform*

Calling for a new approach to the way Government regulates the private sector, President Clinton asked Executive Branch agencies to improve the regulatory process. Specifically, the President requested that agencies: (1) cut obsolete regulations; (2) reward agency and regulator performance by rewarding results, not red tape; (3) create grassroots partnerships by meeting with those affected by regulations and other interested parties; and (4) use consensual rulemaking, such as regulatory negotiation, more frequently.

NHTSA previously announced public meetings to create grassroots partnerships with regulated industries and other affected parties that do not deal with NHTSA on a routine basis. By meeting with these groups, NHTSA believes that it can build a better understanding of their needs and concerns.

NHTSA recognizes that manufacturers who build school buses operate under different conditions than manufacturers of passenger cars and trucks. In addition, the agency is aware that school transportation providers and school bus manufacturers share a common interest in matters relating to pupil transportation safety. Therefore, the agency has decided to hold public meetings to listen to the views of these groups and others in order to be better informed of their specific needs. The agency is interested in obtaining their views on how it can improve its regulations that govern the manufacture of school buses. Suggestions should be accompanied by a statement of the rationale for the suggested action and of

the expected consequences of that action. Suggestions should address at least the following considerations: Administrative/compliance burdens
Cost effectiveness
Costs of the existing regulation and the proposed changes to consumers
Costs of testing or certification to regulated parties
Effects on safety
Effects on small businesses
Enforceability of the standard
Whether the suggestion reflects a “common sense” approach to solving the problem

Statements should be as specific as possible and provide the best available supporting information. Statements also should specify whether any change recommended in the regulatory process would require a legislative change in NHTSA's authority.

This meeting is being held in cooperation with NAPT and NASDPTS at their annual conference in an effort to offer pupil transportation professionals an opportunity to interact with federal agencies that affect operational and industry standards. Both NAPT and NASDPTS are voluntary not-for-profit organizations that provide educational opportunities and information services for pupil transportation professionals around the world. NAPT and NASDPTS collectively represent over 2,100 pupil transportation professionals from both public and private sectors in the United States, United State territories and Canada who promote safe and efficient pupil transportation. The NAPT Annual Conference and Trade Show is the United State's largest gathering of pupil transportation professionals. Having a public meeting in cooperation with NAPT and NASDPTS will give NHTSA the opportunity to receive comments from the broadest cross-section of industry professionals who desire to express their need and concerns about Federal regulations that affect their business.

Other Topics of Interest

In recent years there have been many changes to the Federal requirements for school buses. These new requirements include stop arms for all school buses, more emergency exits for most of the larger school buses, performance requirements for wheelchair restraints in school buses, and mirror systems that are performance based instead of design based. Future requirements include antilock brake systems for large school buses and may also include requiring small school buses to meet Standard No. 221, joint strength.

Improvements have been made to the safety of the school bus loading zones.

Stop arm and mirror requirements were implemented to reduce the number of loading zone injuries and fatalities. However, changes in clothing style and design have resulted in snagging and dragging injuries to bus occupants departing from the school bus. School bus manufacturers have implemented recalls to modify handrail designs.

The agency is interested in receiving views on how the above regulations and developments have affected school bus safety and school bus users.

There have also been many changes to the Federal requirements for school bus drivers. School bus drivers are now required to possess a commercial drivers license which requires pre-employment drug tests and random drug and alcohol tests. Staff from the Federal Highway Administration will be available to answer questions at the meeting.

Procedural Matters

The agency intends to conduct the meeting informally so as to allow for maximum participation by all who attend. Interested persons may ask questions or provide comments during any period after a party has completed its presentation, on a time allowed basis as determined by the presiding official. If time permits, persons who have not requested time to speak, but would like to make a statement, will be afforded an opportunity to do so.

The agency is interested in obtaining the views of its customers both orally and in writing. An agenda for the meeting will be made based on the number of persons wishing to make oral presentations and will be available on the day of the meeting.

Those speaking at the public meeting should limit their presentations to 15 minutes. If the presentation will include slides, motion pictures, or other visual aids, please indicate so that the proper equipment may be made available. Presenters should bring at least one copy of their presentation to the meeting so that NHTSA can readily include the material in the public record.

A schedule of participants making oral presentations will be available at the designated meeting room. NHTSA will place a copy of any written statement in the docket for this notice. Participation in the meeting is not a prerequisite for the submission of written comments. NHTSA invites written comments from all interested parties. It is requested but not required that 10 copies be submitted.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including

purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, Room 5219, at the street address given above, and copies from which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation (49 CFR Part 512.)

All comments received before the close of business on the comment closing date indicated above will be considered. Comments will be available for inspection in the docket.

After the closing date, NHTSA will continue to file relevant information in the docket as it becomes available. It is therefore recommended that interested persons continue to examine the docket for new material.

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

Issued: September 30, 1996.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 660

[Docket No. 951227306-5306-01; I.D. 092596B]

Fisheries Off West Coast States and in the Western Pacific; Pacific Coast Groundfish Fishery; Nontrawl Sablefish Mop-Up Fishery

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

ACTION: Announcement of nontrawl sablefish mop-up fishery; request for comments.

SUMMARY: NMFS announces adjustments to the management measures for the Pacific coast groundfish fishery off Washington, Oregon, and California. This action establishes beginning and ending dates and trip limits applicable to the mop-up fishery for nontrawl limited entry sablefish, and sets trip limits for the nontrawl limited entry sablefish fishery after the mop-up fishery. These actions are intended to provide for harvest of

the remainder of the limited entry nontrawl allocation for sablefish.

DATES: The nontrawl sablefish mop-up fishery will begin at 1201 hours (local time), October 1, 1996, and will end at 1200 hours (local time), October 15, 1996, at which time the daily trip limits resume. The daily trip limits for the nontrawl sablefish fishery will remain in effect until the effective date of the 1997 annual specifications and management measures for the Pacific coast groundfish fishery, which will be published in the Federal Register. Comments will be accepted until October 15, 1996.

ADDRESSES: Comments on these actions should be sent to Mr. William Stelle, Jr., Administrator, Northwest Region, National Marine Fisheries Service, 7600 Sand Point Way NE., Bldg. 1, Seattle, WA 98115-0070; or Ms. Hilda Diaz-Soltero, Administrator, Southwest Region, National Marine Fisheries Service, 501 West Ocean Blvd., Suite 4200, Long Beach, CA 90802-4213. Information relevant to these actions has been compiled in aggregate form and is available for public review during business hours at the office of the Administrator, Northwest Region, NMFS (Regional Administrator).

FOR FURTHER INFORMATION CONTACT: William L. Robinson at 206-526-6140; or Rodney R. McInnis at 310-980-4040.

SUPPLEMENTARY INFORMATION: The regulations at 50 CFR 660.323(a)(2) established a new season structure for the limited entry nontrawl sablefish fishery in 1995. The "regular season" is a derby fishery during which the only trip limit is for sablefish smaller than 22 inches (56 cm). The regular season starts each year on September 1 (April 15, 1996, 61 FR 16402). Because of expected increases in effort and the difficulty in projecting catch rates during a short, intense season (7 days in 1995 and 5 days in 1996), the regular season was designed to harvest only 70 percent of the limited entry nontrawl allocation. The remainder of the nontrawl allocation was set aside as a buffer in case landings were much higher than projected. The Regional Administrator is authorized to release the buffer, if sufficient amounts remain, about 3 weeks after the end of the regular season, to be taken in a mop-up fishery consisting of one cumulative trip limit for each vessel.

Following the mop-up fishery, daily trip limits are reimposed until the end of the year. A daily trip limit is the maximum amount that may be taken and retained, possessed, or landed per vessel in 24 consecutive hours, starting at 0001 hours local time. Only one