

regulatory proposals containing significant unfunded mandates.”

This rule does not create any mandate on State, local or tribal governments beyond those required by the RCRA and Battery Act statutes. The State administers its hazardous waste program voluntarily, and any duties on other State, local or tribal governmental entities arise from that program, not from today's action. Accordingly, the requirements of Executive Order 12875 do not apply to this rule.

Compliance With Executive Order 13045

Executive Order 13045, “Protection of Children from Environmental Health Risks and Safety Risks,” applies to any rule that: (1) the Office of Management and Budget determines is “economically significant” as defined under Executive Order 12866, and (2) concerns an environmental health or safety risk that EPA has reason to believe may have a disproportionate effect on children. If the regulatory action meets both criteria, the Agency must evaluate the environmental health or safety effects of the planned rule on children and explain why the planned regulation is preferable to other potentially effective and reasonably feasible alternatives considered by the Agency.

This rule is not subject to E.O. 13045 because it is not an economically significant rule as defined by E.O. 12866, and because it does not concern environmental health or safety risks that the EPA has reason to believe may have a disproportionate effect on children. Rather, this rule simply applies previously established health and safety requirements with respect to the Massachusetts state RCRA program.

Compliance With Executive Order 13084

Under Executive Order 13084, EPA may not issue a regulation that is not required by statute, that significantly or uniquely affects the communities of Indian tribal governments, and that imposes substantial direct compliance costs on those communities, unless the Federal government provides the funds necessary to pay the direct compliance costs incurred by the tribal governments, or EPA consults with those governments. If EPA complies with consulting, Executive Order 13084 requires EPA to provide to the Office of Management and Budget, in a separately identified section of the preamble to the rule, a description of the extent of EPA's prior consultation with representatives of affected tribal governments, a summary of the nature of their concerns, and a statement supporting the need to

issue the regulation. In addition, Executive Order 13084 requires EPA to develop an effective process permitting elected officials and other representatives of Indian tribal governments “to provide meaningful and timely input in the development of regulatory policies on matters that significantly or uniquely affect their communities.”

This rule is not subject to E.O. 13084 because it does not significantly or uniquely affect the communities of Indian tribal governments.

Paperwork Reduction Act

Under the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*, Federal agencies must consider the paperwork burden imposed by any information request contained in a proposed rule or a final rule. This rule will not impose any information requirements upon the regulated community beyond what is already required under Massachusetts or federal law.

National Technology Transfer and Advancement Act

Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (“NTTAA”), Pub L. No. 104–113, section 12(d) (15 U.S.C. 272 note) directs EPA to use voluntary consensus standards in its regulatory activities unless to do so would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., materials specifications, test methods, sampling procedures, and business practices) that are developed or adopted by voluntary consensus standards bodies. The NTTAA directs EPA to provide Congress, through OMB, explanations when the Agency decides not to use available and applicable voluntary consensus standards.

This action does not involve technical standards covered by voluntary consensus standards. Therefore, EPA did not consider the use of any voluntary consensus standards.

List of Subjects in 40 CFR Part 272

Environmental protection, Administrative practice and procedure, Confidential business information, Hazardous waste, Hazardous waste transportation, Incorporation by reference, Indian lands, Intergovernmental relations, Penalties, Reporting and recordkeeping requirements, Water pollution control, Water supply.

Authority: This notice is issued under the authority of Sections 2002(a), 3006 and 7004(b) of the Solid Waste Disposal Act as amended 42 U.S.C. 6912(a), 6926, 6974(b).

Dated: February 2, 1999.

John P. DeVillars,

Regional Administrator, Region I.

[FR Doc. 99–3995 Filed 2–23–99; 8:45 am]

BILLING CODE 6560–50–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Part 107, 171, 172, 173, 177, 178 and 180

[Docket No. RSPA–98–3684(HM–220)]

RIN 2137–AA92

Hazardous Materials: Requirements for DOT Specification Cylinders; Announcement of Public Working Meetings

AGENCY: Research and Special Programs Administration (RSPA) DOT.

ACTION: Proposed rule; notice of meetings.

SUMMARY: RSPA wishes to advise the interested public that a series of meetings will be held to discuss proposals contained in a notice of proposed rulemaking (NPRM) to revise the cylinder requirements contained in the Hazardous Materials Regulations (HRM). The NPRM was published in the **Federal Register** of October 30, 1998, under RSPA Docket No. 3684 (HM–220).

DATES: The dates for these meetings are April 13, 14 and 15. The meetings will be held from 9:00 a.m. to 4:00 p.m. but may end earlier.

ADDRESSES: All meetings will be held in Room 3200–3204 at the U.S. Department of Transportation's Nassif Building, 400 7th Street SW, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Cheryl Freeman, telephone number (202) 366–4545, Office of Hazardous Materials Technology, or Hattie Mitchell, telephone number (202) 366–8553, Office of Hazardous Materials Standards, Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590–0001.

SUPPLEMENTARY INFORMATION: On October 30, 1998 (63 FR 58460), RSPA published an NPRM in the **Federal Register** under RSPA Docket No. 3684 (HM–220). RSPA proposes in the NPRM to amend the HMR (49 CFR Parts 171–180) to establish four new DOT cylinder specifications and to revise the requirements for maintenance, requalification, and repair of all DOT specification cylinders. In addition, RSPA proposes to revise the

requirements for approval of cylinder requalifiers, independent inspection agencies, and nondomestic chemical analysis and tests; to revise the cylinder requalification, maintenance and repair requirements in Part 173 and to transfer these requirements to new subpart C of Part 180; and to revise the commodity authorization requirements in Part 173.

RSPA held public meetings to discuss the proposals on December 8, 1998 (63 FR 58460, October 30, 1998), and January 28, 1999 (63 FR 72224, December 31, 1998), in Washington, DC. Because of the broad scope and technical complexity of the proposals, RSPA is holding three additional public meetings to discuss certain proposals contained in the NPRM. These meeting will not be recorded.

The topics for discussion at the meetings are as follows:

A. April 13, 1999:

1. Applicability and design criteria for all metric-marked DOT specification cylinders (§ 178.69).

2. Welded cylinder specification (§ 178.81; DOT 4M).

B. April 14, 1999:

1. Seamless cylinder specifications (§§ 178.70–178.73; DOT 3M, 3FM, 3ALM).

C. April 15, 1999:

1. Requalification (Part 180, Subpart C).

2. Pressure relief devices.

3. Commodity authorizations and usage requirements (§§ 173.301–173.304(b)).

The meetings' agenda will be available on the Internet at the website: <http://hazmat.dot.gov/rulemake.htm#nprm> at least two weeks prior to the meetings.

Issued in Washington DC on February 18, 1999.

Alan I. Roberts,

Associate Administrator for Hazardous Materials Safety.

[FR Doc. 99–4515 Filed 2–23–99; 8:45 am]

BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 171, 177, 178, 180

[Docket No. RSPA–97–2718 (HM–225A)]

RIN 2137–AD07

Hazardous Materials: Safety Standards for Preventing and Mitigating Unintentional Releases During the Unloading of Cargo Tank Motor Vehicles in Liquefied Compressed Gas Service

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Negotiated rulemaking committee meeting; cancellation.

SUMMARY: This document announces cancellation of a negotiated rulemaking advisory committee meeting scheduled for March 2–3, 1999. The meeting would have dealt with recommendations for alternative safety standards for preventing and mitigating unintentional releases of hazardous materials during the unloading of cargo tank motor vehicles in liquefied compressed gas service. This document is issued in accordance with the provisions of the Federal Advisory Committee Act. Scheduling of any future committee meetings will be announced in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Jennifer Karim or Susan Gorsky, (202) 366–8553, Office of Hazardous Materials Standards, Research and Special Programs Administration, Department of Transportation. Facilitator: Philip J. Harter, The Mediation Consortium, (202) 887–1033.

SUPPLEMENTARY INFORMATION: On January 4, 1999 (64 FR 70), RSPA published in the **Federal Register** a document announcing the cancellation of a January 6–7, 1999 meeting and the addition of meetings on February 2–4, 1999 and March 2–3, 1999. However, during the February 2–4, 1999 meeting, the Committee agreed to cancel the March 2–3, 1999 meeting to give RSPA an opportunity to publish a notice of proposed rulemaking (NPRM) and to receive comments on the proposals. The purpose of this document is to announce the cancellation of the March 2–3, 1999 meeting.

This Committee has been established to develop recommendations for alternative safety standards for preventing and mitigating unintentional releases of hazardous materials during the unloading of cargo tank motor vehicles in liquefied compressed gas

service. Meeting summaries and other relevant materials are placed in the public docket and can be accessed through (<http://dms.dot.gov>).

Issued in Washington, D.C., on February 19, 1999, under authority delegated in 49 CFR Part 1.

Edward T. Mazzullo,

Director, Office of Hazardous Materials Standards, Research and Special Programs Administration.

[FR Doc. 99–4518 Filed 2–23–99; 8:45 am]

BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA–99–5114]

RIN 2127–AH31

Federal Motor Vehicle Safety Standards: Light Vehicle Brake Systems

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

ACTION: Termination of rulemaking.

SUMMARY: This action terminates rulemaking initiated by the agency's granting of a petition for rulemaking submitted by the American Automobile Manufacturers Association (AAMA) concerning the Federal motor vehicle safety standard on light vehicle brake systems. The standard currently uses data from the cold effectiveness tests to establish performance levels for the "hot performance" and "recovery performance" test requirements. AAMA requested use of a different procedure for establishing these performance levels, which would be based on three new constant deceleration stops.

The agency has decided to terminate this action because the procedures AAMA requested would not assess the effect of heat on light vehicle braking systems any more accurately or repeatably than the procedures currently specified in the standard. In addition, the procedures currently specified in the standard are presently harmonized with the procedures in the counterpart standard established by the United Nation's Economic Commission for Europe (ECE) for light vehicle brake systems. Absent sufficient safety reason to change the existing procedure, and considering that such a change would move NHTSA's standards away from harmony with the ECE standards, the agency has decided to terminate its consideration of the requested change.