

DATES: The meeting will be held on Tuesday, June 27, 2000, from 10:00 am to 5:00 pm (registration from 8:30 am to 10:00 am), and Wednesday, June 28, 2000, from 8:30 am to 12:30 pm.

ADDRESSES: The meeting will be held in the Michigan and Minnesota Rooms of the Federal Aviation Administration Building, 2300 East Devon Avenue, Des Plaines, Illinois. For information on facilities or services for individuals with disabilities or to request special assistance at the meetings, contact Eloy Martinez at the address or phone number listed under **FOR FURTHER INFORMATION CONTACT** as soon as possible.

FOR FURTHER INFORMATION CONTACT: Herbert Gould, Volpe Center, Research and Special Programs Administration, 617-494-2134; or Eloy Martinez, Volpe Center, Research and Special Programs Administration, 617-494-2599.

SUPPLEMENTARY INFORMATION:

I. Background

On May 24, 1999, the Research and Special Programs Administration (RSPA; "we") published a final rule under Docket No. RSPA-97-2718 (HM-225A) (64 FR 28030). The final rule revised regulations applicable to the transportation and unloading of liquefied compressed gases, including liquefied petroleum gases, anhydrous ammonia, and chlorine. The revisions included new inspection, maintenance, and testing requirements for cargo tank discharge systems and revised attendance requirements applicable to liquefied petroleum gas and anhydrous ammonia. The final rule was developed through a negotiated rulemaking. In addition to the Department of Transportation, the negotiated rulemaking committee consisted of persons representing businesses that transport and deliver liquefied petroleum gases, anhydrous ammonia and other liquefied compressed gases; manufacturers and operators of cargo tanks and vehicle components; and state and local public safety and emergency response agencies.

Among other requirements, the final rule revised requirements for cargo tank emergency discharge control equipment to provide a clear performance standard for passive emergency discharge control equipment that shuts down unloading operations without human intervention. The revised requirements also provided for a remote capability for certain cargo tanks to enable a person attending the unloading operation to shut off the flow of product when unloading duties require the person to be away from the motor vehicle during delivery.

The final rule allowed two years for development and testing of emergency discharge control technology. After July 1, 2001, newly manufactured MC 331 cargo tank motor vehicles must be equipped with emergency discharge control equipment that conforms to the performance standards. MC 330, MC 331, and certain nonspecification cargo tank motor vehicles already in service must be retrofitted over a five-year period beginning after July 1, 2001, on a schedule that coincides with the cargo tank's scheduled pressure test in accordance with 49 CFR part 180.407(c).

II. Public Meeting

In developing the HM-225A final rule, the negotiated rulemaking committee anticipated that periodic progress reviews would be needed during the two-year development and testing cycle for emergency discharge control technology. Such reviews help promote communication between industry and government and function as a catalyst for critical development and testing needs that may occur. Committee members planned to work in partnership to assure widespread dissemination of information related to development and testing of emergency discharge control technology.

Accordingly, we are hosting a public meeting to foster the exchange of information among interested parties concerned with the safe transportation of liquefied compressed gases in cargo tank motor vehicles. The meeting will focus specifically on emergency discharge control system technology, including both passive and off-truck remote shutdown equipment.

The meeting will be held in the Chicago, Illinois, area on June 27 and 28, 2000. To pre-register, please contact Eloy Martinez, telephone 617-494-2599, fax 617-494-3616, e-mail martinez@volpe.dot.gov.

A simple, flexible agenda is being prepared by industry representatives who participated in the development of the final rule. Any demonstrations of discharge control equipment or systems should be planned for the morning of June 27. Prospective demonstrators should contact Eloy Martinez as soon as possible.

This is an informal meeting to promote the free exchange of information concerning emergency discharge control systems on cargo tank motor vehicles, including recent technology developments, test results, operating experience, and the like. There will be no transcript of the meeting; however, we will prepare minutes of the meeting and written questions and answers developed in

response to issues raised. This information will be made available on the HazMat Safety Website (<http://hazmat.dot.gov>).

Issued in Washington, DC on May 9, 2000.

Robert A. McGuire,

Acting Associate Administrator for Hazardous Materials Safety.

[FR Doc. 00-12073 Filed 5-12-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-00-7144]

RIN 2127-AG55

Federal Motor Vehicle Safety Standards; FMVSS 101—Technical Correction—Speedometer Display

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

ACTION: Final rule.

SUMMARY: This technical amendment corrects an error in Table 2 of Federal Motor Vehicle Safety Standard 101 as a result of a final rule published September 24, 1998. In that notice the agency adopted language for the speedometer display as "MPH and/or km/h". The effect of this language is to allow speedometers labeled in miles per hour (MPH) alone, kilometers per hour (km/h) alone, or both miles and kilometers per hour. The intent was to require speedometer display in miles per hour, and to allow the addition of kilometers per hour at the option of the manufacturer. This amendment changes the language of Table 2 to "MPH, or MPH and km/h".

DATES: This final rule is effective February 15, 2001. Optional early compliance with the change made in this final rule is permitted beginning May 15, 2000.

ADDRESSES: Petitions for reconsideration of this final rule should refer to the docket number cited in the heading of this final rule and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh St, SW, Washington, DC 20590. It is requested, but not required, that ten copies be submitted.

FOR FURTHER INFORMATION CONTACT: Gayle Dalrymple, NPS-23, Office of Safety Performance Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Ms. Dalrymple can be

reached by phone at (202) 366-5559 or by facsimile at (202) 366-4329.

SUPPLEMENTARY INFORMATION: On May 27, 1998, NHTSA published a final rule amending selected Federal Motor Vehicle Safety Standards (FMVSS) by converting English measurements specified in those standards to metric measurements. On September 24, 1998, the agency published a technical amendment and response to petition for reconsideration stemming from the May notice. In the September notice, the agency responded to a comment from Ford Motor Company stating that, in Ford's view, the label "MPH km/h" in Column 3 of Table 2 under "Speedometer" in FMVSS 101 required both English and metric units to be displayed on the speedometer. The intent of the standard is to require speedometer display in miles per hour (MPH), and to allow the addition of kilometers per hour (km/h) to MPH at the option of the manufacturer. Ford recommended that "MPH km/h" be changed to "MPH and/or km/h". The agency adopted this text for the Speedometer display in Table 2 of FMVSS 101 with the September 24, 1998, notice. We have become aware that the new language, "MPH and/or km/h", could be interpreted to mean that speedometers labeled in kilometers per hour alone are acceptable. It was obviously not our intent to allow speedometers graduated in km/h only, which would be useless for drivers in the U.S., where speed limits are communicated in MPH alone. We do not believe that Ford intended such an outcome either. Therefore, today's technical amendment changes the language of the Speedometer display required by FMVSS 101 to "MPH, or MPH and km/h". This provision is consistent with the requirements of FMVSS 101 which were in effect from 1982 to 1998.

Regulatory Impacts

A. Executive Order 12866 and DOT Regulatory Policies and Procedures

NHTSA has examined the impact of this rulemaking action under E.O. 12866 and the Department of Transportation's regulatory policies and procedures. This rulemaking document was not reviewed under E.O. 12866, "Regulatory Planning and Review." This action has been determined to be not "significant" under DOT's regulatory policies and procedures.

In converting the Federal Motor Vehicle Safety Standards from the English to the metric measurement system, the agency has made conversions in a way that does not substantively change the performance requirements of the FMVSSs. In this final rule, NHTSA makes corrections to an error that appeared in the September 24, 1998, final rule. NHTSA does not believe motor vehicle manufacturers will incur any additional costs as a result of the final rule. The impacts of this action are so minor that a full regulatory evaluation has not been prepared.

B. Regulatory Flexibility Act

The agency has also considered the effects of this rulemaking action under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). I certify that this final rule will not have a significant economic impact on a substantial number of small entities. The rationale for this certification is that this final rule makes no substantive changes to any Federal Motor Vehicle Safety Standards, and is limited to correcting a typographical error in the September 24, 1998, final rule that amended the Federal Motor Vehicle Safety Standards.

C. Environmental Impacts

In accordance with the National Environmental Policy Act of 1969, the agency has considered the environmental impacts of this rulemaking action and determined that as a final rule, it would not have a significant impact on the quality of the human environment.

D. Federalism

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

E. Civil Justice Reform

This rule will not have a retroactive effect. Under Section 103(d) of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1392(d)), 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. Section 105 of the Act (15 U.S.C. 1394) 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.

F. Unfunded Mandates Reform Act of 1995

The Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4) requires agencies to prepare a written assessment of the cost, benefits and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditure by State, local, or tribal governments, in the aggregate, or by the private sector, of more than \$100 million annually. Because this final rule does not have a \$100 million effect, no Unfunded Mandates assessment has been prepared.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles.

In consideration of the foregoing, the Federal Motor Vehicle Safety Standards (49 CFR Part 571), are amended as set forth below.

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

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.

2. Section 571.101 is amended by revising S5 to read as follows:

§ 571.101 Standard No. 101, Controls and displays.

* * * * *











S5 Requirements. Each passenger car, multipurpose passenger vehicle, truck and bus manufactured with any control listed in S5.1 or in column 1 of Table 1, and each passenger car, multipurpose passenger vehicle and truck or bus less than 4,536 kg. GVWR with any display listed in S5.1 or in column 1 of Table 2, shall meet the requirements of this standard for the location, identification, and illumination of such control or display.

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3. Section 571.101 is amended by revising Table 2 following S6. to read as follows:

Table 2
Identification and Illustration of Displays

Column 1	Column 2	Column 3	Column 4	Column 5
Display	Telltale Color	Identifying Words or Abbreviation	Identifying Symbol	Illumination
Turn Signal Telltale	Green	Also see FMVSS 108	 1 6	—
Hazard Warning Telltale		Also see FMVSS 108	 2 6	—
Seat Belt Telltale	— 7	Fasten Belts or Fasten Seat Belts Also see FMVSS 208	 or 	—
Fuel Level Telltale	—	Fuel	 or 	—
Gauge	—			Yes
Oil Pressure Telltale	—	Oil		—
Gauge	—			Yes
Coolant Temperature Telltale	—	Temp		—
Gauge	—			Yes
Electrical Charge Telltale	—	Volts, Charge or Amp		—
Gauge	—			Yes
Highbeam Telltale	Blue or Green 4	Also see FMVSS 108	 6	—
Brake System 8	Red 4	Brake, Also see FMVSS 105 and 135	—	—
Malfunction in Anti-Lock or	Yellow	Antilock, Anti-lock, or ABS. Also see FMVSS 105 and 135	—	—
Variable Brake Proportioning System 8	Yellow	Brake Proportioning, Also see FMVSS 135	—	—
Parking Brake Applied 8	Red 4	Park or Parking Brake, Also see FMVSS 105 and 135	—	—
Malfunction in Anti-Lock	Yellow	ABS, or Antilock; Trailer ABS, or Trailer Antilock, Also see FMVSS 121	—	—
Brake Air Pressure Position Telltale	—	Brake Air, Also see FMVSS 121	—	—
Speedometer	—	MPH, or MPH and km/h ³	—	Yes
Odometer	—	— 3	—	—
Automatic Gear Position	—	Also see FMVSS 102	—	Yes

- 1 The pair of arrows is a single symbol. When the indicator for left and right turn operate independently, however, the two arrows will be considered separate symbols and may be spaced accordingly.
- 2 Not required when arrows of turn signal tell-tales that otherwise operate independently flash simultaneously as hazard warning tell-tale.
- 3 If the odometer indicates kilometers, then "KILOMETERS" or "km" shall appear, otherwise, no identification is required.
- 4 Red can be red-orange. Blue can be blue-green.
- 5 If the speedometer is graduated in miles per hour and in kilometers per hour, the identifying words or abbreviations shall be "MPH and km/h" in any combination of upper or lower case letters.
- 6 Framed areas may be filled.
- 7 The color of the telltale required by S4.5.3.3 of Standard No 208 is red; the color of the telltale required by S7.3 of Standard No. 208 is not specified.
- 8 In the case where a single telltale indicates more than one brake system condition, the word for Brake System shall be used.

Issued on: May 2, 2000.

Stephen R. Kratzke,

*Associate Administrator for Performance
Safety Standards.*

[FR Doc. 00-11493 Filed 5-12-00; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 21

Migratory Bird Permits; Notice of Amendment of Falconry, Raptor Propagation, and Certain Scientific Collecting Permits

AGENCY: Fish and Wildlife Service,
Interior.

ACTION: Notice of permit amendment.

SUMMARY: Just prior to removing the American peregrine falcon from the U.S. List of Endangered and Threatened Wildlife, we amended all Migratory Bird Treaty Act (MBTA) permits that authorized the take of wild raptors for falconry and raptor propagation purposes and scientific collecting permits that were not species-specific. The permit amendment continued the prohibition on removing peregrines from the wild until we can issue biological criteria to manage such take. We were unable to locate several permit holders. Therefore, this document serves as official notice to those holders of Federal falconry or raptor propagation permits, or scientific collecting permits that are not species-specific, who did not receive our amendment letter. This notice amends your permit.

EFFECTIVE DATE: May 15, 2000.

ADDRESSES: Comments or questions concerning this notice may be addressed to Jon Andrew, Chief, Migratory Bird Management Office, 4401 North Fairfax Drive, ARLSQ 634, Arlington, Virginia 22203 (703-358-1714). Questions or information concerning individual permits should be addressed to the Regional Migratory Bird Permit Office responsible for your State, as follows: (1) *Region 1* (CA, HI, ID, NV, OR, WA, Pacific Island Territories) 911 N.E. 11th Avenue, Portland, OR 97232-4181 (503/872-2715); (2) *Region 2* (AZ, NM, OK, TX) P.O. Box 709, Albuquerque, NM 87103 (505/248-7882); (3) *Region 3* (IL, IN, IA, MI, MN, MO, OH, WI) One Federal Drive, Ft. Snelling, MN 55111-0045 ((612) 713-5436); (4) *Region 4* (AL, AR, FL, GA, KY, LA, MS, NC, SC, TN, PR, VI) P.O. Box 49208, Atlanta, GA 30359 (404/679-7070); (5) *Region 5* (CT, DE, D.C., ME, MD, MA, NH, NJ, NY, PA,

RI, VT, VA, WV) P.O. Box 779, Hadley, MA 01035-0779 (413/253-8641); (6) *Region 6* (CO, KS, MT, NE, ND, SD, UT, WY) P.O. Box 25486, DFC(60130), Denver, CO 80225-0486 (303/236-8171); (7) *Region 7* (AK) 1011 East Tudor Road, Anchorage, AK 99503 (907/786-3693).

FOR FURTHER INFORMATION CONTACT:

Susan Lawrence, National Migratory Bird Permit Coordinator, Migratory Bird Management Office, at the Arlington, Virginia address above.

Background

On August 25, 1999, we published a final rule in the **Federal Register** removing the American peregrine falcon (*Falco peregrinus anatum*) from the U.S. Endangered Species List (64 FR 46542). The rule also removed the "similarity of appearance" provision for all free-flying peregrine falcons (*F. peregrinus*) in the conterminous States. The arctic peregrine (*F. p. tundrius*) was removed from the list in 1994. As a result of these rules, native peregrine falcons no longer receive the protection of the U.S. Endangered Species Act (ESA). Conservation of native peregrine falcons now falls primarily to the MBTA and State regulations.

The MBTA regulations in 50 CFR part 21 allow for the issuance of permits to take migratory birds for certain purposes. Prior to the delisting, American peregrine falcons could not be taken from the wild under migratory bird permits because of their endangered status under the ESA, and no free-flying peregrines of any subspecies in the 48 contiguous States could be taken from the wild due to the similarity of appearance provision under the ESA. Other than the general prohibition on taking ESA-listed species, most MBTA falconry and raptor propagation permits and some scientific collecting permits were not species-specific.

In July and August of 1999, in anticipation of the delisting, we sent a letter to all falconry and raptor propagation permit holders and all non-species-specific scientific collecting permit holders amending their permits to prohibit take of wild peregrines once the ESA restrictions no longer apply. Because take of Peales (*Falco peregrinus pealei*) and arctic peregrine subspecies by residents of Alaska was legal, and because Alaska currently prohibits take of wild birds by nonresidents, permits for Alaska residents were amended to prohibit take of only the American peregrine falcon subspecies (*F. p. anatum*) in Alaska and all peregrine falcons (*F. peregrinus*) in the conterminous United States. The

amendments do not affect activities with captive-bred peregrines.

The general permit regulations in 50 CFR 13.23(b) authorize us to amend a permit if we determine that it is necessary to do so. The removal of ESA protection for the species and the need to complete biological criteria for take of peregrines constitute our finding of necessity for modification of these permits. These amendments are necessary to protect this newly recovered species from potential unregulated take while we reach agreement with other government entities on managing take, both of nestlings born in the United States as well as migrants, many of which originate outside the United States.

We were unable to locate several permit holders through the U.S. mail. Therefore, this document serves as notice to any holder of a Federal falconry permit, Federal raptor propagation permit, or Federal scientific collecting permit that is not species-specific for raptors, who did not receive our amendment letter. In accordance with 50 CFR 13.23(b), this notice amends your permit as follows:

For permittees residing in the conterminous United States:

You may not take a peregrine falcon (*Falco peregrinus*) from the wild in the United States.

For Alaska residents:

You may not take an American peregrine falcon (*Falco peregrinus anatum*) from the wild anywhere in the United States. You may not take any peregrine falcon (*Falco peregrinus*) from the wild in the conterminous United States.

Please attach this notice to your current permit. We may amend your permit again when management plans for peregrines are complete.

We attempted to notify all permittees individually of this amendment by letter sent to the address listed in existing permits. Permittees we were unable to locate by the address listed in their permits are identified below. However, this amendment notice applies to any holder of a Federal falconry permit, Federal raptor propagation permit, or Federal scientific collecting permit that is not species-specific for raptors, who did not receive our amendment letter.

Region 1

Timothy Jason Walker, Las Vegas, NV
(PRT# 005114)

Region 2

Ken Diehl, Boerne, TX (PRT# 003091)
John Manley Griffith, Tyler, TX (PRT#
834718)