

proceedings before parties may file suit in court.

List of Subjects in 49 CFR Part 571

Motor vehicle safety, Reporting and recordkeeping requirements, Tires.

In consideration of the foregoing, we propose that 49 CFR Part 571 be amended as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

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

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

2. Section 571.205 would be amended by:

- a. Revising paragraph S3,
- b. Amending paragraph S4 by adding a new definition in alphabetical order,
- c. Revising paragraph S5.1.1,
- d. Removing paragraphs S5.1.1.1 through S5.1.1.7,
- e. Revising paragraph S5.1.2,
- f. Removing paragraphs S5.1.2.1 through S5.1.2.11,
- g. Revising paragraph S5.2,
- h. Adding paragraph S5.3,
- i. Adding paragraph S5.4,
- j. Revising paragraphs S6.1 through S6.3,
- k. Removing paragraphs S6.4 and S6.5, and
- l. Removing Figure 1 at the end of the section.

The additions and revisions read as follows:

§ 571.205 Standard No. 205, Glazing materials.

* * * * *

S3. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, buses, motorcycles, slide-in campers, pickup covers designed to carry persons while in motion, and low speed vehicles and to glazing materials for use in those vehicles.

S4. *Definitions.* * * *

Prime glazing manufacturer means a manufacturer that fabricates, laminates, or tempers glazing materials.

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S5. *Requirements.*

S5.1 Materials.

S5.1.1 Glazing materials for use in motor vehicles must conform to the October 1996 version of American National Standard Safety Code for Safety Glazing Materials for Glazing Motor Vehicles and Motor Vehicle Equipment Operating on Land Highways, Z-26.1 (ANS Z26), unless this standard provides otherwise.

S5.1.2 NHTSA may test any portion of the glazing when doing the fracture test (Test No. 7) described in section 5.7 of ANS Z26.

S5.2 *Edges.* In vehicles except schoolbuses, the prime glazing manufacturer must treat exposed edges of the glazing in accordance with the August 1967 version of SAE Recommended Practice J673a, "Automotive Glazing." In schoolbuses, the vehicle manufacturer must enclose exposed edges of the glazing in a channel.

S5.3 *Shade bands.* The portion of the glazing at the top of the windshield, fixed side windows, and rear windows, as defined in section 4 of the June 1995 version of SAE Recommended Practice J100, is not required for driving visibility.

S5.4 *Low speed vehicles.* Windshields of low speed vehicles must meet the ANS Z26 specifications for either AS-1 or AS-4 glazing.

S6. *Certification and marking.*

S6.1 A prime glazing material manufacturer must certify, in accordance with 49 USC 30115, each piece of glazing material to which this standard applies that is designed—

- (a) As a component of any specific motor vehicle or camper; or
- (b) To be cut into components for use in motor vehicles or items of motor vehicle equipment.

S6.2 A prime glazing manufacturer certifies its glazing by adding to the marks required by section 7 of ANS Z26, in letters and numerals of the same size, the symbol "DOT" and a manufacturer's code mark that NHTSA assigns to the manufacturer. NHTSA will assign a code mark to a manufacturer after the manufacturer submits a written request to the Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590. The request must include the company name, address, and a statement from the manufacturer certifying its status as a prime glazing manufacturer as defined in S4.

S6.3 A manufacturer or distributor who cuts a section of glazing material to which this standard applies, for use in a motor vehicle or camper, must—

- (a) Mark that material in accordance with section 7 of ANS Z26; and
- (b) Certify that its product complies with this standard in accordance with 49 USC 30115.

3. Section 571.500 would be amended by revising paragraph (b)(8) of S5, to read as follows:

§ 571.500 Standard No. 500; low speed vehicles.

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S5. Requirements

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(b) * * *

(8) A windshield that conforms with the Federal Motor Vehicle Safety Standard on glazing materials (49 CFR 571.205)

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Issued on: July 28, 1999.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 99-19913 Filed 8-3-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 600

[I.D. 072199C]

Magnuson-Stevens Act Provisions; General Provisions for Domestic Fisheries; Applications for Exempted Fishing Permits (EFPs)

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

ACTION: Notification of a proposal for EFPs to conduct experimental fishing; request for comments.

SUMMARY: NMFS announces that the Regional Administrator, Northeast Region, NMFS (Regional Administrator), is considering approval of EFPs for two vessels to conduct exempted experimental fishing activities otherwise restricted by regulations governing the Fisheries of the Northeastern United States. These EFPs to conduct experimental fishing would involve the possession and retention of Atlantic sea scallops (*Placopecten magellanicus*), including the possible capture and release of regulated multispecies and other bycatch (monkfish, skates, invertebrates, and elasmobranchs), in the Mid-Atlantic Regulated Mesh Area; specifically, within the Hudson Canyon South Sea Scallop Closure Area and the Virginia Beach Sea Scallop Closure Area. Regulations under the Magnuson-Stevens Fishery Conservation and Management Act provisions require publication in the **Federal Register** to provide interested parties the opportunity to comment on the proposed EFPs.

DATES: Comments on this document must be received by August 19, 1999.

ADDRESSES: Comments should be sent to the Regional Administrator, NMFS,

Northeast Regional Office, 1 Blackburn Drive, Gloucester, MA 01930. Mark the outside of the envelope "Comments on Proposed Experimental Fisheries."

Copies of the Environmental Assessment for these activities are available from the Regional Administrator, NMFS, Northeast Regional Office, 1 Blackburn Drive, Gloucester, MA 01930.

FOR FURTHER INFORMATION CONTACT: Bonnie VanPelt, Fishery Management Specialist, 978-281-9244.

SUPPLEMENTARY INFORMATION: The Virginia Institute of Marine Science (VIMS) has submitted a proposal to target and assess Atlantic sea scallop resources (density and length frequency distribution), commercial sea scallop dredge performance, and harvest efficiencies within the Mid-Atlantic Sea Scallop Closure Areas (Hudson Canyon and Virginia Beach). This systematic survey would coordinate closely with NMFS' Northeast Fisheries Science Center's scallop dredge survey to evaluate differences in scallop research dredge performance relative to commercial dredge operation by conducting simultaneous tows and/or same-station comparative tows. The study also proposes to investigate the impacts of scallop dredge activity on bottom habitat and to quantify and compare the bio-fouling of scallops in both closed and open areas. In addition, the habitat assessment portion of the study would look at transitional changes in habitat components from within, on the boundary, and outside the closed areas. In this portion of the study VIMS

would closely collaborate with a Rutgers University habitat assessment study being conducted in the Hudson Canyon South Closure Area to avoid station overlap and ensure data integrity.

On a tow-by-tow basis, scientific staff and designated crew members would enumerate bycatch and estimate quantities of non-bycatch debris (mollusk shells), and would report on their general physical condition. The overall objective of the study is to assess the increased availability of commercial sea scallop biomass resulting from the area closures that commenced 16 months ago. A similar study in Georges Bank Closed Area II was not performed until 4 years after the closure. It is thought that more knowledge could be gained from a post-dredge survey conducted closer to the cessation of mobile gear activity.

The survey would be conducted during the period mid-August through September 1999 and would employ the use of two 15-ft (4.6-m) commercial sea scallop dredges at 400 pre-designated stations. Sampling densities of approximately one station per 7.5 nm² in the Hudson Canyon South Closure Area and one station of 5.0 nm² density in the Virginia Beach Closure Area are proposed. Sampling frequency would be increased to 5.0 nm² on or near the edges of closed area boundaries. Set-tow times of 10 minutes at 4.5 knots would calibrate area gear coverage (width of gear x length of dredge path). The dredge gear used would comply with all mesh size and gear configuration provisions of Amendment 4 to the

Atlantic Sea Scallop Fishery Management Plan. Therefore, no special twine-top configurations or rock chains would be used.

No other species other than Atlantic sea scallops would be retained or landed, except for unusual specimens of interest to scientists and only at the discretion of the chief scientist in charge of at-sea cruise operations. Participants would be limited to retaining and landing no more than 14,000 lb (6,350 kg) (1,000 lb (454 kg) per day) of Atlantic sea scallops, and would be required to fish under an Atlantic Sea Scallop day-at-sea (DAS) when fishing under the EFP. Based on this landing limit, participants would be required to commit a maximum of 14 sea scallop DAS to the study.

Each vessel's crew would be instructed that low value sea scallops may not be discarded in favor of retaining high value sea scallops (high grading). VIMS' chief scientist would be charged with monitoring all stages of the proposed cruise operations in support of the study objectives and would ensure maximum integrity of data collection and organization of deck operations. EFPs would be issued to participating vessels to exempt them from the Mid-Atlantic Closed Areas.

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

Dated: July 29, 1999.

Bruce C. Morehead,
Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service.
[FR Doc. 99-20030 Filed 8-3-99; 8:45 am]

BILLING CODE 3510-22-F